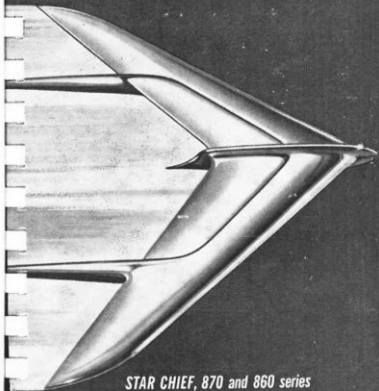


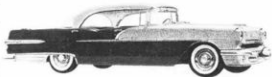
FACTS ABOUT THE  
NEW '56 PONTIAC



*STAR CHIEF, 870 and 860 series*

**1956**

# **PONTIAC FACTS BOOK**



# 15

beautiful new models  
to choose from,  
including a  
4-Door Catalina  
in every line!

Pontiac has done it again . . . created another style leader after breaking records in sales and popularity in 1955! Every model in every series offers style, beauty and modern design that are sure to make 1956 an even greater year for Pontiac. Even the powerful Strato-Streak V-8 has been improved to give more thrilling response and getaway power with smoothness and handling ease that are sure to be the envy of the industry. Look through this book carefully for a brief explanation of some of the reasons why Pontiac will continue to maintain a leadership that has always been associated with the great Pontiac name.

3



Star Chief 2-Door Catalina



Star Chief 4-Door Sedan



Star Chief Safari



Star Chief 4-Door Catalina



870 2-Door Catalina



870 4-Door Sedan



870 4-Door Station Wagon



870 4-Door Catalina



880 2-Door Catalina



880 4-Door Sedan



880 4-Door Station Wagon



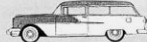
880 4-Door Catalina



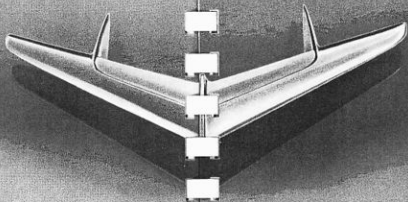
Star Chief Convertible



880 2-Door Sedan



880 2-Door Station Wagon



# Highlights of what's new for '56

**ALL THESE OUTSTANDING IMPROVEMENTS  
AND MANY NEW FEATURES MAKE THE  
NEW 1956 PONTIAC THE FINEST EVER BUILT!**

4-Door Catalinas in every line

New, larger V-8 engine

Newly styled interiors • New exterior design

New hood ornament • New rear fender ornaments

New radiator grille, bumpers and front name plate

New side moldings for all models

New deck lid name plate • Improved ride

New four-barrel carburetor standard on Star Chief series

New Strato-Flight Hydra-Matic transmission

New Synchromesh transmission

Increased horsepower and torque

# a special message

for PONTIAC salesmen!



A successor to a great success . . . that's what you have in the new 1956 Pontiac. Although there has not been such a complete and radical change in the new model as for the 1955, a great number of fine improvements have been incorporated that promise to make the 1956 Pontiac an even greater success. As proof of the wonderful selling opportunities that are offered with the new 1956 models, you now have a new model *in every line*, namely, the 4-Door Catalina. The beautiful Star Chief series, together with the 870 and 860 series, have a combined total of 15 different models . . . all at a price that is well within the range of most Americans. What's more, the new Strato-Streak V-8 engines have increased horsepower up to 227. So you see that this year of 1956 should be another great year for Pontiac.

You'll also find that Pontiac has made many other fine improvements in such items as Air Conditioning and interior fabrics with a wider choice of colors. Also a new Comfort Control Seat with power operation and a new Hydra-Matic transmission are offered to help make your selling job even easier than in 1955.

Look over your Facts Book carefully and make note of the improvements that have been made for 1956. Incorporate these new features in your sales talk and stress each one during every customer demonstration. You'll soon find that when you point out these many advantages Pontiac has, the car will practically sell itself. So make the most of a fine product and make 1956 another successful year for Pontiac—and yourself.

1956

# EXTERIOR

1956 PONTIAC... EVEN MORE

*Combining Beauty and Style*

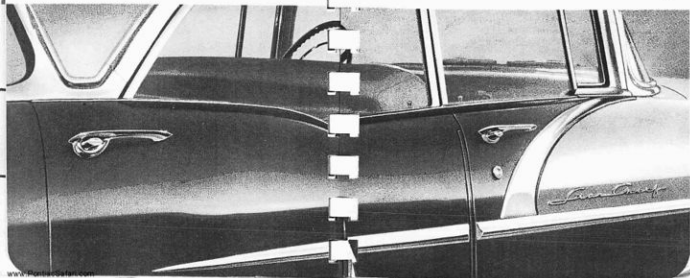
8

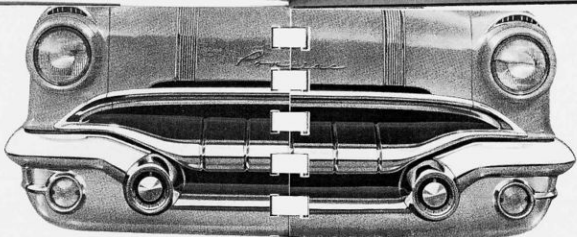
# STYLING

EXCITING THAN EVER BEFORE!

*with Functional Design*

9





Dramatically beautiful

from every angle!

10

Let's take a walk around this magnificent automobile and see what's new for 1936. The first thing that meets the eye is a new grille and bumper, uncompassed in eye-appealing beauty.

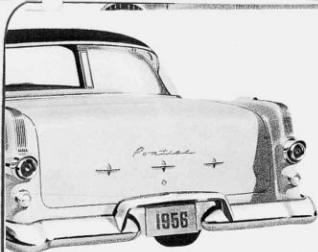
An integrated design, underscored by a massive lower bumper impact bar, envelops the entire front, from wheel to wheel, in sturdy chromed steel. New parking lamps are enclosed in the outside corners of this lower bar and add a refined touch to the grille appearance. Five artfully spaced vertical ribs decorate the chromed grille center bar which extends across the entire unit. Bumper impact bars wrap around the front fenders and curve downward to terminate in new horn-type bumper guards which offer ample protection to the grille.

The "V" motif is again evident in Pontiac's 1936 hood ornament, but has been redesigned. Wider and longer, it now has two horizontal sections trailing rearward to symbolize the beauty and power over which it reigns.

The modernistic V-8 emblem has been retained, but is now positioned on the front fenders below the termination of the rub molding.



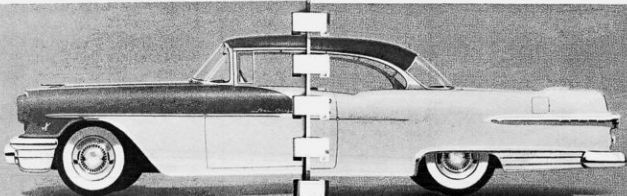
11

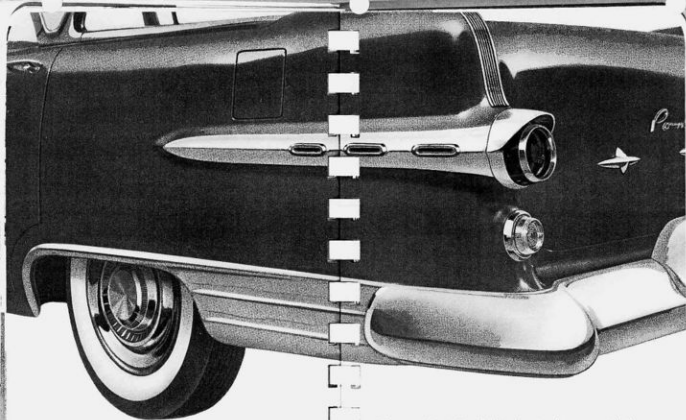


Coming around the side from the front, we next see the spear-like stainless steel rib moldings sweep back from near the front fender toward the rear fenders in a long, graceful line. This arrangement offers protection for the front fenders as well as enhancing the over-all beauty of the

car. Accent moldings drop down from the ventipane area and gracefully meet the horizontal rib moldings.

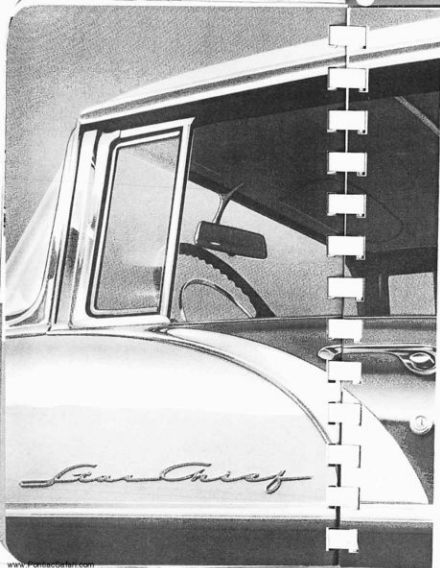
Moving back now toward the rear of the car, we see the rear fender reflectors. On the Star Chief series, they consist of an ornate upper rear fender molding, extending forward of the tail lamps, which artfully covers the rise on the rear fenders. A safety feature initiated with the 1956 models, these reflectors are contained in the new rear fender moldings. Three oval depressions stamped into the molding frame a background of red reflectory material. (Models other than the Star Chief series have three oval reflectors on each fender and do not have the chrome rear fender molding.)





Circling around for a rear view of this beautiful new 1956 Pontiac, we immediately see that the famous Silver-Streak design has been retained on the rear fenders. The characteristic rear fender rises have also been continued and are embellished with trim silver-streak moldings on the top and back surfaces. Jet-like tail lamps, mounted on the rear edge of the fenders, stand out with their red plastic lenses contrasting against a background of neat chrome.

The name "Pontiac", scribed in gleaming chrome, provides the rear deck name plate. Bumper impact bars reiterate the front grille motif and are gracefully united by a raised center bar which houses the rear license lamp and frames the rear livense plate. On the Star Chief series, three six-and-a-half-inch chromed die cast stars are evenly spaced across the broad rear deck lid and provide a finger hold for opening the counterbalanced lid.

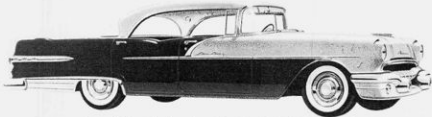


Exterior styling features of the

# 1956 Pontiac Star Chief Series

The luxury line of the Pontiac for 1956 is the magnificent Star Chief series which has five editions in all. Each has the big 124" wheel-base (except Safari) and is 2.4 inches longer than last year's model. The Star Chief models can be quickly and easily identified not only by their impressive length, but by their more elaborate side molding. Other identifying features are the addition of the name "Star Chief" ("Safari" on the Star Chief Station Wagon) to the front doors and an ornate upper rear fender molding. Catalina models and the Convertible also wear a lower rear fender molding of new design. For prompt identification from the rear, three stars are judiciously spaced beneath the name "Pontiac" on the rear of the trunk compartment.

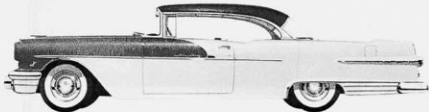
## PONTIAC STAR CHIEF FOUR-DOOR CATALINA



A new addition to the luxury line of Pontiac is the Star Chief 4-Door Catalina. It offers the dash of a sports car while assuring the convenience that comes with having four doors. This model is available in eight color combinations with harmonizing interiors. Solid colors available are: Nimbus Grey, Sandalwood, Sun Beige, and Catalina Blue. Vogue Two-Tone combinations are: Catalina Blue lower with Nimbus Grey upper, Sun Beige lower with Sandalwood upper, Sandalwood lower with Sun Beige upper and Nimbus Grey lower with Catalina Blue upper. Interiors and upholstery that harmonize with above colors are: Rust and Beige leather, Rust pattern cloth and Beige leather, Dark Blue and Light Blue leather and Blue pattern cloth and Light Blue leather.

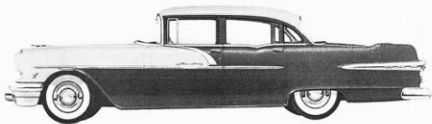


## PONTIAC STAR CHIEF CATALINA



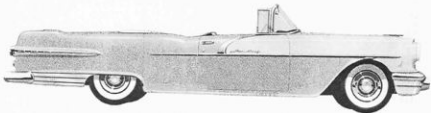
Like the new 4-Door Star Chief Catalina, the 2-Door is available in eight color combinations. Solid colors: Nimbus Grey, Sandalwood, Sun Beige, and Catalina Blue. Vogue Two-Tone combinations: Catalina Blue lower with Nimbus Grey upper, Sun Beige lower with Sandalwood upper, Sandalwood lower with Sun Beige upper and Nimbus Grey lower with Catalina Blue upper. Harmonizing interiors and upholstery are: Rust and Beige leather, Rust pattern cloth and Beige leather, Dark Blue and Light Blue leather and Blue pattern cloth and Light Blue leather.

## STAR CHIEF FOUR-DOOR



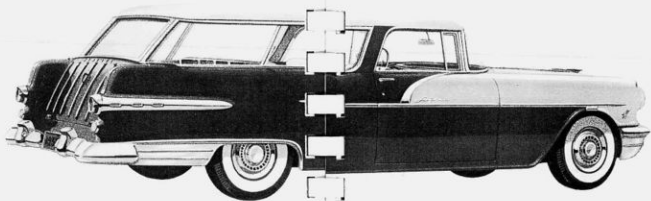
Lowest-priced member of the fabulous Star Chief series, this handsome model has forty-nine exterior solid and two-tone color combinations from which to choose. Six luxurious interior trims are also available to harmonize with the exterior of your choice.

## STAR CHIEF CONVERTIBLE



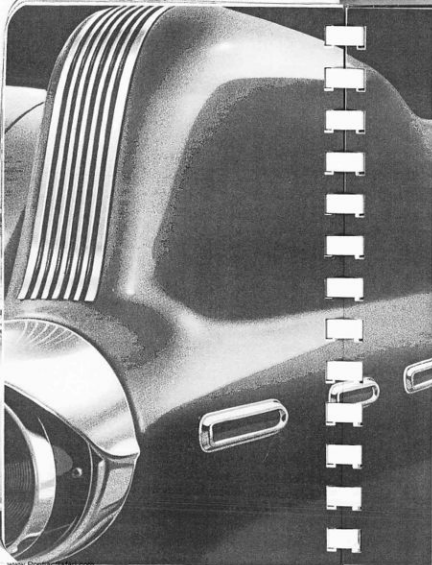
Here is the car that is truly a distinguished beauty. Richly upholstered in durable Morrokide in a choice of Red, Green, Blue or Black combined with Ivory, these handsome interiors offer an exciting contrast to the beautiful exterior colors. In 1956 there will be a choice of forty-nine solid and two-tone combinations to either match or contrast with a choice of five colorful tops of durable, easy-to-clean, vinyl Vicodee.

## STAR CHIEF SAFARI STATION WAGON



Completely at home in any setting, be it town or country, the Safari for 1956 offers the rare combination of luxury and practicality. In fact, its outstanding feature is versatility, because it can be converted from a passenger car to a functional carrier in a matter of seconds. As with the Star Chief Catalinas, this model has eight exterior color combinations from which to choose: solid Nimbus Grey, Catalina Blue, Sun Beige, and Sandalwood or such exciting color

combinations as: Nimbus Grey lower with Catalina Blue upper, Sandalwood lower with Sun Beige upper, Sun Beige lower with Sandalwood upper or Catalina Blue lower with Nimbus Grey upper. Its carefully selected interior trims include: Rust and Beige leather, Rust pattern cloth and Beige leather, Dark Blue and Light Blue leather, and Dark Blue pattern cloth and Light Blue leather.

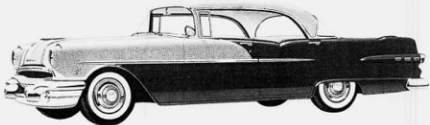


Exterior styling features of  
the  
spectacular  
870

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One of the first things that you notice on the 870 series are the side moldings. Unlike the Star Chief series which has a tapered molding coming down from the Ventipanes, the 870 has one of constant width. On the rear fenders you will also find three reflectors which have been placed lineally on embossments to enhance the beauty of this series. Looking at it directly from the rear, you will see a new gull-winged handle has been placed on the trunk lid and rear fender ornaments have been attractively restyled. The name "Pontiac" is now scribed above the popular snap-open lock. With four popular models to choose from, the 870 is sure to be a style and value leader for the year 1956.

## 870 FOUR-DOOR CATALINA



Once again we have the smart appearance of a sports car coupled with the convenience of having four doors. This thrilling new model is sure to be the talk of the industry with its smooth, graceful lines and elegant appearance. Choice of nine lovely interior trims which will match or contrast with the forty-nine exterior colors in either solid or two-tones.

## 870 TWO-DOOR CATALINA



Another masterpiece from Pontiac designed in keeping with the modern trend, this smart-looking 2-Door Catalina is available in forty-nine gorgeous new color combinations both in solid and two-tone colors. You also have a choice of nine different interiors that will add allure and beauty to the over-all appearance of this 870 Catalina Two-door for 1958.

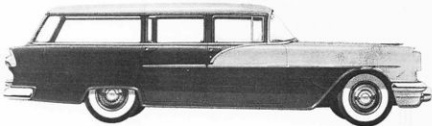
## 870 FOUR-DOOR SEDAN



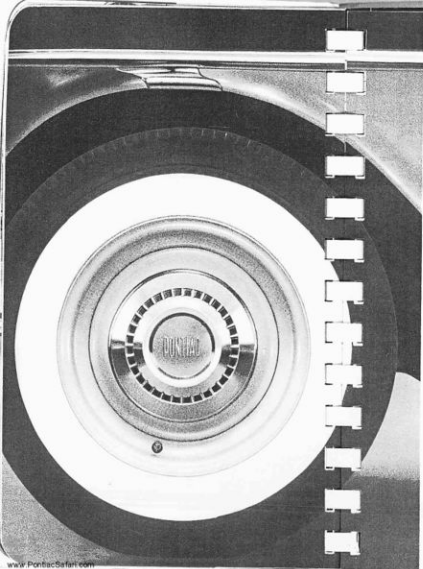
Traditionally an American favorite, this dependable 4-Door offers everything you want in a good solid automobile. You have a choice of forty-nine completely different exterior colors, either in solid or two-tone combinations. In addition to this, you also have a choice of six interior trims, any one of which is sure to please even the most discriminate tastes.



## 870 FOUR-DOOR STATION WAGON



This de luxe, 4-Door Station Wagon has two seats which hold up to six people very comfortably and has a total of forty-nine different exterior colors to choose from, including solids and two-tones. The interior trims are: Black and Ivory, Green and Ivory, and Red and Ivory Marokide. Not only is this model beautiful, it has a practical side, too. A tremendous curving area is made possible by folding down the second seat, thus giving you additional space when you need it.



Exterior styling features of

# the beautiful 860

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Here is the series that offers Pontiac size, performance and dependability at its very lowest cost. For the most part, many of the beauty features seen on Star Chief and 870 models can also be found on the 860, and many interior and exterior refinements that are oftentimes only found on cars costing hundreds of dollars more are standard equipment on the Pontiac 860. Models in the 860 series carry the same grille, rub molding and rear fender ornamentation as the 870 series. With all that it has to offer for 1956, the Pontiac 860 is sure to appeal to the buyer with a very fine sense of value.

## 860 FOUR-DOOR CATALINA



Now you can enjoy the thrill that comes with owning a 4-Door Catalina and still stay in the low-price field. Pontiac has now produced this exciting new model to make it easier for everyone to drive the car they've always dreamed of but couldn't previously afford. It features a choice of forty-nine different exterior solid or two-tone combinations which are complimented by six wonderful interior trims that bring out these exterior colors to their best advantage.

## 860 TWO-DOOR CATALINA



Lowest-priced of the three 2-Door Catalinas offered by Pontiac in 1956, this smart-looking 860 model is answer to the demand for a low-cost "hardtop". Like the 4-Door 860 Catalina, this model has a choice of forty-nine exterior colors in solids and two-tones with six different interiors from which to choose.

## 860 FOUR-DOOR SEDAN



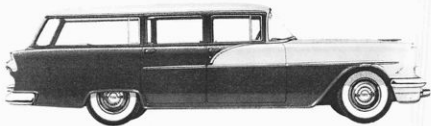
A family car that almost anyone can afford, this 860 4-Door Sedan has the same bigness and roominess of many more expensive cars, yet is priced right down with the lowest. Choice of forty-nine exterior trims and six different interiors and upholstery fabrics.

## 860 TWO-DOOR SEDAN



A terrific value in 1955, the 860 2-Door Sedan for 1956 offers even more of everything. More power, more style and more beauty. This is the model that can be bought for less than many of the so-called low-priced cars, yet gives you all the big-car size and dependability that you want. Exterior colors and interior trims available are the same as the 4-Door 860 Sedan.

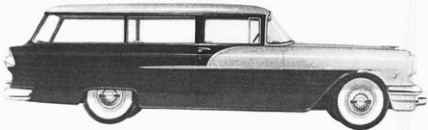
## 860 FOUR-DOOR STATION WAGON



This strikingly handsome station wagon offers the added convenience of four doors, plus the additional seating space of three rather than two seats. The second seat may be folded down and the third seat cushions removed for carrying luggage and other items. It has forty-nine exterior colors available and a choice of three interior trims: Grey texture, Green texture and Red texture combined with Light Grey.



## 860 TWO-DOOR STATION WAGON



For those who want to own a station wagon but fear high cost, this two-seat beauty is sure to fill the bill. Available in forty-nine different exterior colors including solids and two-tones, there is also a choice of three smart-looking interior combinations. Red texture, Green texture or Grey texture and Light Grey.

[illegible]

with PEXCEL SOLID  
PAINT COLORS AND  
UNIQUELY CRAFTED

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

| 1966 PONTIAC SOLID PAINT COLORS AND UNPUBLISHED OPTIONS | Color Name |  | 1966 Pontiac Solid Paint Colors |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  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Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  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Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  |  |  | 1966 Pontiac Unpublished Options |  |  |  |  |  |  |  |  |  | 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A MURDEROUS CONSPIRACY FINGERED IN THE MURDER OF MARTIN LUTHER KING—BUT ONLY IN APPEARANCE

The re-inventing are values that make the new 1998 Partner a distinct in any company are the result of careful value selection and very careful craftsmanship in the Partner production line.

The entire surface of steel is first cleaned with an alkaline bath, thoroughly rinsed, treated with acid solution for rust removal, the metal is then ready for pickling.

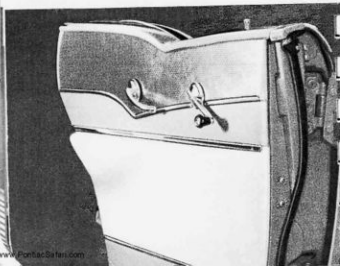
The prime coat of paint is applied and extended to hard. Exposed ends of lapses hold a deep black, which is then highly polished. The finished result is a beautiful, smooth, silver light shade of lasting strength and enduring beauty.

1956

# INTERIOR

*Combines beauty and eye-appeal*

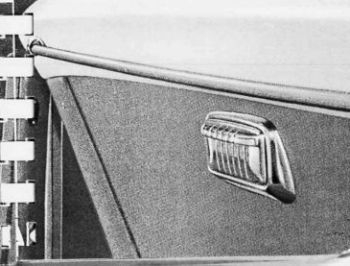
42



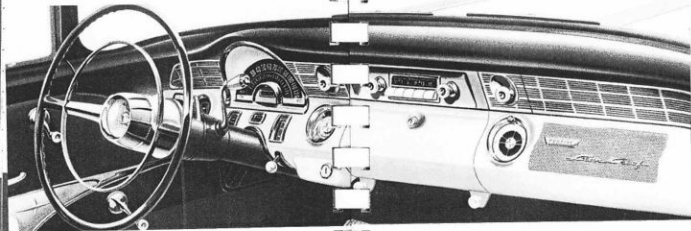
# STYLING

*with luxury and comfort*

43



## 1956 GENERAL INTERIOR STYLING



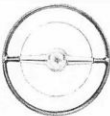
Completely new interiors have been designed for 1956 to blend harmoniously with the gorgeous exteriors of the new models. Looking first at the instrument panel, we see that the control knobs are now a marbledized white and that the former "Green-Glo" illumination has been changed to white in keeping with the color scheme. As an added convenience, the ash tray has been placed at the right of the radio control panel and the cigar lighter is at the left of the radio control panel. The instrument panel radio speaker grille has been decorated with new name plates. On the Star Chief series, the name "Pontiac" is in the upper left-hand corner

in block type and the name "Star Chief" is attractively scribed below. All the other models have the block printed word "Pontiac" centered on the speaker grille.

Over to the right of the glove compartment we see that the electric clock has been redesigned and the hands and numerals are painted white. The trim plates have been designed to create a louvered effect. The surface is ribbed with black painted depressed areas and is bordered and spaced with polished beading which blends into the panel.

### DE LUXE AND CUSTOM STEERING WHEEL

Star Chief and 870 steering wheels are cleverly designed and are mounted on Pontiac's concealed gearshift steering columns. As illustrated, the Star Chief and 870 model horn button has been artistically redesigned for new appearance. The 860 model steering wheel (not illustrated) has a new horn button color treatment.



### SPEEDOMETER AND SPEED-LINE INDICATOR



been retained for 1956. This is a disc type speed-indication device tinted with luminescent red paint that subtly warns drivers against speeding.

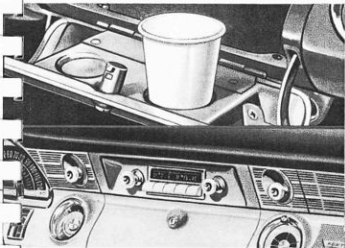
This beautiful chrome-trimmed speedometer tilts rearward and has a prominent hood, underpainted with wrinkle paint . . . designed to give you quick, glare-free vision. Popular in 1955, the Speed-Line indicator has

### HEATER CONTROLS

Illuminated heater controls are located just to the immediate right and left of the steering column. By movement of the levers, indicators point out the temperatures and air selected. Just above the steering column is the blower switch and indicator for easy accessibility and grouping.

### GLOVE COMPARTMENT

The center location of the glove compartment was a new feature in the 1955 models and is being continued in 1956. As was expected, this change was greatly approved and appreciated by the thousands of 1955 Pontiac owners. It was found that by having it centrally located, it was more easily accessible both to the driver and his front seat passengers. Another 1955 change being retained in 1956 is the twin recessions for liquid containers that are in the glove compartment door. These, too, proved very popular, especially handy in drive-in restaurants and movies.



### RADIO, ASH TRAY AND LIGHTER

Here is a perfect example of Pontiac's ingenuity . . . the convenient grouping of the recessed ash tray, cigar lighter and radio controls all within easy reach of the front seat passengers. The ash tray and lighter are standard equipment on all Pontiacs, and their knobs are recessed for maximum safety and fastidious design. The radio controls have new colors for 1956 to blend in harmoniously with the rest of the instrument panel décor. A chrome finish plate is used on all models where a radio is not specified.

## INTERIOR STYLING FEATURES OF STAR CHIEF MODELS

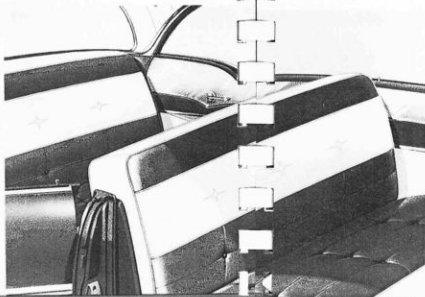
The name "Star Chief" has become synonymous with beauty and luxury, and the Star Chief interiors for 1956 are no exception. Our look at the fine leathers or fabrics used to adorn the Star Chief models, and you'll quickly see that here indeed is luxury and comfort beyond description. Each interior of every Star Chief model has been carefully selected for harmony in color as well as for comfort and practicality. Let's take them one at a time and see exactly why the Star Chief interiors have been called "beauty unequalled at a price so low!"

### STAR CHIEF FOUR-DOOR CATALINA

The upholstery of this brand-new member of the Star Chief family is magnificent. On the back of each seat is a wide

band of the finest hand-rubbed, light-colored leather; the seat and the lower part of the back cushions are in dark-colored leather (or dark-colored Jacquard-woven, nylon-faced fabric ornamented with metal spun nylon yarn, if desired).

Kick trim on front seats is made of light-colored durable plastic embossed in a handsome design. Long-wearing, dark-colored coated fabric enhances the contour of the back of the front seat. Thick, luxurious carpeting graces the floors adding to the beauty of the upholstery. Door panels on this Star Chief 4-Door Catalina (see illustration below) harmonize with the upholstery motif and boast simulated leather panels. Instrument panel, steering wheel (and components) and garnish moldings are finished in exact exterior color specified, i.e., Sandalwood, Sun Beige, Catalina Blue or Nimbus Grey. Interior of the center pillar (on the 4-Door Catalinas) is covered with plastic embossed material of matching color to also blend with the other interior colors.

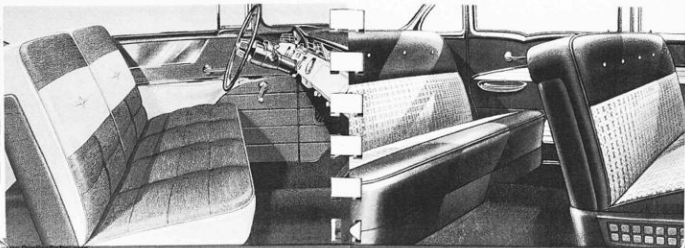


### STAR CHIEF TWO-DOOR CATALINA

The interiors of this popular "hardtop" are more beautiful than they have ever been since this model first came into existence. The 1956 interior choices are the same as the 4-Door Catalina and consist of: Rust and Beige leather; Light Blue and Dark Blue leather; Rust pattern cloth and Beige leather; or Blue pattern cloth and Light Blue leather. Door trim, instrument panel, steering wheel, steering column and garnish moldings are all finished in exact exterior color specified. Deep, luxurious carpeting blends with interior colors to give this model the luxury look that is usually associated with competitive cars much higher priced. Twin courtesy and dome lights flash on when either door is opened, illuminating the interior, and make getting in and out of the car at night much simpler and safer.

### STAR CHIEF FOUR-DOOR SEDAN

The interior trims of this handsome model are the ultimate in smart simplicity and beauty of design. For 1956, the interior trim color selections have been increased to a total of six different combinations from which to choose. Seats are upholstered with body cloths in six different combinations with front edges done in contrasting body cloth or Morrokide. Lower portion of the seat backs are light-colored body cloth, while the upper portion is either Morrokide having a vertical line pattern, or a smooth, dark cloth. Door panels are handled in two-tone simulated leather and the floors covered with a durable patterned rubber mat.

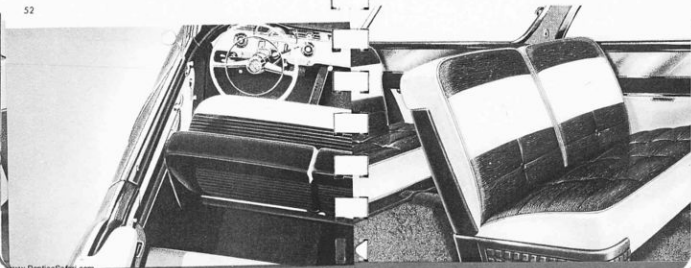


### STAR CHIEF CONVERTIBLE COUPE

Interior trims for the 1956 Star Chief Convertible were selected to blend or contrast with the beautiful exterior colors. Both dark- and light-colored Morrokide have been tastefully used on the upholstery trim to create a pleasing effect to the entire inside appearance (see illustration below). You'll notice that the use of white saddle stitching has been employed to give a distinctive appearance to both the cushion and the back of the seat. Door and side panels also use the two-tone colors, giving the doors and sides a modern streamlined look. The front- and rear-compartment floors are covered with sturdy, patterned rubber mats. Interior color choices are Red, Green, Blue or Black combined with Ivory. A de luxe steering wheel done in white is standard equipment in the Star Chief Convertible for 1956.

### STAR CHIEF SAFARI STATION WAGON

Aristocrat of the station wagons, this beautiful Star Chief Safari is the last word in high style and design. Opening the door we find the interior to be of the same high-quality materials used in the Star Chief Catalinas. Rich, deep tones and gay, light colors combine to give the Star Chief series all the regal elegance it so justly deserves. But beauty isn't all you get, because this handsome station wagon offers versatility, too! The rear seat may be quickly and easily folded to give you extra carry space for luggage or large packages. Even with the seat upright, ample space still remains for remarkable loading capacity.

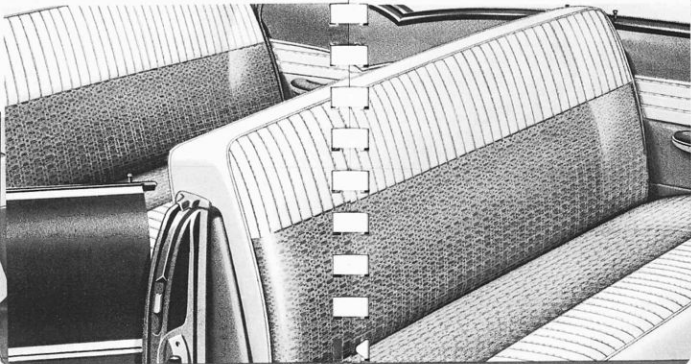


## INTERIOR STYLING FEATURES OF THE 870 MODELS

For 1956, the 870 models offer more interior colors and upholstery selections than ever before. Luxurious, yet practical fabrics that are sure to please even the most discriminating tastes. Look over the many rich, vibrant colors that are available and see if you, too, don't agree that this is the finest selection ever offered by anyone at any time.

## 870 FOUR-DOOR CATALINA

Imagine getting a choice of nine beautiful interior color combinations to blend or contrast with a choice of forty-nine different exterior solid colors or combinations! That's what you get when you choose the 870 Catalinas for 1956. Each fabric has been skillfully tailored for unequalled durability, and you have a choice of patterns and designs that is more varied than ever before. The doors and side panels are of coated fabric that blends beautifully with the rest of the interior; and harmonizing rubber floor mats cover the front and rear compartments for smart appearance, and are very easy to keep clean.

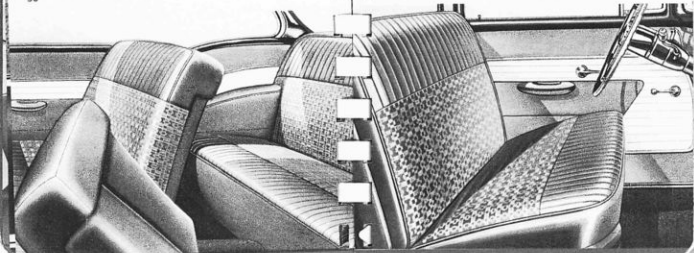


### 870 TWO-DOOR CATALINA

This traditional favorite has the same interior selections as the 870 4-Door Catalina, and well it should, for anything less beautiful would certainly detract from the exterior beauty and style of this spectacular 870 2-Door Catalina. It might be well to take particular note of how the discriminating use of chrome on the side panels and around the doors adds to the over-all look of luxury so evident in this, the high-spirited 870 2-Door Catalina.

### 870 FOUR-DOOR SEDAN

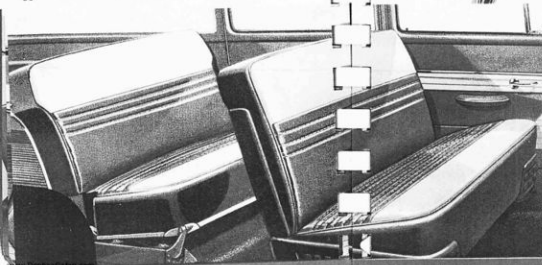
Beauty is just a part of the story on the interiors of the 870 series, and this handsome 870 4-Door Sedan proves it beyond a doubt. Here is not only smart color and design, but rugged, dependable body cloth that has been skillfully tailored for unequalled durability. In this model, you have a choice of many fine interior color combinations plus harmonizing rubber floor mats in the front and rear compartments. These wonderful color selections all either blend or contrast with the choice of forty-nine exterior color combinations this model has to offer.



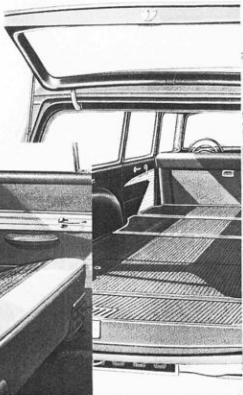
## THE 870 FOUR-DOOR STATION WAGON

This attractive-looking 870 4-Door Station Wagon is one of the most versatile cars you can own. Not only do you get the beauty, luxury and comfort of a sedan, but you also get the hard-working utility of a carrier. With the rear seat in position, you have room to carry six passengers very comfortably or, by folding the rear seat down, you have ample room for luggage, camping equipment, etc. Color selections for the interiors have been increased so that you now have a choice of three lovely color combinations from which to choose, Red and Ivory Morrokide, Black and Ivory Morrokide or Green and Ivory Morrokide. These three combinations will either blend or beautifully contrast with the forty-nine exterior color options offered in this model.

58



59



## INTERIOR STYLING FEATURES OF THE 860 MODELS

When you first look at the interiors of the various 860 models, you will be pleasantly surprised to find that they are not at all what you would expect to find in a low-priced line. In fact, they might easily be found in much higher-priced models, because they are truly beautiful as well as durable and functional. Look over the 860 interiors that follow and you'll be amazed at the terrific value to be found in the Pontiac 860 for 1956.

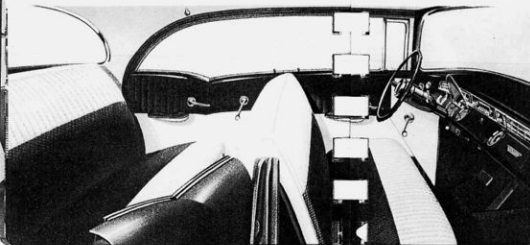
### 860 FOUR-DOOR CATALINA

As new as the 4-Door Catalina itself, the smart interior of this model is really something to behold. Exquisitely styled and handsomely tailored, the upholstery gives the appear-

ance of rich fabrics and materials usually found in much more expensive automobiles. The side panels and doors are also done in good taste and blend well with the other features of the interior. What's more, you have a choice of six different interior combinations that will either blend or contrast with the forty-nine exterior colors. Add this fine selection to the over-all value you get when you buy a Pontiac 860 model and you have an automobile that "dollar for dollar" just can't be beat!

### 860 STEERING WHEEL

This handsome steering wheel, found exclusively on the 860 models, has been brightened by a new colored horn button. The chromed Indian head lies in a field of Venus Palagold, surrounded first by a chromed band and then by a wider red band that add new distinction to its appearance.

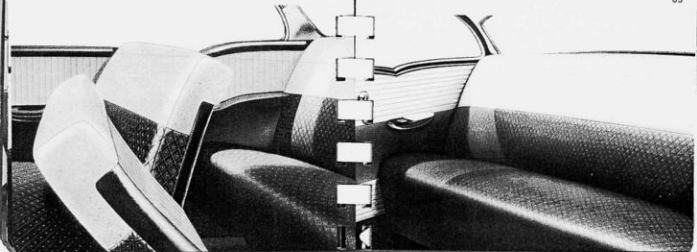


## 860 TWO-DOOR CATALINA

Also making its debut this year in the 860 line is the beautiful 860 2-Door Catalina. Like its 4-door companion, this Catalina is the answer to the demand for an inexpensive "hardtop." But a look at the unique interior trim of this 860 2-Door Catalina and you almost wonder how Pontiac can offer this model at such a low price. Here we find rich-appearing upholstery and modern, high-fashion luxury that could very well be used in much higher-priced automobiles. But beauty alone isn't all you get, for these smart interiors use materials and workmanship that will give long wear and durability and last for years. Choice of six gorgeous interior color combinations to complement the forty-nine exterior solid or two-tone colors that are available with the 860.

## 860 TWO- AND FOUR-DOOR SEDANS

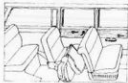
Completely different from anything you'll find in a competitive line, the interior design of the 1956 Pontiac 860 2-Door and 4-Door Sedans stands by itself when it comes to beauty and smart appearance. From the eye-appealing upholstery and side panel décor, right down to the exclusive 860 steering wheel . . . everything about the 860 interior makes these models the first choice of those who want the most value for their money. Both the 4-Door and the 2-Door 860 Sedans offer an interior choice of six wonderful interior color combinations to go with the forty-nine solid or two-tone exterior color combinations available in this handsome series for 1956.



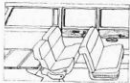
## 860 TWO- AND FOUR-DOOR STATION WAGONS

With the popularity of the station wagon on the upsurge, Pontiac presents for 1956 . . . the best dollar-for-dollar value you'll find anywhere! Two versatile models are available in the 860 series . . . a four-door, three-seat model and a two-door, two-seat version. The three-seat model holds up to nine people while the two-seat model can seat six comfortably. Interior styling is especially artistic this year and affords the greatest amount of durability and expert workmanship ever offered for such a low price. Both models have an interior color choice consisting of the following combinations: Red, Green or Grey pattern with Light Grey. With forty-nine exterior solid or two-tone color combinations to choose from, you're sure to find exactly what you want in style, beauty and color.

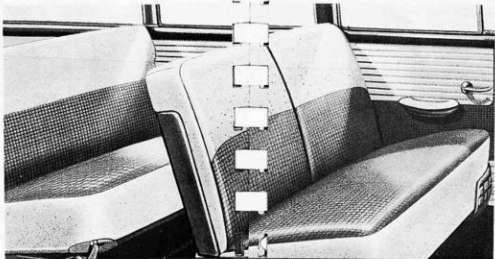
This illustration shows the way that 5 of the 2nd seat folds forward to make getting in and out of the rear compartment easier for your passengers.



Here you see the 3rd seat removed so that luggage and other equipment may be carried, yet there is still room for 5 passengers and the driver.



With the second seat folded forward and the third seat removed, there is enough room for considerable luggage or even a baby crib or a cot, for use on vacation trips or overnight traveling.

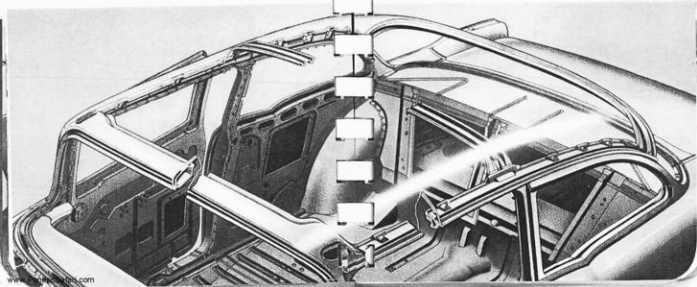


1956

# BODY BY FISHER

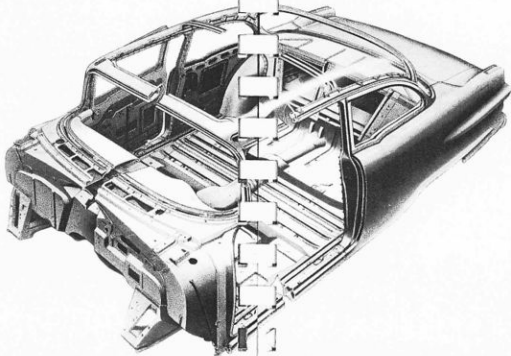
More beautiful than ever before, the 1956 Bodies by Fisher are masterpieces of high-style and modern design. But beauty is not the whole story, for these magnificent bodies are also constructed for dependability, strength, comfort and safety.

Add these qualities and features to the outstanding reputation enjoyed by Fisher Body and you can readily see why the Pontiac Bodies by Fisher are the world's finest.



## UNISTEEL BODY CONSTRUCTION OF PONTIAC'S BODY BY FISHER

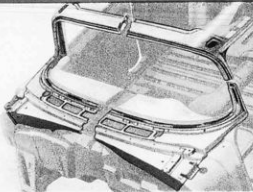
All Pontiac bodies for 1956 feature Unisteel construction . . . probably the finest body construction method known. From the Panoramic windshield, perfectly engineered for increased beauty and vision, to the one-piece, sturdy steel floor, every section of the Pontiac Fisher Body is made for maximum driving safety and comfort.



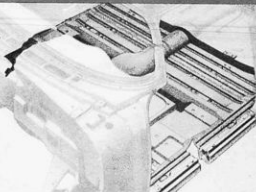
Unisteel construction means the body is of one tight steel structure welded firmly in position to give you maximum protection and riding ease. The solid Turret Top is a strong, seamless, reinforced structural unit of the body welded to a box section steel roof rail assembly for its entire length along both sides. The rail is an integral part of the inner steel framework of the side frame, and to it is welded a roof bow of formed steel to increase the stiffening effect given to the body by the Turret Top.

Drip moldings, extending the full length of the roof on both sides, protect passengers from dripping water as they enter or leave the car.

1



3



### BODY STRUCTURAL FEATURES

1. A rugged, sturdy header bar of ribbed steel four inches wide provides extra reinforcement for the solid steel Turret Top. Also a roof bow is welded to the box rail assembly at the center pillar location (except on 4-Door Catalina and Convertible). The center pillar provides structural support from the rail to the floor.

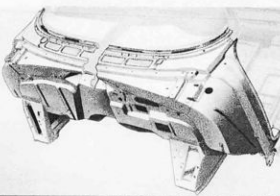
2. Four-door Catalina center pillar construction is designed like a cantilever to insure rigid mounting for its rear doors. Note that pillar curves to a wide base for maximum strength.
3. The solid steel floor is of one-piece construction, sturdily ribbed, braced and welded for maximum durability.
4. Beefed-up triangular structural members are welded to the cowl and help brace the front end to the chassis to form a more rigid body.

70

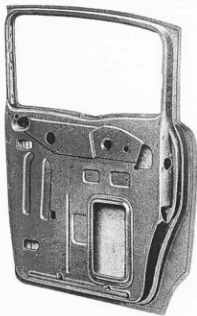
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4



71



### UNISTEEL DOORS

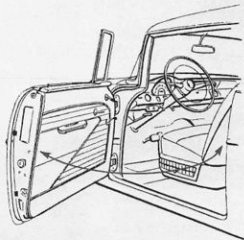
The doors of the 1956 Pontiac are exceptionally wide and are hung upon substantial hinges set in reinforced plates in the body framework. Each door consists of three (3) major steel parts. The outer panel of tough steel gives maximum strength. Supporting it is an inner framework designed for strength and for the elimination of any possible noise. The outer panel is then welded to the inner panel assembly, and a layer of sound-deadening material is added to further decrease any tendency to drum or vibrate.

### WIDE-OPENING DOORS

Pontiac's front door hinges are so designed as to let the door swing out from, rather than into, the front fender. This hinge arrangement makes a very wide door opening possible. The front door opening on a Two-door Sedan measures 46.5 inches. As a result, entering a Pontiac can be done in an easy, relaxed manner—without squeezing or crowding.

This type of door hinge design affords a sturdy door mounting and excellent weather-tight door sealing. Heavy material means extra strength, too.

Another Pontiac door feature: door catches hold in two positions. Even if the door should not be completely closed, the catch will hold it firmly so that the door is less apt to swing open when the car is in motion.



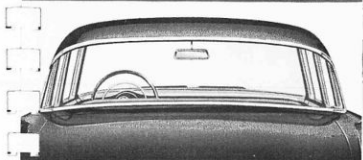
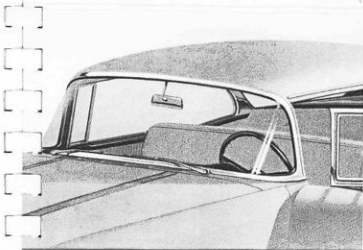
## UNISTEEL INSULATION

Body insulation plays an important part in riding comfort. For other than the obvious heat and cold resistance it provides, Pontiac body insulation deadens road noises and at the same time protects certain metal surfaces against stones cast up by the action of the tires.

Pontiac body noises are generally deadened by the cementing of heavy felt paper to the outer panels and the application of spray-on deadener in the wheelhouse area. Felt paper is cemented to the roof panel and deck lid outer panel. The cushion area under the front and rear seats are also covered by cementing felt paper to the metal floor pan.

Spray-on deadener is applied in the wheelhouse and quarter outer panels. To further quiet front end road noises, an improved dash insulator for all 1956 models is applied to the dash panel. In the new insulator clearance holes for wires, tubes and controls have been replaced by slits, which help reduce the passage of air or sound waves through the dash insulator, and insulator size has been increased for better sealing. In addition to this, Star Chief and 570 models will have a new hood insulator that fastens to the underside of the hood. On Star Chief models insulation has been added to the underside of the instrument panel and in the shrouds. With this added insulation, noise and vibration from the engine compartment are effectively dampened.

The floors of the various models are all covered with either carpet or rubber mats (depending on which model you own) which also help to insulate the car interior against heat, cold and excessive noise.



## PONTIAC'S PANORAMIC WINDSHIELD OFFERS MAXIMUM VISION

Introduced with the 1955 models, the Panoramic windshield has been hailed as a great step forward in safety and driving comfort. By moving the front pillars rearward, the angle of forward vision was increased, while corner pillar obstruction

was greatly reduced. For 1955, the actual see-through area was increased as much as 26% and, with the low front hood line and design that is continued on the 1956 Pontiac, both fenders are exposed to the driver's view, and parking, maneuvering and general driving are easier and more precise.

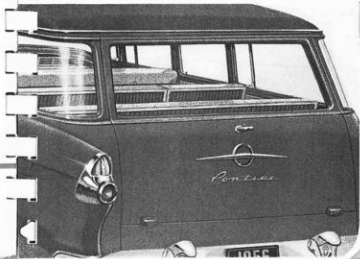
#### REAR WINDOW VISION

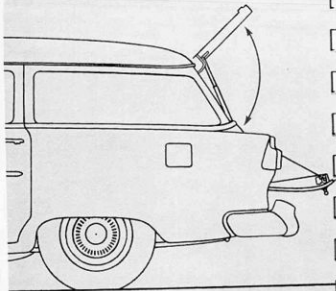
Along with the increased front vision of the Panoramic windshield, introduced in 1955, was the added size and better location of the rear windows on passenger models. By seating yourself behind the wheel of a new 1956 Pontiac and then looking out the back window through the rear-view mirror, you'll find that rear window area allows optimum rearward vision and outstanding driving comfort and ease.

Safety glass is used all around on the 1956 Pontiac models while the front and rear windows, as well as all fixed windows, are set in rubber seals to prevent entrance of rain, cold and drafts.

#### FULL-VIEW STATION WAGON REAR WINDOWS

Here's another example to show how Pontiac goes to great lengths to provide maximum driving ease and safety. By using wide-sweeping windows, blind spots in the rear quarter have virtually been eliminated. Corner posts, which at one time were quite a problem when it came to backing up or pulling out to pass on the highway, are narrow and positioned to give outstanding rear-quarter window visibility. Laminated Safety Plate glass is used in these windows to guarantee a high degree of distortion-free vision.





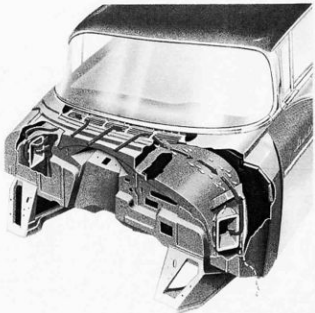
### LIFT GATE OPENING ON STATION WAGONS

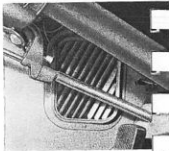
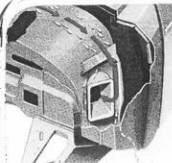
In order to facilitate easy loading and unloading, Pontiac Station Wagon lift gate opening is ideally arranged. The lift gate may be opened to two positions—one horizontal, the other at a maximum open height. In addition to easier loading, opening height minimizes the danger of anyone's bumping into the raised outer edge of the gate when approaching the vehicle. As in 1955, the tail gate lowers almost level with the rear floor which permits easy loading and unloading.

### PONTIAC'S COWL VENTILATION SYSTEM

Hood-high intake ventilation is again being used in 1956 as it was in 1955. When outside air enters the passenger compartments through this system, it is more free of dust and fumes. This results in more comfortable motoring for both the driver and his passengers.

Here's how this remarkable system works: In Pontiac's cowl ventilation system, outside air enters through an inconspicuous louvered intake 34 inches wide, mounted flush with the hood directly below the windshield. This air travels into an enclosed steel chamber which leads to inlets on each side of the inner shroud. Two ventilator control knobs, one for each





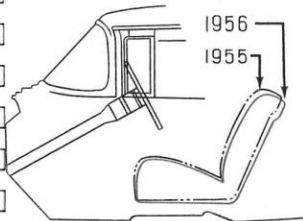
inlet, mounted below the glove compartment door on the bottom side of the instrument panel, operate tight-fitting valves in each of the air inlets to control air flow. Thus, air may be admitted to either or both sides of the front compartment.

Air inlets are screen-covered, while slanting louvers outside the inlets guide the air in two directions. A portion is made to flow directly toward the passenger, while the remainder moves across the dash and floor. This latter aspect decreases the amount of heat transfer from the engine compartment and judiciously insures comfortable, even air distribution.

Although not visible, it should be noted every detail of this design has been engineered to the highest degree of perfection. Entrance of entrapped water is prevented by a separation system which acts upon the entire air stream. The contour on the outer shell is such that the force of air striking the surface tends to throw any entrapped moisture from the air, while a channel attached to the inner surface and flanges attached to the air inlet assembly act as positive separators. A drain is located at the bottom of each side of the air chambers.

With cowl ventilation, longitudinal ducts are outmoded. Also, greater engine compartment roominess results. When used with Pontiac's efficient heating and defrosting system, ventilation may be augmented by a blower.

## NEW FRONT SEAT POSITION

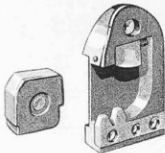


Another new improvement for 1956 has been the changing of the front seat position. This change has been made on all models and results in increased front seat leg room and head room. The front and rear track brackets have been redesigned to slightly tilt the front seat backward and move it rearward and downward. Thus driver and passenger comfort is increased.

## ROTARY DOOR LOCKS AND REAR-DOOR FREEWHEELING

Skillfully engineered for maximum durability and safe positive latching, these rotary door locks reduce the amount of effort required to close the doors and provide easy push-button action.

As illustrated, locking is accomplished in this installation by a rotary bolt, upper portion of which is covered by a neat housing. When the door is being closed, the bolt rotates as it comes in contact with a striker (attached to the pillar) until closure is completed. Locking cam and bolt are then firmly held in locked position by a detent lever.

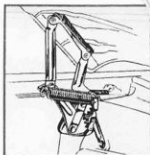


This assembly is used in conjunction with door handles that are designed in such a manner that the exterior push buttons are protected from the weather by the handle. Key entrance to the lock cylinder is below and separate.

Freewheeling, safety locking feature, which allows the inside control handle to move forward or rearward (with inside push button depressed without opening the door), is continued on all rear door locks (only) for 1956. Such adjustment will be initially made on all models at assembly. Simple adjustment to permit unlocking the door by lever action may be made, if desired.

## HOOD HINGES

Mounted on the front of the dash, this sturdy hinge is a gear type and utilizes a self-contained double assist over-center spring to increase hold-open power.



## HOOD LATCH

First introduced with the 1955 models, this cam type hood latch has been retained for 1956 because of its efficiency and ease of operation. Self-adjusting, this latch is easy to close and release and provides firm, safe hood locking. Miscellaneous changes have been made in this unit for 1956 to improve its operation and durability.

The main component is a hood latch plate which includes three mounting flanges for bolting the unit to the inner surface of the hood, a pilot and a sturdy foundation for attachment of related components, that is, spring-loaded catch, a hooked-nosed safety, a hood lock cam and a release lever. The pilot in the hood latch plate guides latching components through a rectangular hole in the mating radiator cross bar.

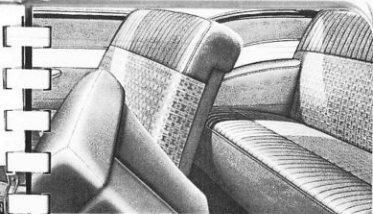
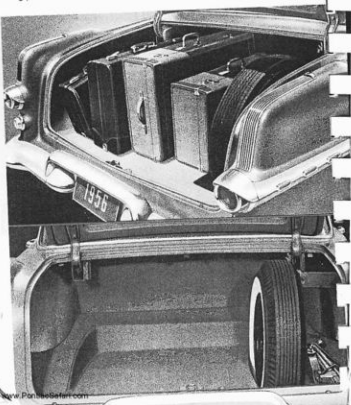
Disengagement is accomplished by easy movement of the release at the front of the hood. As the release handle is pulled forward, the hood lock cam is free to rotate. This permits the hood lock catch to move on a sloping surface inward, thereby freeing the hood. Further movement of the release lever disengages the safety catch. Curved cam surfaces on the catch and safety, respectively, facilitate their quick engagement when the hood is closed.

Because of the sloping outer surface of the hood lock catch, the unit is self-adjusting since normal driving vibrations tend to increase latching firmness.

## AMPLE LUGGAGE SPACE

With its low-opening line and counterbalanced lid with self-locking device, Pontiac offers an exceptionally convenient as well as roomy luggage compartment in all models. While the owners of the 860 and 870 models will certainly appreciate the large carrying area, Star Chief owners will discover to their pleasure that they can load up to 10 pieces of assorted standard luggage in their luggage compartment . . . including golf clubs . . . and still find room for miscellaneous packages.

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## ENTRANCE ROOM—TWO-DOOR MODELS

Entering the rear compartment of a Pontiac Two-door model presents no problems in grace or convenience. The distance between the door pillar and rear of front seat cushion in a Two-door Sedan measures up to 12.5 inches, which allows ample entrance space. A greater space is allowed at hip level because the seat swings in as it turns down. This allows the door to be closed without bumping the tilted seat.

## RUST-PROOFING BODIES BY FISHER

Pontiac engineers pay careful attention to making a body resistant to rust and corrosion. Pontiac's Unisteel bodies are treated with a rust-proofing coat that protects curves and corners, inside and out. The inside of sills, doors and a portion of the quarters are also sprayed with corrosion-resistant material for protection against moisture.

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### SEAT AND CUSHION CONSTRUCTION

A great part of Pontiac's comfort story lies in the sturdy construction of the seats and cushions. Pontiac's front seat assembly uses a metal seat structure and "zigzag" type seat springs. The individual springs and wires are attached to the metal seat cushion frame and metal back frame by a clip retention method. After spring installation, the contoured upper surface of the "zigzag" springs is first covered with a jute pad with plastic insulator and then the foundation padding is applied. Next, a cotton pad is installed. In addition, rolled cotton batts are used around the spring border wires. The trim fabric cover is then installed and fastened with hog rings to the bottom of the assembly. The seat adjuster is attached to the bottom of the seat, and the entire assembly bolted to the floor. The individual front seat cushion is not removable, while the rear seat cushion is. Rear seats also use "zigzag" springs. Coil springs are employed on third seats in the three-seat Station Wagons.

### ADJUSTABLE FRONT SEAT

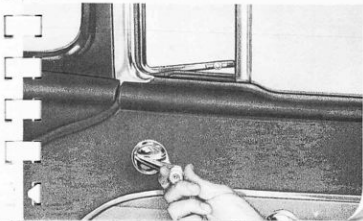
Every model in the 1956 line has an adjustable front seat for the driver's comfort and safety. The front seat adjustment is regulated by a lock which anchors the seat in place on both sides. The adjustment lever is at the left side of the driver's seat cushion. As the front seat moves forward, the seat tilts slightly forward, too. A "6-way Comfort Control Seat" either power or manually operated is available as an accessory.



### CRANK-OPERATED FRONT VENTIPANES

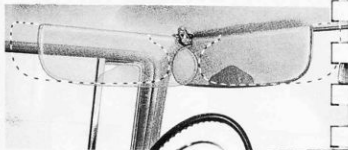
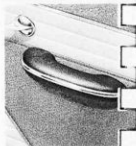
The crank-operated Ventipanes for 1956 are not only smart in appearance, but extremely functional as well. With one hand you can release the sliding lock and crank open the window. Pontiac Ventipanes are positively controlled and wind pressure cannot force them shut. The sliding locks are strong and therefore discourage tampering.

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## ARM RESTS ON ALL MODELS

Four comfort-engineered arm rests are standard equipment on every Pontiac model, except 860 and 870 Station Wagons . . . where, for reasons of rear-compartment utility, they are omitted from rear doors only. These handsome door arm rests are of semicircular construction so that they may be grasped easily to pull the door shut.



## ADJUSTABLE INSIDE SUN VISORS

Dual inside sun visors are another feature that makes driving a Pontiac just that much more comfortable. Both visors on all models can be turned down to block glare on the windshield or swung to screen side windows and reduce side glare. Point out, too, that Pontiac's visors (except on Convertible) slide on the rods that hold them to offer maximum flexibility, and to block glare from front-seat passengers' eyes almost wherever the sun may be.

## LICENSE LAMP AND BRACKET ASSEMBLY

For 1956, as in 1955, all Pontiac Sedan and Coupe models feature a smart license lamp and bracket contained in the center bar of the articulated rear bumper. On Station Wagon models, dual lamps are inserted on the inner edges of the bumper guards, providing ample license plate illumination.

## 20-GALLON FUEL TANK

To offer the widest possible driving range of every tankful of fuel, Pontiac's gas tank has a 20-gallon capacity. This means that Pontiac owners will get many miles on a full tank of gasoline and the number of refueling stops will be few and far between. Station Wagon models will use a large 17-gallon tank (except 3-seat model, which has a 16-gallon tank).

## BODY COLOR AND FINISH

An important factor in the beauty of the gorgeous new 1956 Pontiac is the rich, deep body finish. Smoothness and evenness of finish is assured through careful preparation and skillful workmanship in processing the bodies. The entire surface is first cleaned with an alkaline solution and rinsed, then rust-proofed with a chemical coat to protect the metal from corrosion.

The prime coat is then applied and a perfect surface for the finishing coats prepared by wet-sanding by hand. After careful inspection of the prime coat, repeated coats of lacquer build up a deep, permanent, gleaming finish. Power polishing brings the lacquer to a high luster. The result is a finish noted for its sheen and long life. And remember this: If anybody should know how to finish a car, it is Pontiac, because Pontiac was the first manufacturer to use Duco finish on production cars.

## REAR DOOR-JAMB DOME LIGHT SWITCHES ON STAR CHIEF FOUR-DOOR MODELS

Here's another feature of the new 1956 Pontiac Star Chief 4-Door. Instead of the dome light flashing on when just the front doors are open, they can also be turned on by opening any of the rear doors. The handy dome light also doubles as a ready lamp by merely flipping the conveniently located control switch integral with the lamp. (On the 4-Door Custom Catalina, the switch is located on the left rear door pillar.)

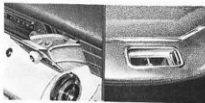
## OUTSIDE DOOR LOCKS AND HANDLES

Notice the smartly styled Pontiac door handles that carry on the sleek design of this remarkable new car. The door handles are cleverly designed so they protect the push buttons from the weather. Smooth-working lock cylinders are placed below the door handles and are separate units.

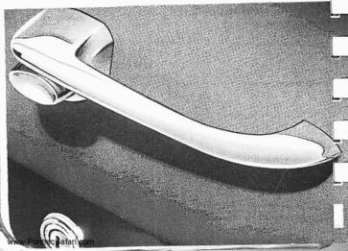


The relocation and new design of the glove compartment, first introduced in 1955, has been retained for 1956. It is easily accessible to both driver and front-seat passengers and has proven to be one of Pontiac's most popular interior features. But, in addition to this change, Pontiac also placed two depressions on the back of the glove compartment door for beverage containers. Thus, you have a handy place to put beverage containers when you frequent drive-in restaurants or make long trips.

## ASH TRAYS FRONT AND REAR



Relocated for 1956, the front compartment ash tray is now placed to the right of the radio control panel . . . within easy reach of all front-seat passengers. Rear-compartment ash trays on two-door models (except Two-door Station Wagons) are an integral part of the arm rests and provide quick accessibility. Four-door models boast centrally located ash trays on the rear side of the front seats. All ash trays can be removed easily for cleaning.



## COAT HOOKS

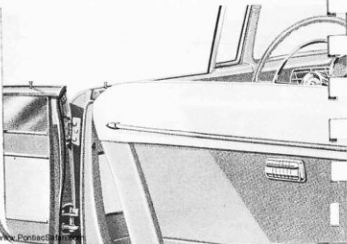
All models (except Convertible Coupe) in the beautiful 1956 Pontiac line feature the use of convenient coat hooks. Designed for maximum carrying, coat hooks are placed in positions that minimize vision obstruction.



## STAR CHIEF ROBE CORD

Exclusive with the new Star Chief Four-door Catalina and Four-door Sedan, this handy robe cord keeps car robes and passengers' coats conveniently out of way when not in use. Handsomely covered with fabric that matches the interior of the car.

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## TOOLS AND CARRYING ARRANGEMENT

Adopted in 1950, a simple spring arrangement provides for the carrying of tools in all Pontiacs except Station Wagons, where it is impractical. The tool holder consists of two sections of coil springs joined by a metal ring. Rings at each of the other spring ends—one on the spare wheel clamp stud and one fixed to the luggage compartment floor—hold the installation in place. Locking is accomplished by pulling the spring assembly over the tools and hooking the center ring to a bracket sturdily attached to the floor. A strong, rugged bumper jack of ratchet design and a wheel socket wrench and jack handle make up the components of the tire repair tool kit. The tool-carrying arrangement holds the tools tightly in place and eliminates rattling of the tools in the trunk.

## PONTIAC BUMPER JACK

This dual construction bumper jack is of unique design and was first introduced in 1955. When used on the front of the car, it employs a detachable adapter which distributes the load between the upper and lower bumper impact bars. Adapter is removed when jack is used on the rear bumper.



## INTERIOR BODY DIMENSIONS

IN INCHES—with front seats all the way back

| FRONT COMPARTMENT       | Leg Room | Head Room | Hip Room | Shoulder Room | Seat Depth | Seat Height |
|-------------------------|----------|-----------|----------|---------------|------------|-------------|
| Star Chief 4-Door       |          |           |          |               |            |             |
| Catalina                | 43.4     | 34.3      | 61.8     | 55.9          | 18.6       | 13.6        |
| Star Chief 4-Door Sedan | 43.4     | 36.0      | 61.9     | 56.7          | 18.6       | 13.7        |
| Star Chief 2-Door       |          |           |          |               |            |             |
| Catalina                | 43.4     | 34.8      | 61.7     | 56.8          | 18.6       | 13.6        |
| Star Chief Convertible  | 43.4     | 34.4      | 61.7     | 56.8          | 18.6       | 13.7        |
| 870 and 860 4-Door      |          |           |          |               |            |             |
| Catalinas               | 43.4     | 34.1      | 61.8     | 55.9          | 18.6       | 13.7        |
| 870 and 860 2-Door      |          |           |          |               |            |             |
| Catalinas               | 43.4     | 34.8      | 61.7     | 56.8          | 18.6       | 13.7        |
| 870 and 860 4-Door      |          |           |          |               |            |             |
| Sedans                  | 43.4     | 36.0      | 61.9     | 56.7          | 18.6       | 13.7        |
| 860 2-Door Sedan        | 43.4     | 36.0      | 61.8     | 56.5          | 18.6       | 13.7        |
| Safari Station Wagon    | 43.4     | 34.6      | 61.5     | 55.9          | 18.6       | 13.6        |
| 870 4-Door (2-seat) SWG | 43.4     | 36.0      | 61.9     | 56.7          | 18.6       | 13.7        |
| 860 2-Door (2-seat) SWG | 43.4     | 36.0      | 61.8     | 56.5          | 18.6       | 13.7        |
| 860 4-Door (3-seat) SWG | 43.4     | 36.0      | 61.9     | 56.7          | 18.6       | 13.7        |
| REAR COMPARTMENT        | Leg Room | Head Room | Hip Room | Shoulder Room | Seat Depth | Seat Height |
| Star Chief 4-Door       |          |           |          |               |            |             |
| Catalina                | 40.5     | 33.4      | 62.8     | 56.8          | 17.9       | 11.6        |
| Star Chief 4-Door Sedan | 42.0     | 35.9      | 63.1     | 56.4          | 18.9       | 12.2        |
| Star Chief 2-Door       |          |           |          |               |            |             |
| Catalina                | 37.3     | 34.0      | 54.2     | 56.7          | 18.4       | 12.2        |
| Star Chief Convertible  | 37.5     | 34.0      | 50.1     | 48.4          | 18.5       | 12.3        |
| 870 and 860 4-Door      |          |           |          |               |            |             |
| Catalinas               | 40.7     | 33.4      | 62.8     | 56.8          | 17.9       | 11.7        |
| 870 and 860 2-Door      |          |           |          |               |            |             |
| Catalinas               | 37.4     | 34.0      | 54.2     | 56.7          | 18.4       | 12.3        |
| 870 and 860 4-Door      |          |           |          |               |            |             |
| Sedans                  | 42.0     | 35.9      | 63.1     | 56.4          | 18.9       | 12.2        |
| 860 2-Door Sedan        | 42.0     | 35.9      | 62.9     | 56.6          | 18.9       | 12.2        |
| Safari Station Wagon    | 42.4     | 33.6      | 61.5     | 55.9          | 17.3       | 13.2        |
| 870 4-Door (2-seat) SWG | 43.2     | 35.1      | 62.2     | 56.5          | 17.3       | 13.3        |
| 860 2-Door (2-seat) SWG | 42.5     | 35.1      | 61.5     | 56.5          | 17.3       | 13.3        |
| 860 4-Door (3-seat) SWG | 39.6     | 33.2      | 46.4     | 55.6          | 17.2       | 14.4        |
| (Second seat of above)  | 39.6     | 34.9      | 62.1     | 56.5          | 15.3       | 13.5        |

## BODY SPECIFICATIONS

### MAXIMUM OVER-ALL DIMENSIONS

|   | 56-27 | 56-28 |
|---|-------|-------|
| Length with Bumpers<br>(Except Station Wagon) | 205.6 | 212.6 |
| Length less Bumpers<br>(Except Station Wagon) | 195.8 | 202.8 |
| Width (Including Bumpers or Moldings)         | 75.1  | 75.1  |
| Height (with Passengers—4-Door Sedan)         | 60.5  | 60.5  |
| Height (with Passengers—Conv. Coupe)          | None  | 59.0  |
| Height (with Passengers—Catalina Coupe)       | 59.1  | 59.1  |
| Height (with Passengers—Catalina Sedan)       | 59.0  | 59.0  |

### LAMPS

|   |                             |       |
|---|-----------------------------|-------|
| Lamp Maker  | Guide                       | Guide |
| Headlamp Sealed Beam (40-50 Watt)   | Yes                         | Yes   |
| Direction Signal  | Yes                         | Yes   |
| Parking Light Location  | In Bumper Assembly          |       |
| Location Tail and Stop Lights   | In Rear Fenders             |       |
| Location License Light (except Station Wagon)                                   | In Rear Bumper<br>Cross Bar |       |
| Location License Light (Station Wagon)  | In Rear<br>Bumper<br>Guards | None  |
| Parking Light Bulb  | #67                         | #67   |
| License Light Bulb  | #67                         | #67   |
| Tail and Stop Light Bulb  | #1034                       | #1034 |
| Dome Light Bulb   | #1004                       | #1004 |
| Dome Light Bulb (Convertible)   | None                        | #90   |
| Rear Quarter Light Bulb (Star Chief Catalina)                                   | None                        | #90   |
| Instrument Light Bulb   | #57                         | #57   |
| Headlamp Beam Indicator Bulb  | #53                         | #53   |
| Ignition Lock Light Bulb  | #53                         | #53   |
| Courtesy Lamp Bulb (Std. on Conv., 870 and<br>Star Chief Catalinas, and Safari) | #89                         | #89   |

### TOOLS

|                              |     |     |
|------------------------------|-----|-----|
| Bumper Jack                  | Yes | Yes |
| Wheel Wrench and Jack Handle | Yes | Yes |

# BODY ITEMS

56-27

56-28

|  |      |     |
|--|------|-----|
| Key-operated Outside Door Locks—Both Front Doors   | Yes  | Yes |
| Push Button Inside Door Locks  | Yes  | Yes |
| All Doors May Be Locked From Inside and Outside Without Key                                | Yes  | Yes |
| Push Button Type Outside Door Release  | Yes  | Yes |
| Swing Type Inside Door Releases  | Yes  | Yes |
| Crank-operated Front Ventipanes  | Yes  | Yes |
| Free-wheeling Inside Rear Door Locks   | Yes  | Yes |
| Self-locking Trunk Lock  | Yes  | Yes |
| Trunk Lid Counterbalanced  | Yes  | Yes |
| Dome Lamp With Integral Switch (except Conv. Coupe and Star Chief Catalina Models)         | Yes  | Yes |
| Interior Lamp Switch   |      |     |
| On Left Rear Door Hinge Pillar—4-Door Star Chief Catalina                                  | None | Yes |
| Below Left Rear Arm Rest—2-Door Star Chief Catalina  | None | Yes |
| On Left Folding Top Trim Panel—Convertible   | None | Yes |
| Interior Light Comes on When Either Front Door is Opened                                   | Yes  | Yes |
| Interior Light Comes on When Either Rear Door is Opened                                    | No   | Yes |
| Glove Compartment Door Lock  | Yes  | Yes |
| Ash Tray Built Into Instrument Panel   | Yes  | Yes |
| Ash Tray in Rear Compartment (except 2-Door Station Wagons)                                | Yes  | Yes |
| Arm Rests—Front Doors  | Yes  | Yes |
| Arm Rests—Rear (Except 860 & 870 Station Wagons)   | Yes  | Yes |
| Coat Hooks—(except Convertible Coupe)  | Yes  | Yes |
| Robe Cord on 4-Door Star Chief Sedan   | None | Yes |
| Front Floor Mat—Rubber Compound (except Star Chief 2 & 4 Door Catalinas and Safari Models) | Yes  | Yes |
| Front Floor Mat—Woven Carpet in all Star Chief 2 & 4 Door Catalinas and Safari Models      | Yes  | Yes |
| Rear Floor Mat—Rubber Compound (except Star Chief 2 & 4 Door Catalinas and Safari Models)  | Yes  | Yes |
| Rear Floor Mat—Woven Carpet—Star Chief 2 & 4 Door Catalinas & Safari Models                | Yes  | Yes |
| Zigzag Spring Construction—All Seats (except 3rd Seat on 3-Seat Station Wagon)             | Yes  | Yes |

## 860 STATION WAGON—Three-Seat—Four-Door

56-27

This body model will be furnished on the 56-27 chassis. Specifications are the same as tabulated for those models, except as noted below:

|   |       |
|---|-------|
| Maximum Allowable Weight—9 Passengers or Driver and                                     | 1050# |
| Over-all Length—Tail Gate Open  | 217.1 |
| Over-all Length—Tail Gate Closed  | 206.0 |
| Over-all Height—Loaded  | 61.0  |
| Number of Passengers—Including Driver   | 9     |
| Number of Seats   | 3     |
| Rear Seat Backrest Support and Second Seat Fold Flush With Floor to Accommodate Luggage | Yes   |
| Loading Space Back of Front Seat—Rear Seats Folded:                                     |       |
| Length—At Floor—Front Seat Forward Position—Tail Gate Closed                            | 89.2  |
| Length—At Belt Line—Front Seat Forward Position—Tail Gate Closed                        | 75.5  |
| Area at Floor Level in Square Feet—Tail Gate Closed                                     | 32.5  |
| Width Above Wheelhouse  | 56.5  |
| Width Inside Wheelhouse   | 46.4  |
| Ceiling Height at Center Line of Car (Back of Front Seat)                               | 37.6  |
| Loading Space Back of Intermediate Seat—Rear Seat Folded                                |       |
| Length at Floor   | 51.2  |
| Length at Belt Line   | 39.5  |
| Area at Floor Level in Square Feet—Tail Gate Closed                                     | 16.7  |
| Width Above Wheel House   | 56.5  |
| Width Inside Wheelhouse   | 46.4  |
| Ceiling Height at Center Line of Car at Rear Axle Line                                  | 36.7  |
| Number Doors  | 4     |
| Window Regulators on all Doors  | Yes   |
| Front Windows Equipped with Crank-operated Ventipanes                                   | Yes   |
| Arm Rests on Front Doors  | Yes   |
| Rear Quarter Windows Equipped with Friction-controlled Ventipanes                       | Yes   |
| Lift Gate May Be Swung Open and Held in Two Open Positions                              | Yes   |
| Tail Gate Opened Adds to Length of Floor  | 21.4  |
| Tail Gate Opened Adds to Area—At Floor-level Square Feet                                | 6.5   |
| Height Loading Space Opening—Tail Gate and Back Window Open                             | 28.1  |
| Width Loading Space Opening—Tail Gate and Back Window Open—At Belt Line                 | 42.6  |
| Coated Fabric Inside Door Panels and Inside Rear Quarter Panels Above Wheelhouse        | Yes   |
| Rear Floor Mat Between Front and Intermediate Seat—Rubber Compound                      | Yes   |
| Floor Covering in Loading Space—Linoleum  | Yes   |
| Spare Tire Enclosed in Compartment Under Rear Floor of Body                             | Yes   |

|   |              |
|---|--------------|
| <b>860 STATION WAGON—Three-Seat—Four-Door—Cont.</b> | <b>56-27</b> |
| Tire Size—.760" x 15"—4-Ply                         | Yes          |
| Tire Inflation Pressure Cold—Front and Rear         | 26 p.s.i.    |
| Heavy-duty Chassis Springs—Front and Rear           | Yes          |
| Special 16-gallon Gasoline Tank                     | Yes          |
| License Lamp in Rear Bumper Guards                  | Yes          |

#### 860 STATION WAGON—Two-Seat—Two-Door

This body model will be furnished on the 56-27 chassis. Applicable specifications are the same as for the 860—Three-Seat Four-Door Station Wagon except as noted below:

|   |      |
|---|------|
| Number of Doors   | 2    |
| Number of Seats (Second Seat Folding)   | 2    |
| Tilt-in Divided Front Seat Backs Providing for Access to Second Seat                  | Yes  |
| Crank-operated Windows in Rear Compartment  | Yes  |
| Number of Passengers—including Driver   | 6    |
| Loading Space Back of Front Seat—Front Seat in Forward Position and Rear Seat Folded: |      |
| Length—At Floor—Tail Gate Closed  | 89.2 |
| Length—At Belt Line—Tail Gate Closed  | 75.5 |
| Area at Floor Level in Square Feet—Tail Gate Closed                                   | 32.5 |
| Loading Space Back of Upright Rear Seat:  |      |
| Length—At Floor—Tail Gate Closed  | 47.4 |
| Length at Belt Line—Tail Gate Closed  | 35.8 |
| Area at Floor Level in Square Feet—Tail Gate Closed                                   | 15.5 |
| Special 17-gallon Gasoline Tank   | Yes  |

#### 870 STATION WAGON—Two-Seat—Four-Door

This body model will be furnished on the 56-27 chassis. Applicable specifications are the same as for the 860 Station Wagon—Three-Seat Four-Door except as noted below:

|   |      |
|---|------|
| De Luxe Reveal Molding  | Yes  |
| Number of Seats (Second Seat Folding)   | 2    |
| De Luxe Steering Wheel  | Yes  |
| Loading Space Back of Front Seat—Front Seat in Forward Position and Rear Seat Folded: |      |
| Length—At Floor—Tail Gate Closed  | 89.2 |
| Length—At Belt Line—Tail Gate Closed  | 75.5 |
| Area at Floor Level in Square Feet—Tail Gate Closed                                   | 32.5 |
| Loading Space Back of Upright Rear Seat:  |      |
| Length—At Floor—Tail Gate Closed  | 47.4 |
| Length—At Belt Line—Tail Gate Closed  | 35.8 |
| Area at Floor Level in Square Feet—Tail Gate Closed                                   | 15.5 |
| Number of Passengers—including Driver   | 6    |
| Special 17-gallon Gasoline Tank   | Yes  |

#### SAFARI STATION WAGON—Two-Seat—Two-Door 56-27

This body model will be furnished on the 56-27 chassis. Applicable specifications are the same as for the 860 Station Wagon—Two-Seat Two-Door except as noted below:

|   |           |
|---|-----------|
| Four-Barrel Carburetor  | Yes       |
| Chrome Lower Rear Fender Moldings   | Yes       |
| 28 Series Side and Upper Rear Fender Moldings   | Yes       |
| Rear Fender Ornament, Tail and Back-up Lamps same as Star Chief & 870 Sedans and Coupes | Yes       |
| Electric Clock  | Yes       |
| Courtesy Lamps in Front Compartment   | Yes       |
| De Luxe Steering Wheel  | Yes       |
| Carpet Floor Covering in Passenger and Loading Space                                    | Yes       |
| Arm Rests in Rear Compartment   | Yes       |
| Four Chrome Moldings on Loading Space Floor and Tail Gate                               | Yes       |
| Rear Seat Side Windows Slide Open   | Yes       |
| Over-all Length—Tail Gate Open  | 220.1     |
| Over-all Length—Tail Gate Closed  | 206.7     |
| Over-all Length—Loaded  | 59.6      |
| Loading Space Back of Front Seat—Front Seat in Forward Position and Rear Seat Folded:   |           |
| Length—At Floor—Tail Gate Closed  | 87.9      |
| Length—At Belt Line—Tail Gate Closed  | 68.4      |
| Area at Floor Level in Square Feet—Tail Gate Closed                                     | 32.1      |
| Width Above Wheelhouse  | 56.5      |
| Ceiling Height at Center Line of Car at Rear Axle Line                                  | 34.5      |
| Loading Space Back of Upright Rear Seat:  |           |
| Length—At Floor—Tail Gate Closed  | 46.1      |
| Length—At Belt Line—Tail Gate Closed  | 28.6      |
| Area at Floor Level in Square Feet—Tail Gate Closed                                     | 15.0      |
| Tail Gate Opened Adds to Length of Floor  | 26.5      |
| Tail Gate Opened Adds to Area at Floor Level—Square Feet                                | 7.6       |
| Height Loading Space Opening—Tail and Lift Gates Open                                   | 28.0      |
| Width Loading Space Opening (Mean)  | 41.8      |
| Tire Inflation Pressure Cold—Front and Rear   | 24 p.s.i. |

#### TAXICAB

Taxis will be built with the 860 56-27 Model 4-Door Sedan body only. Below are the exceptions to the standard car specifications:

|  |     |
|--|-----|
| Heavy-duty Chassis Springs—Front and Rear      | Yes |
| Heavy-duty Shock Absorbers—Front and Rear      | Yes |
| Heavy-duty Seat Cushion Springs—Front and Rear | Yes |
| Foam Rubber Seat Cushion Pads—Front and Rear   | Yes |
| Heavy-duty Rubber Floor Mats—Front and Rear    | Yes |

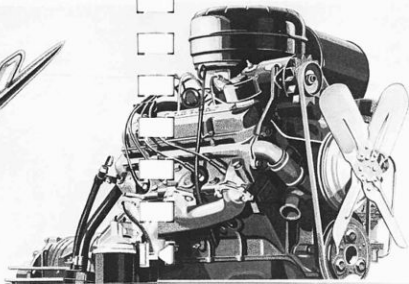
1956

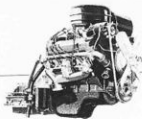
227-H.P.

STRATO-STREAK V-8 ENGINE

100

101





**MORE POWERFUL  
THAN EVER BEFORE!**

**PONTIAC**  
**Strato-Streak V-8**

**WITH  
227 HORSEPOWER!**

Pontiac's V-8 engine, product of the engineering and productive skill of scores of specialists, has, since its introduction with the 1955 model, stood the acid test of commercial use. Mounting demand and thousands of satisfied owners verify the considered opinion of its designers that here, indeed, was . . . and is . . . an engine that would provide the practical ultimate in economy, power, performance and durability. Preproved in over 3,500,000 test miles for 1955, that same figure might well be 4 billion if average customer mileage with a year's production were projected.


Many of the outstanding features of the engine used in the 1955 model have been carried over for 1956, not only because they have proven satisfactory, but because at this time they are the latest and most up-to-date features available for an engine such as the Strato-Streak V-8. However, in keeping with a policy of constant improvement wherever possible, and in order "to provide more and better things for more people," related development work on this engine has continued. This work has culminated in provision of a bigger, more powerful, more durable, better performing and more easily serviced engine. In addition, for added distinction, a four-barrel carburetor is now standard equipment on the Star Chief series which provides, in substance . . . two standard engines in the Pontiac line. Other engine changes, too numerous to mention here, will be found as you read over the following pages. And when you do, you'll see even more reasons why the Pontiac Strato-Streak V-8 engine for 1956 has more to offer the Pontiac owners of America.

## HERE'S WHY PONTIAC'S

# Strato-Streak V-8 Engine

### IS THE FINEST EVER BUILT!

1. Pontiac's Strato-Streak V-8 is inherently lighter! This results in better steering, balance, performance and handling.
2. Pontiac's V-8 engine is ideally suited for favorable combustion chamber design! Because it is so designed, you get a higher compression ratio, which results in more power from the fuel.
3. Strato-Streak is stronger and exceptionally quiet. The new engine is more rigid and can withstand greater explosion pressures! This rigidity makes for outstanding quietness.

- 
4. V-8 engine design requires less engine compartment space. This feature permits the adoption of the latest body style trends.
  5. The new Strato-Streak is more powerful than ever before! Greater driving safety and performance can now be obtained through this added horsepower to give every driver a "power reserve" for emergency.

These are just a few of the many advantages offered by the new Pontiac Strato-Streak V-8 engine for 1956. Basically, it is the same engine that was tested for over 3,500,000 test miles before it was put into the 1955 model and, with the millions of miles driven by proud owners of the 1955 Pontiac, the Strato-Streak engine has more than proven itself to be one of the world's finest, most efficient V-8 engines. As you proceed in this section, you will see many new improvements that have been made, which make this V-8 even better for 1956.

## PONTIAC'S

# horsepower and torque

## PROVE THE STRATO-STREAK

### V-8 ENGINE TO BE ONE OF THE FINEST

In order to provide outstanding driving performance and safety, horsepower and torque must work well together. In a manner of speaking, you might say that torque is the "twist" that takes you away from a stop to a safe speed quickly and surely. Relatedly, horsepower is associated with time and increases with engine speed up to maximum and, therefore, is important to over-all performance. All of these aspects were taken into consideration when Pontiac's engineers perfected the Pontiac Strato-Streak V-8 engine.

As you know, piston displacement determines comparative size of any engine and is of fundamental significance in determining performance. Nothing can substitute for engine size when it comes to power output in traffic speeds. This is true because of its direct relationship to torque output and is corroborated by the fact that the larger the car, the greater the engine displacement. Large displacement means added get-up-and-go from the stop light; it means quick getaway when passing; it means power when you need it.

Pontiac's new Strato-Streak V-8 engine now has an increased piston displacement of 316.6 cubic inches . . . one of the largest in its price range. At regular cruising speeds this engine is using only a small part of its available power, which leaves a substantial increment for acceleration and added maneuverability. These are very important safety and economy advantages.

So you see, because of its higher compression ratio (8.9:1 standard with Hydra-Matic and Synchromesh transmissions) and greater piston displacement, the Strato-Streak V-8 offers even more all-around driving pleasure than ever before.

### STAR CHIEF MODELS

#### WITH 8.9:1 COMPRESSION RATIO & HYDRA-MATIC TRANSMISSION

Maximum horsepower (premium fuel) 227 @ 4800 rpm

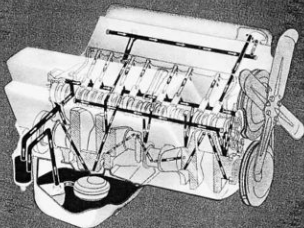
Maximum torque  
(premium fuel) . . . . . 312 lb. ft. @ 3000 rpm

### 860 & 870 MODELS

#### WITH 8.9:1 COMPRESSION RATIO & HYDRA-MATIC TRANSMISSION

Maximum horsepower  
(premium fuel) . . . . . 202 @ 4600 rpm

Maximum torque (premium fuel) 294 @ 2600 rpm



### QUAD-GALLERY LUBRICATION SYSTEM

With the advent of the new and more powerful V-8 engine in 1955, Pontiac's engineers decided that a new lubrication system would be needed because of the increased horsepower and engine torque. Then, too, there were the hydraulic valve lifters and valve mechanisms that would also need lubricating. After much exploration in the field of engine lubrication, they developed what is considered the finest lubrication system yet devised.

Here is how this new system works. Oil is delivered by a helical gear type pump mounted on the right rear bottom of the cylinder block taking oil from a floating type oil intake, which means only the cleanest oil is drawn into the pump.

From the pump, oil is directed through a full-flow filter (accessory) and then to two parallel galleries, traveling from rear to front in the left-hand gallery and rearward in the right-hand gallery. Oil is also directed to a gallery in each cylinder head—thus, four galleries in all.

Embodying the best engineering principles, the Strato-Streak V-8 features a positive, quad-gallery pressure system, exclusive with Pontiac, which delivers oil under pressure through the galleries to the crankshaft, connecting rod, camshaft bearings and valve-actuating mechanism. Timing chain and sprockets receive metered-jet lubrication, while piston pins and bushings are splash lubricated. Cylinder walls are metered-jet lubricated along with normal splash from crankshaft; oil travels through a hole in the cylinder block to lubricate the distributor. Fuel pump eccentric and arm are lubricated by a high-velocity jet.

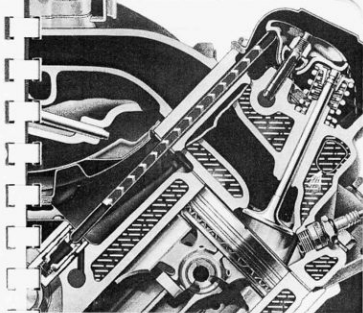
Here are a few of the many advantages of Pontiac's quad-gallery lubrication system:

1. Through the system, no external oil lines, which are apt to break, are used.
2. Crankshaft sealing is positive, which prevents oil loss.
3. Oil pan design minimizes splashing and foaming, which permits complete oil supply even on fast turns or acceleration.
4. An oil pan baffle prevents oil in the pump from being thrown against the crankshaft, which reduces aeration.
5. Oil can be added by either of the two breather caps.
6. Accurate means of measuring oil level.

# FLOATING OIL INTAKE PUMP AND FULL-FLOW FILTER



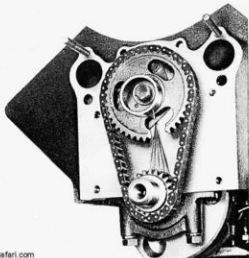
A floating type oil intake is utilized in the Pontiac Strato-Streak V-8 engine, which means the cleanest oil in the pan is fed into the system. Oil entering the intake passes through a screen and is drawn into the pump. Should the intake screen become clogged, an incorporated safety feature allows the oil to bypass the screen and enter through a central hole. From the intake, oil is driven by a helical gear type pump operated by the distributor drive shaft. Oil pressure is controlled by a regulator valve. From the pump, oil enters a full-flow filter (accessory) which removes dirt and foreign particles. A bypass valve is provided should flow through the filter for any reason become restricted.



Oil is fed to the hydraulic valve lifters through the galleries in the cylinder block. Simultaneously, oil under pressure is forced from a hole in the push rod seat up through the hollow push rod. This provides lubrication at both ends of the push rod, the high-pressure areas, where complete lubrication is of great importance. Oil from cylinder head galleries flows up through holes drilled in each rocker arm ball stud and out through a hole; this, coupled with grooves in the top of the ball, lubricates the rocker arm. Oil flowing over the rocker arm lubricates the contact area between the rocker arm and the valve stem.

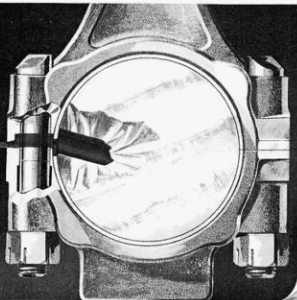
### TIMING CHAIN AND SPROCKET LUBRICATION

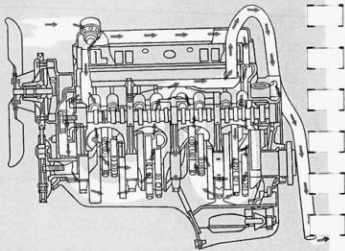
Lubrication of the timing chain and sprocket are of utmost importance to guard against wear. This is very capably handled by two holes drilled in the front of the camshaft. One hole, drilled laterally, feeds oil to the other, drilled longitudinally, which in turn feeds oil intermittently under pressure through a groove in the cylinder block and camshaft thrust plate hole onto the timing chain and sprocket. Similarly, the fuel pump eccentric is also lubricated by oil from the hole in the thrust plate.



### CYLINDER BORE LUBRICATION

Here's another example of Pontiac thoroughness! Even though cylinder walls are lubricated by the splash from the crankshaft, a metered-jet system is also employed to further increase performance and life. By grooving connecting rod caps, oil meters out through small openings to stream over the cylinder walls. And because of ample oil in each cylinder, piston pins receive required lubrication.





### IDEAL-FLOW PRESSURE-SUCTION CRANKCASE VENTILATION

One of the problems to be faced in the use of internal combustion engines is water vapor. This water vapor is a by-product of the burning gas and is formed at the surprising rate of slightly over a gallon of water for every gallon of gasoline. For the most part, this water vapor is carried away in the exhaust system, but some of it remains and leaks down into the crankcase where it could freeze in cold weather. But an even greater danger than freezing is the fact that when the gas burns in the cylinders sulphur dioxide is formed and when combined with the water vapor the result is sulphurous acid . . . a deadly enemy of steel and highly machined parts.

In order to prevent such damage to the engine, Pontiac engineers developed the first pressure-suction system. This is the system whereby air is forced into the engine through an opening just to the rear of the fan, circulated through

the engine and literally sucked out an exhaust tube. For the Strato-Streak V-8, Pontiac developed a completely new crankcase ventilation system.

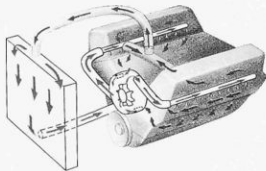
Here's how it works: Two air inlet caps, instead of the usual one seen on other competitive makes, are used, one on each side of the engine (also serve as oil filler caps). These caps admit air through filters and direct the air into the space between the cylinder heads and valve covers for complete valve chamber ventilation. At the front and rear of each cylinder head is a cast opening which permits the entry of ventilating air into the crankcase. As the air is forced into the crankshaft area, it is directed in a path under pistons #1, #2, #7 and #8 and then toward the middle of the engine where it is exhausted through an opening in a positively sealed center baffle, into an oil settling chamber and then out through a tube at the right side of the engine to exhaust under the car. Cast fins in the center of the cylinder block also serve to precipitate any particles of oil.

### 7 MAIN ADVANTAGES OF THIS SYSTEM:

1. Forced, filtered ventilation through two air inlet caps in direct line with engine fan blast insures ample air induction even during engine idle.
2. Complete and thorough ventilation of the rocker arm chambers and reduced corrosion of the cover.
3. Air admitted to crankcase at four main points.
4. By unique baffling, every corner of the crankcase is ventilated, including the timing chain cover.
5. Cast fins and oil settling chamber prevent oil vapor from escaping.
6. Suction type rear air outlet exhausts all vapors and fumes under the car.
7. Bent tip fan—driven slower than engine—to provide optimum effectiveness with minimum noise.

## REVERSE-FLOW, GUSHER-VALVE ENGINE COOLING

Since thorough, dependable engine cooling is of the utmost importance, Pontiac engineers worked and planned many, many months to perfect the most efficient and dependable cooling system possible. As a result, we have the finest cooling system ever devised. This system, called "reverse-flow, gusher-valve cooling", has proven itself during 1955 and therefore is being used again in the new 1956 models. Here, briefly, is how the system works: Water is drawn from the radiator by a centrifugal type, pulley-driven pump whose double row of ball bearings is lubricated for life. A bellows type water seal is employed to protect its rotating precision



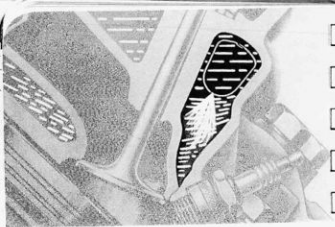
parts from rusting and corroding. A particular feature of this seal is its ability to withstand pressure rises in the coolant system without blowoff. (Servicemen will like the fact that no adjustment of the water pump is necessary and servicing is very simple.)

Water, driven by the pump, is sent through outlets to the front of each cylinder head. Entering the cylinder heads, water is carried through brass distributing tubes (one in each

head) which have openings that direct coolant, in jet fashion, onto exhaust valve seats and valve guides for optimum valve cooling (see illustration). Coolant is supplied to the cylinder block through cast and drilled openings between the heads and the water jackets of the cylinder. The amount of water fed into the block is controlled by small openings which connect to the pump inlet. A portion of the water is recirculated at all times. Water which does not feed into the block is fed to the water outlet through channels provided in the intake manifold. When the thermostat is open, water flows into the radiator. Pressure in the cooling system is maintained at approximately 7 pounds per square inch (12 to 15 psi with Air Conditioning) by means of a pressure radiator cap.

Now, you see how Pontiac's reverse-flow, gusher-valve cooling system works . . . let's look at a few of its many advantages:

1. Embodying a feature that no other V-8 engine can boast, the Pontiac system delivers water directly to tubes in the cylinder heads which means the coolest water is played upon the hottest part of the engine at high velocity, namely, the exhaust valve seats.
2. Sludging of engine oil is minimized since highest-temperature water is retained in the cylinder block, particularly during warm-up, and condensation on the cylinder bores is thereby reduced.
3. Because of its reverse-flow feature, Pontiac's system delivers the coolest water to the cylinder head where it picks up heat and a portion then travels to the cylinder block. Thus, no cool water is thrown around the cylinder bores and cylinder distortion, which might otherwise occur, is prevented.
4. Because of the unique casting method used, "fin" restriction to water flow is prevented.
5. Full-length water jackets and water all around valves, valve seats and cylinder bores provide for optimum cooling.

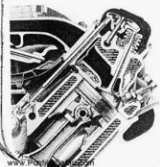


### GUSHER VALVE COOLING

Water from the pump enters the cylinder heads and passes through brass tubes. At the bottoms of the two brass tubes are openings which direct a jet-like flow of the coolest water from the radiator onto the exhaust valve seats and integral valve guides. By this method valve life is greatly increased, engine operation measurably enhanced.

### WATER CIRCULATES IN HEAD AND SURROUNDS CYLINDERS

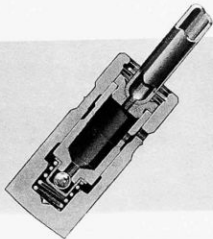
As you will notice in the adjoining drawing, thorough water circulation is maintained in cylinder heads. Full-length water jackets and water around each and every cylinder provide maximum cooling efficiency.



Here, in this phase of engine operation, you will find some of the reasons why the new Pontiac Strato-Streak is one of the most highly developed, most efficient and dependable V-8's in the industry. With the advent of the 1955 Strato-Streak and using the vast facilities available, Pontiac's engineers set to work and developed an entirely new idea . . . a valve train with a ball pivot. This, in conjunction with new hydraulic valve lifters, tubular steel push rods, tapered integral valve guides and dual valve springs, gives proof to the fact that Pontiac's valve system and actuating mechanism are truly what is believed to be the finest devised. And highly advantageous for day-to-day operation and simplified servicing, too, is the new Pontiac system, because fewer parts are used and outstanding durability results. Briefly, here is the valve train cycle: The camshaft actuates the hydraulic valve lifters; hydraulic valve lifters move the push rods up and actuate the ball-pivoted rocker arms which in turn push down on the valve stems, opening the valve ports. As the camshaft revolves, the valves through valve lifters, push rods and rocker arms open and close allowing the fuel charge to enter, burn and exhaust. Naturally, the above explanation is greatly simplified; a thorough story on all phases of operation follows with illustration.



NEW HYDRAULIC VALVE LIFTERS  
AND  
HOLLOW STEEL PUSH RODS



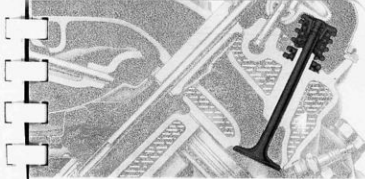
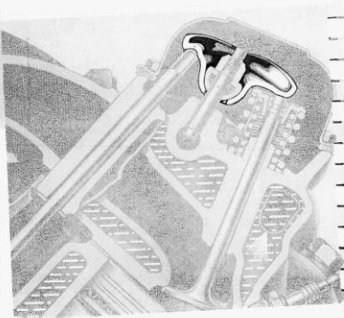
Hydraulic valve lifters of new design to facilitate operation and valve train serviceability, but embodying the same principles of operation as those used in 1955, are employed in the 1956 Pontiac Strato-Streak V-8. Inherently, hydraulic valve lifters have many advantages. With their use, constant contact is maintained between the push rods and the valve lifters, thereby insuring accurate timing, silent operation, increased valve life and elimination of the need for valve lifter adjustments. The valve lifter bodies are made of heat-treated cast iron and fit into lifter holes in the crankcase. A steel, cyanide-hardened plunger, having a seat for the push rod and an oil reservoir, fits inside the lifter body.

Here's the way they work: Oil, under pressure, is fed into the valve lifter reservoir through ports in the side of the lifter body. When the engine of the car is cool, the valves are reduced in length, and clearance between the lifter and push rod becomes apparent. As this occurs, the spring between the plunger and the lifter body pushes the plunger up. A check ball is unseated and the space in the lower chamber left by the ascension of the plunger is filled with oil passing down from the reservoir, through a hole in the plunger. Thus, a solid column of support is provided. This means the lifter is kept in constant contact with the push rod. Now, as the engine warms up, the valves become longer and in doing so are applying pressure to the plunger. Since the oil in the lower chamber cannot escape up through the hole in the plunger (the check ball closes the port), it releases pressure by controlled oil leakage between the plunger and the lifter body. By doing this, the plunger drops lower into the lifter body and compensates for the expansion of the valves.

As you can see by the foregoing information, both ends of the push rod are thoroughly lubricated. Oil, under pressure, sent into the valve lifter is also forced up through the hollow steel push rod and lubricates the point where the push rod top meets the ball-pivot rocker arm.

## BALL-PIVOT ROCKER ARMS

The ball-pivot rocker arms are a product of sound and productive thinking and were developed by Pontiac especially for the Strato-Streak V-8 engine. They are made of cyanide-hardened, stamped steel and are mounted on the cylinder heads by hollow studs (this permits lubrication of rocker assembly—see lubrication section for explanation). Ball-pivot rocker arm arrangement notably minimizes valve cocking, valve stem wear and is exceptionally durable, easy to service; provides automatic wear compensation and is precisely adjusted to insure most efficient valve-lifter operation.



## ALUMINUM TREATED INTAKE & EXHAUST VALVES

Having proved to be quite satisfactory in 1955, Pontiac again in 1956 utilizes forged and heat-treated valves . . . machined and carefully fitted to close production tolerances. Intake valves are made of aluminized, durable alloy steel, while exhaust valves are made from heat-resistant, long-lasting, high chromium-nickel alloy steel that also has been aluminized to increase valve life. Dual valve springs are used to guarantee long spring life and to obtain proper valve motion under all operation conditions.

## TAPERED VALVE GUIDES

Tapered valve stem guides, long a "Pontiac First", are again being used in 1956, but are now cast integral with the cylinder head. This "taper" feature allows maximum clearance between the valve and stem at the head end to provide for expansion caused by heat from engine operation. Resultant advantages: valve sticking minimized, oil leakage down the valve stem and into combustion chamber is greatly reduced. This fact is particularly important in overhead valve engines. Also of major importance, proper valve seating is assured, which adds to valve life.



## COMPLETELY MACHINED ANTIKNOCK COMBUSTION CHAMBER

Cylinder head with correct combustion chamber shape and proper location of the spark plug is of utmost importance to the efficiency and economy of any engine. Therefore, this aspect has been the subject of exhaustive research resulting in the development of a design which gives exceptionally high gasoline economy and power without knock, even with the new high 8.9:1 compression ratio.

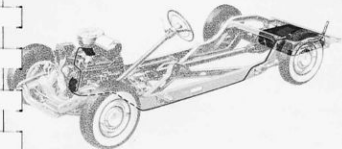
A wedge-shaped chamber, having its greatest height near the outer edge of the cylinder bore and its major volume offset outwardly from the center line of the piston, is used. This is completely machined to insure accurate volume control and uniform size for all cylinders. Added engine smoothness is thereby obtained, since explosion pressures on the power stroke will be virtually the same on all cylinders. Spark plug location is near the intake valve, a location selected to provide precise ignition, maximum power and to permit adequate plug cooling.

For smooth combustion the igniting gases must burn at a uniform rate. In high-compression engines this requires particular attention since the extremely high pressures will result in premature explosion of a portion of the charge unless measures are taken to prevent it. For this reason, a quench area which covers approximately 35% of the piston head is incorporated in Pontiac's design. This 55/1000" depth area

is occupied by the last gases to burn, and the cooling effect of closely adjacent metal prevents premature ignition or detonation with its resultant noise, loss of power, high operating temperatures and increased mechanical stresses on engine parts. This, together with the swirling turbulence it induces, results in smooth, even, complete combustion.



It should be noted, too, that Pontiac's valves are large, which permits easier engine breathing. Also, 30° intake valve seats—long used by Pontiac—are continued to give maximum air flow with minimum valve lift, consistent with best engine efficiency. Large passages leading to each valve are cast in the head to insure free flow of intake and exhaust gases.



## FUEL DISTRIBUTION SYSTEM

Another outstanding feature of this dynamic new Strato-Streak engine is its fuel distribution system. With the adoption of the completely new V-8 in 1955, certain advantages in fuel distribution were soon apparent, and this new system has proved to be one of the finest ever developed by Pontiac engineers. Now let us take each unit in the system and cover it thoroughly.

## COMBINATION FUEL AND VACUUM PUMP

Because of its location (front left-hand side of the engine and at maximum distance from exhaust pipe), the fuel pump receives cooling blasts from the fan, which prevents vapor lock—an aspect further avoided by eliminating the settling chamber. Other features of its location are that driving forces on the actuating arm are less than would otherwise occur, thus providing longer pump life, and "lift" from the fuel tank is at a minimum. All fuel entering the pump is screened. A vacuum booster, except on cars with the accessory windshield wiper, is employed to insure dependable and consistent windshield wiper action.



## NEW FUEL FILTER



Completely new for 1956, the fuel filter is now located in the fuel tank. Offering a greatly increased filtering area, the new double-wrap plastic filter is less sensitive to clogging and re-

quires no cleaning. Another advantage of this new filter is that, because of its location, it need not be disturbed in the event that the carburetor needs servicing, as was necessary with the filter used on the 1955 models.

## OIL-BATH AIR CLEANER (ACCESSORY)

Air, as it enters the heavy-duty, oil-bath air cleaner, passes down and impinges off the oil bath which serves to collect dirt particles, which, by abrupt change in direction, are precipitated out of the air stream. From there, the air passes through a fibrous filter and then down a central tube to the carburetor.

## NEW TWO-BARREL CARBURETOR

Because of the larger engine in the 1956 models, the two-barrel carburetor used as standard on 860 and 870 models in 1955 was reappraised and modified. Larger venturi are provided, and the throttle lever has been changed to improve accelerator linkage operation. Of the side bowl type, the new carburetor is short and compact, and includes an automatic choke whose operation is assisted by a baffled stove in the intake manifold and an automatic throttle opener to provide higher initial idle speed and a vacuum control of the fuel mixture to insure quick, lag-free acceleration.

## BALANCED-INTAKE MANIFOLD

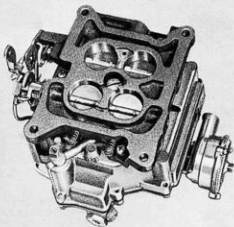
Distribution of fuel and air mixture from the carburetor to the cylinders greatly affects the efficiency of each individual cylinder. Should certain cylinders receive more of the mixture and others receive less, entire engine performance is greatly deterred. In order to regulate this situation, Pontiac engineers developed a balanced-intake manifold. Fuel passages are short and practically equal in length, are extra large and have generously rounded turns to reduce surface friction. This makes a highly efficient distribution system.



To facilitate a better distribution of wet fuel, a fuel distributor has been cast in the lower header floor directly beneath and fore and aft of the risers leading to the carburetor. When the engine is cold, a temperature-sensitive heat control valve causes all

exhaust gases in the right-hand manifold to stream through this stove for maximum heating. This insures quick engine "warm-up". When the engine reaches operating temperature, the valve opens allowing the exhaust gases to escape out both the right and left manifolds. Sufficient "surge" gases remain to maintain a desired preheat condition.

## NEW FOUR-BARREL CARBURETOR



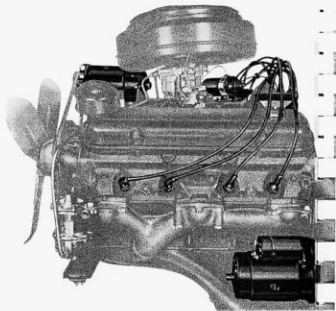
A four-barrel carburetor has now been adopted as standard equipment to add power and distinction to the Star Chief series. It offers more maneuverability and hill-climbing ability as well as augmenting acceleration. It also increases the horsepower on these models to 227, a value greater than that on the 870 and 860 models with a two-barrel carburetor. Operation of the four-barrel carburetor parallels that of the two-barrel carburetor. That is, the four-barrel carburetor, in essence, consists of two dual carburetors contained in one unit. It has two sections: the primary side and the secondary side. It is important to note in the operation of the four-barrel carburetor that the secondary side acts as a supplementary component and is brought into operation only when the accelerator pedal is depressed sufficiently. When this occurs, the secondary nozzles then will operate in parallel with the primary nozzles for maximum performance on demand. This carburetor, manifold and air cleaner package is available as an optional accessory on the 870 and 860 models.

## EXHAUST SYSTEM

Illustrated below is the spring-loaded, temperature-sensitive heat control valve. When the engine is cold the valve is closed, which forces exhaust gases around a stove in the intake manifold for maximum heating for quick warm-ups. As the engine temperature rises, the valve opens allowing the exhaust gases to flow out of their normal passages; sufficient "surge" gases remain for desired preheat condition. Two cast-iron exhaust manifolds are used on the Pontiac Strato-Streak V-8 . . . one for each bank of cylinders. Each manifold services four cylinders and has three ports; individual ports service end cylinders. Exhaust passages are larger in size than last year to insure easy escape of exhaust gases, minimum back pressure and optimum operating efficiency of the engine, and a fuel distributor has been cast into the lower header floor of the intake manifold, which improves performance. A tubular steel exhaust pipe at the right-hand side of the chassis empties both exhaust manifolds, except with dual-exhaust accessory. The exhaust manifold on the left side is connected to the exhaust pipe by a pipe which passes under the engine and which is, in turn, joined by a pipe leading from the right-hand manifold. If dual exhausts (accessory) are installed, the left-side piping would be replaced by an exhaust pipe and muffler similar to that on the right side.

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## 12-VOLT SYSTEM AND COMPONENTS

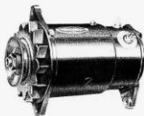
The electrical system of the 1955 Pontiac has been retained for 1956 because it has more than proved its worth. Not only is it more efficient than the 6-volt system, but it also improves the operation of the automobile. The increased use of more accessories also makes the change from the 6- to 12-volt system advantageous. When it was first decided to make the change, extensive tests were performed. The dependability of the system has been proved by the efficient way it did the job in 1955. Here are the principle advantages that were discovered:

1. Better ignition performance was attained. 2. Higher generator output was effected. 3. Faster cranking speed and, therefore, better starting in cold weather resulted.

Formerly, the primary circuit in the automobile ignition system was furnished a voltage of approximately six volts by the battery. This, then, by a coil induction arrangement was increased to many thousand volts, which, when fed across each spark plug, ignited the combustible charge. In the twelve-volt system, the primary circuit receives twelve volts from the battery. Basically, the design of the twelve-volt system is the same as that of the six-volt with the exception that a series resistor is a part of the primary circuit. This resistor is made from a type of wire which tends to keep the resistance of the primary circuit constant with variation in temperature. During engine cranking it is eliminated from the primary circuit so that maximum current and voltage exist, even though the battery voltage drops due to heavy cranking loads. This is of particular advantage during cold weather starting since a hotter spark for more positive ignition is assured.

Better ignition is augmented also by a marked increase in available energy input, which accrued from resistance and ignition coil changes coupled with the twelve-volt supply. As a consequence, appreciably greater secondary or igniting voltages are available for a given car speed. At 60 mph this gain is approximately 20%, which value may vary slightly for different car speeds and axle ratios, but throughout the operating range available ignition voltage is greater than it would be with the six-volt system. Thus, more dependable ignition performance is assured, and spark plug servicing is minimized. Included among the many other advantages attributable to the twelve-volt electrical system are: longer regulator breaker contact life, better insulation protection of the various circuit cables, improved performance of small auxiliary motors, reduction in over-all weight, and conservation of space.

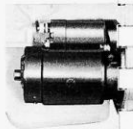
## 12-VOLT GENERATOR



Better generator performance is obtained, efficiency is increased and wattage or power output is greater with the use of this dependable 12-volt generator. And because of these advantages there is, in useable power, a gain of approximately 11% over the 1954 6-volt generator, even though the entire generator had the same diameter and was one inch shorter.

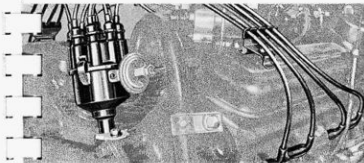
## NEW 12-VOLT STARTER AND SOLENOID

For 1956, Pontiac has an entirely new starting motor and solenoid design. Since the starting motor is mounted in an exposed position on the left-hand, lower rear side of the engine, it is oftentimes subjected to road splash and dirt. For this reason, the engineers came up with a new unit that will provide a drier and cleaner starting motor and solenoid. Now a cast housing surrounds the clutch as well as the shift mechanism, which means that the starting motor and solenoid are sealed by unitary construction. Starting difficulties, which might result from freezing moisture in the linkage and solenoid plunger, are thereby eliminated and better service is assured.



## 12-VOLT DISTRIBUTOR

Newly designed for 1955, the twelve-volt distributor is retained for use in the 1956 models. Driven by a camshaft through a gear mounted at its lower end, this distributor provides optimum ignition and synchronization. An all-weather cap is used for better breathing and includes barriers which precipitate dirt particles carried by entering air. It also provides shielding for raised, widely separated point seats, thus giving ideal protection against energy loss due to "tracking" and is less susceptible to effect of moisture condensation.



## NEW BATTERY, DUAL HORNS, CABLE INSULATION AND SPARK PLUGS

1. A new battery with improved life as its main advantage will be used in the 1956 models. It is designed to be more resistant to jarring, rough usage, high temperatures and more resistant to overcharge. New vent caps more effectively retain battery acid and keep the top of the battery cleaner. Each battery is now warranted for 36 months.
2. Dual horns are mounted ahead of the radiator for maximum signal strength, and for 1956 the horn relay was moved behind radiator baffle to minimize corrosion.
3. Cable insulation offers optimum resistance to moisture and scuffing.
4. New spark plugs have an improved construction to reduce

the possibility of misfires. Four ribs at the top facilitate sealing between the spark plug and spark plug nipple.

### TAPERED-CAM CAMSHAFT

Pontiac's V-8 camshaft is 22.4" long and is cast from tough alloy iron. All cams are ground, hardened and tapered with the high side of the cam toward the rear. This fact, coupled with a spherical base on the valve lifter, insures valve lifter rotation. Since the contact surface keeps changing, longer lifter life is assured and quieter operation obtained as well.

Cams are uniformly distributed along the length of the camshaft to provide valve lift according to precise timing. Two different camshafts are specified, depending on transmission used. Cam design has been carefully worked out to insure quiet operation, optimum power output and maximum durability.

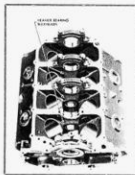
A 1-inch wide, silent chain, having 60 links, is used to drive the camshaft from the crankshaft. The camshaft drive sprocket, having 42 teeth, is made from cyanide-hardened, cast alloy iron while the crankshaft sprocket, with 21 teeth, is of case-hardened steel.

### HARMONIC BALANCER

Pontiac's new Strato-Streak V-8 uses a harmonic balancer, pioneered by Pontiac in 1925, to further guarantee smooth, quiet engine operation which in turn adds to its durability. It is built into the fan-drive pulley and is mounted at the front of the crankshaft. It consists of a 3-pound 13-ounce steel weight which is retained to the crankshaft pulley assembly through three flexible banks of springs. Weight and spring tension combination are such that the balancer assembly is tuned to the critical period of the crankshaft and tends to oscillate out of phase with the crankshaft, thereby neutralizing torsional vibration.

### CYLINDER BLOCK WITH RIGHT-HAND BANK FORWARD

Added strength has been built into the Strato-Streak V-8 for 1956 to handle its greater power. This has been accomplished by increasing the amount of metal at the three intermediate bearing bulkheads of the cylinder block. Engine displacement has also increased from 287.2 to 316.6 cubic inches for added performance. An important feature of the 1956 cylinder block is the fact that the right-hand bank of cylinders is forward. This permits location of the distributor in such a position that the force of the camshaft drive gear is upward. In this location, better timing results and the distributor is simpler to install and more readily serviced. Also, with the right-hand bank forward, the fuel pump can be located low on the left front side of the engine, farthest from the exhaust pipe, where cooling blasts from the fan minimize the danger of vapor lock and fuel lift is at a minimum. All this, plus better supporting arrangement for the generator, makes the right-hand bank forward a very advantageous feature.

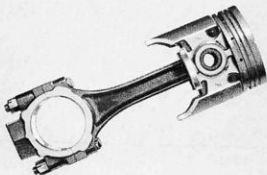


All main bearing caps are doweled to the cylinder block to insure accurate alignment and facilitate assembly. They have also been increased in thickness for more stable crankshaft anchorage. Pontiac's V-8 cylinder block is accurately cast from durable, low-friction alloy iron; bores are finished to a smooth surface to which oil film clings to insure long piston and bore life.

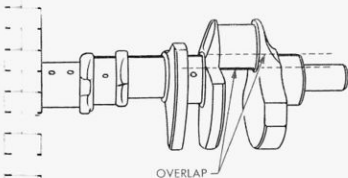
## BALANCED CONNECTING RODS AND TIN-PLATED OFFSET PISTONS

Connecting rods in the Strato-Streak V-8 are steel I-beam forgings which, with bronze piston pin bushings in place, are subjected to two balancing operations to provide precise center of gravity location. Connecting rod bearings are steel-backed and can be replaced easily, if ever necessary.

Slipper skirt and cam-ground aluminum pistons with reinforcing steel struts are used in the Strato-Streak V-8 for 1956. The pistons are tin-plated, a feature in effect pioneered by Pontiac, which insures maximum wearing surface and minimizes danger of piston seizure and scuffing of the cylinder bores. Pistons are controlled for weight to within 1/16 oz.



With the high-compression-ratio engine, flat-headed pistons are used (dished-top pistons are used in low-compression engines); two compression rings and one oil ring are employed and are located above the carburized and hardened-steel piston pins. Top compression rings of centrifugally cast iron are heavily chromed for maximum life. A four-piece oil ring with chrome-plated segments insures outstanding oil economy. Floating piston pins are off set 1/16 inch, which insures gradual change in thrust pressure of the piston skirt against the cylinder wall as pistons travel in their paths.



## BALANCED CRANKSHAFT AND OVERLAPPING CRANKSHAFT BEARINGS

Crankshaft in the new V-8 engine is cast or forged, heat-treated to precise specification and machined to exacting tolerances. Inherently rigid because of its short length, 25.7" as compared to 37.8" in the 1954 L-head engine, rigidity is further enhanced by 5" overlap between the main journals and crankpins.

This, in effect, means a solid section of metal extends the entire length of the crankshaft to add to its ruggedness and durability. It is supported in the crankshaft by five main bearings.

Crankshaft balance is extremely important to engine smoothness. This is true since a small amount of unbalance, though trivial compared to total weight, becomes a tremendous force when revolved at high speed. To guard against the deleterious effect of this unbalanced force on bearing life and smoothness, Pontiac specifies that the crankshaft be balanced in the engine assembly with connecting rods and pistons assembled to .5 in. oz. with the crank rotating. Six counterweights are made integral with the crankshaft for this purpose. Additional smoothness is engendered by use of a harmonic balancer and by precise balancing of all rotating engine parts.

Crosswise drilling in the crankshaft provides pressure lubrication to all bearings. Crankshaft end thrust is taken by bearing No. 4 for added durability. Main bearing journals are 2 3/4" in diameter, while crankpin diameter is 2 1/4". Main bearings, of removable type, are steel-backed and overlaid with long-wearing babbit.

### SINGLE BELT FAN, WATER PUMP AND GENERATOR DRIVE

A single 3/4-inch high-capacity V-belt is used to drive fan, water pump and generator. Tests have proven this arrangement provides excellent belt durability. In addition, the belt is readily accessible, which makes servicing easier.



## 1956 PONTIAC STRATO-STREAK V-8 ENGINE SPECIFICATIONS

| ENGINE  | 56-27           | 56-28          |
|---|-----------------|----------------|
| Type and Number of Cylinders  | 90° V-8         | 90° V-8        |
| Valve Arrangement   | In Head         | In Head        |
| Bore and Stroke   | 3.94 x 3.25     |                |
| Displacement—Cubic Inches   | 316.6           | 316.6          |
| Compression Ratio Standard (Premium Fuel)                                     | 8.9:1           | 8.9:1          |
| Maximum Brake Horsepower at Engine rpm (8.9:1 Compression Ratio) H.M.         |                 |                |
| Transmission  | 205 @ 4600      | 227 @ 4800     |
| Maximum Torque (lbs. ft.) at Engine rpm (8.9:1 Compression Ratio) H.M. Trans. | 294 @ 2600      | 312 @ 3000     |
| Compression Pressure at Cranking Speed (8.9:1 Compression Ratio) psi at rpm   | 145 to 155 psi  | 160 to 170 rpm |
| Firing Order  | 1-8-4-3-6-5-7-2 |                |

### CRANKSHAFT

|                                      |                   |               |
|--------------------------------------|-------------------|---------------|
| Weight (lbs.)—Forged Shaft           | 59.4              | 59.4          |
| —Cast Shaft                          | 53.7              | 53.7          |
| Counterweights—Number                | 6                 | 6             |
| Main Bearings—Number                 | 5                 | 5             |
| No. 1 Bearing—Diameter               | 2.50              | 2.50          |
| Length                               | .94               | .94           |
| No. 2 Bearing—Diameter               | 2.50              | 2.50          |
| Length                               | .94               | .94           |
| No. 3 Bearing—Diameter               | 2.50              | 2.50          |
| Length                               | .94               | .94           |
| No. 4 Bearing—Diameter               | 2.50              | 2.50          |
| Length                               | .91               | .91           |
| No. 5 Bearing—Diameter               | 2.50              | 2.50          |
| Length                               | 1.56              | 1.56          |
| Projected Crankshaft Bearing Area    | 13.22 Sq. In.     | 13.22 Sq. In. |
| End Thrust Taken by Bearing (Number) | 4                 | 4             |
| Main Bearing Material                | Duxes Steel Baked |               |
| Interchangeable Main Bearings        | Yes               | Yes           |
| Vibration Dampener Type              | Harmonic Balancer |               |

## PISTONS AND RINGS

|   | 56-27          | 56-28    |
|---|----------------|----------|
| Piston—Material                               | Aluminum Alloy |          |
| Piston—Tin Plated                             | Yes            | Yes      |
| Weight—Piston Only                            | 1.46 Lb.       | 1.46 Lb. |
| Number Compression Rings                      | 2              | 2        |
| Number Oil Control Rings                      | 1              | 1        |
| Number Rings Above Piston Pin                 | 3              | 3        |
| Width Compression Ring                        | .078           | .078     |
| Taper on Compression Ring                     | Yes            | Yes      |
| Width Oil Ring                                | .186           | .186     |
| Length Piston                                 | 4.13           | 4.13     |
| Piston Pin—Diameter                           | .98            | .98      |
| Length  | 3.13           | 3.13     |
| Piston Pin Bushings—Effective Length (In Rod) | 1.25           | 1.25     |
| Type Piston Pins                              | Floating       |          |
| Pinhole Diamond Bored In Rod                  | Yes            | Yes      |

## CONNECTING RODS

|  |  |          |
|--|--|----------|
| Connecting Rod Length (Center to Center) | 6.63   | 6.63     |
| Connecting Rod Assembly Weight—          |  |          |
| Bushing Included                         | 1.86 Lb.   | 1.86 Lb. |
| Crankpin Bearing—Diameter                | 2.25   | 2.25     |
| Length                                   | .88  | .88      |
| Bearing Materials (Optional)             | Duxex Steel Backed or Micro Babbitt Steel Backed |          |
| Interchangeable Connecting Rod Bearings  | Yes  | Yes      |

## CAMSHAFT DRIVE

|                          |                               |       |
|--------------------------|-------------------------------|-------|
| Crankshaft Gear—Material | Carburized and Hardened Steel |       |
| Camshaft Gear—Material   | Alloy Iron Cyanide Hardened   |       |
| Timing Chain—Make        | Morse                         | Morse |
| Number Links in Chain    | 60                            | 60    |
| Width Chain—Nominal      | 1                             | 1     |
| Pitch of Chain           | .38                           | .38   |

## INTAKE VALVES

|                        |      |      |
|------------------------|------|------|
| Diameter Head—Over-all | 1.78 | 1.78 |
| Port Diameter—At Seat  | 1.61 | 1.61 |
| Angle of Seat          | 30°  | 30°  |

## EXHAUST VALVE

|                        |       |       |
|------------------------|-------|-------|
|                        | 56-27 | 56-28 |
| Diameter Head—Over-all | 1.50  | 1.50  |
| Port Diameter—At Seat  | 1.37  | 1.37  |
| Angle of Seat          | 45°   | 45°   |

## VALVE DATA

|  |            |      |
|--|------------|------|
| Over-all Length Valve—Intake           | 5.25       | 5.25 |
| Exhaust                                | 5.23       | 5.23 |
| Stem Diameter                          | .34        | .34  |
| Valve Lift (Synchromesh Trans. Engine) | .37        | .37  |
| Valve Lift (Hydra-Matic Trans. Engine) | .40        | .40  |
| Outer Spring Pressure and Length—      |            |      |
| Lbs. @ In.                             |            |      |
| Valve Closed (Synchromesh Trans. Eng.) | 58 @ 1.53  |      |
| Valve Closed (Hydra-Matic Trans. Eng.) | 58 @ 1.53  |      |
| Valve Open (Synchromesh Trans. Eng.)   | 108 @ 1.16 |      |
| Valve Open (Hydra-Matic Trans. Eng.)   | 112 @ 1.13 |      |
| Inner Spring Pressure and Length—      |            |      |
| Lbs. @ In.                             |            |      |
| Valve Closed (Synchromesh Trans. Eng.) | 26 @ 1.48  |      |
| Valve Closed (Hydra-Matic Trans. Eng.) | 26 @ 1.48  |      |
| Valve Open (Synchromesh Trans. Eng.)   | 61 @ 1.11  |      |
| Valve Open (Hydra-Matic Trans. Eng.)   | 64 @ 1.08  |      |
| Dual Valve Springs                     | Yes        | Yes  |
| Hydraulic Valve Lifters                | Yes        | Yes  |
| Tapered Valve Guides—Integral          | Yes        | Yes  |

## VALVE TIMING

|                                  |     |     |
|----------------------------------|-----|-----|
| Intake Opens—                    |     |     |
| "BTC (Synchromesh Trans. Engine) | 22° | 22° |
| "BTC (Hydra-Matic Trans. Engine) | 27° | 27° |
| Intake Closes—                   |     |     |
| "ABC (Synchromesh Trans. Engine) | 67° | 67° |
| "ABC (Hydra-Matic Trans. Engine) | 73° | 73° |
| Exhaust Opens—                   |     |     |
| "BBC (Synchromesh Trans. Engine) | 63° | 63° |
| "BBC (Hydra-Matic Trans. Engine) | 69° | 69° |
| Exhaust Closes—                  |     |     |
| "ATC (Synchromesh Trans. Engine) | 27° | 27° |
| "ATC (Hydra-Matic Trans. Engine) | 31° | 31° |

| VENTILATION SYSTEM—ENGINE                          | 56-27     | 56-28     |
|--|-----------|-----------|
| Complete Pressure—Suction Type                     | Yes       | Yes       |
| Heavy-duty Ventilator Inlet and Oil Filler Cap     | Accessory | Accessory |
| Heavy-duty Crankcase Ventilator Outlet Air Cleaner | Accessory | Accessory |

## ENGINE LUBRICATION

|   |                |          |
|---|----------------|----------|
| Pressure Lubrication                                | Yes            | Yes      |
| Cylinder Wall Lubrication Jet                       | Yes            | Yes      |
| Push Rods Hollow for Lubrication                    | Yes            | Yes      |
| Oil Pump Type                                       | Gear (Helical) |          |
| Jet Lubrication of Timing Chain                     | Yes            | Yes      |
| Normal Oil Pressure (Lb. @ mph)                     | 34-45 above 40 |          |
| Capacity of Crankcase (Less Filter)—Refill (Quarts) | 5              | 5        |
| Quantity Oil Circulated at 60 mph—10-W Oil—Hot—GPM  | 3.6            | 3.6      |
| Oil Filter—Full Flow—Accessory                      | Yes            | Yes      |
| Type Oil Intake                                     | Floating       | Floating |

## FUEL SYSTEM

|  |                                   |                                   |
|--|-----------------------------------|-----------------------------------|
| Carburetor—Type—Standard                                   |                                   |                                   |
| Carburetion  | Dual*                             | Four-Barrel                       |
| Carburetor—Model   | RPD                               | RPD                               |
| (Synchronesh Transmission)                                 | 7008696                           | 7007900                           |
| (Hydra-Matic Transmission)                                 | 7008695                           | Carter                            |
|  |                                   | WCPS-23645 or RPD                 |
|  |                                   | 7008697                           |
| Carburetor—Type—Safari and optional on all other 27 Models | Four-Barrel Same as 28 Model      | Four-Barrel Standard (See Above)  |
| Automatic Choke—Type                                       | Integral                          | Integral                          |
| Type Metering  | Mechanical                        | Mechanical and Vacuum             |
| Air Cleaner and Silencer Type—Standard                     | Vertical Oiled**<br>Crimped Metal | Horizontal Oiled<br>Crimped Metal |

\*Except Safari

\*\*Except Safari which uses 28 Model Cleaner.

| FUEL SYSTEM (Continued)  | 56-27      | 56-28                            |
|--|------------|----------------------------------|
| Air Cleaner Type—Accessory   | Vertical** | Horizontal (Heavy-duty Oil Bath) |
| Fuel Pump with Vacuum Booster—except cars with accessory electric wipers | Yes        | Yes                              |
| Fuel Tank Capacity (Except 5WGS)   | 20 Gals.   | 20 Gals.                         |
| Intake Manifold Heat Control   | Automatic  | Automatic                        |

## EXHAUST SYSTEM

|   |              |      |
|---|--------------|------|
| Muffler—Type  | Reverse Flow |      |
| Exhaust Pipe Diameter—Main  | 2.25         | 2.25 |
| Exhaust Pipe Diameter—Branch  | 2.00         | 2.00 |
| Tail Pipe Diameter  | 2.00         | 2.00 |
| Optional Dual Exhaust Pipe Diameter—Right-Hand and Left-Hand—Not available on 4-Door 3-Seat Station Wagon | 2.00         | 2.00 |
| Optional Dual Exhaust Tail Pipe Diameter  | 1.75         | 1.75 |
| Aluminized Tail Pipe  | Yes          | Yes  |

## COOLING

|   |                     |                     |
|---|---------------------|---------------------|
| Water Pump Type   | Centrifugal         | Centrifugal         |
| Water Pump and Fan Drive  | "V" Belt            | "V" Belt            |
| Pump Shaft Runs on Sealed Ball Bearing                              | Yes                 | Yes                 |
| Water Pump Seal—Type  | Synthetic Rubber    | Graphite-Lead Alloy |
| Water Circulation Thermostatically Controlled                       | Yes                 | Yes                 |
| Location of Thermostat  | Engine Water Outlet |                     |
| Temperature Thermostat Opens Standard                               | 160°F.              | 160°F.              |
| Accessory High Opening Thermostat for Ethylene Glycol Coolant Opens | 170°F.              | 170°F.              |
| Bypass Recirculation—Type   | Internal            |                     |
| Water Around All Cylinders  | Yes                 | Yes                 |
| Water Around All Valves   | Yes                 | Yes                 |
| Full-length Water Jacket  | Yes                 | Yes                 |
| Radiator Core—Type—(Standard)                                       | Cellular            |                     |
| Radiator Core—Type—(With Air Conditioning)                          | Tube and Center     |                     |
| Core Thickness—Standard   | 2                   | 2                   |
| Core Thickness—With Air Conditioning                                | 1.75                | 1.75                |

\*\*Except Safari which uses 28 Model Cleaner.

| COOLING (Continued)   | 56-27           | 56-28 |
|---|-----------------|-------|
| Radiator Cap Relief Valve Pressure—Standard                 | 6½ to 7½ p.s.i. |       |
| Radiator Cap Relief Valve Pressure—(With Air Conditioning)  | 12 to 15 p.s.i. |       |
| Cooling System Capacity—Stand. Car—Quarts                   | 22.7            | 22.7  |
| Additional Capacity with Hydra-Matic                        | 0*              | 0.6   |
| Additional Capacity with Heater                             | 1.6             | 1.6   |
| Additional Capacity with Air Conditioning                   | 0.1             | 0.1   |
| Fan—Number of Blades (Standard)                             | 4               | 4     |
| Fan—Number of Blades (With Air Conditioning)                | 5               | 5     |
| Fan Diameter—(Standard)                                     | 19              | 19    |
| Fan Diameter (With Air Conditioning)                        | 19.25           | 19.25 |
| Ratio—Fan to Crankshaft Revolutions (Standard)              | .88:1           | .88:1 |
| Ratio—Fan to Crankshaft Revolutions (With Air Conditioning) | .94:1           | .94:1 |
| Fan Shroud  | Yes             | Yes   |

## IGNITION

|  |           |       |
|--|-----------|-------|
| Maximum Automatic Engine Advance at Crankshaft | 20°       | 20°   |
| Vacuum Advance                                 | Yes       | Yes   |
| Breaker Gap—(In.)                              | .016      | .016  |
| Spark Setting (Factory)—BUDC                   | 5°        | 5°    |
| Ignition Lock                                  | In Switch |       |
| Spark Plug Thread                              | 14 mm     | 14 mm |
| Spark Plug Make and Model                      | AC 44     | AC 44 |
| Spark Plug Gap                                 | .033—     | .038  |

## BATTERY

|                          |                       |      |
|--------------------------|-----------------------|------|
| Make and Model           | Delco 1890587         |      |
| Voltage Rating           | 12                    | 12   |
| Length and Width         | 10.19 x 6.75          |      |
| Height (Over-all)        | 8.81                  | 8.81 |
| Location                 | Under Hood, Left Side |      |
| Capacity at 20-Hour Rate | 53 Amp. Hours         |      |
| Number Plates per Cell   | 9                     | 9    |
| Visual Filler Neck       | Yes                   | Yes  |

\*Strato-Flight Hydra-Matic optional—See 56-28 Model.

| GENERATOR  | 56-27       | 56-28 |
|--|-------------|-------|
| Type   | Shunt Wound |       |
| Current and Voltage Regulator                              | Yes         | Yes   |
| Regulated Current—Room Temperature (Standard)              | 25 Amps.    |       |
| Regulated Current—Room Temperature (With Air Conditioning) | 35 Amps.    |       |
| Regulated Voltage—Room Temperature                         | 14.3        | 14.3  |

## STARTING MOTOR

|                              |                                   |         |
|------------------------------|-----------------------------------|---------|
| Starter Control (Solenoid)   | Ignition Key                      |         |
| Engine Cranking Speed        | 138 rpm                           | 138 rpm |
| Engagement Type              | Sliding Gear, Over-running Clutch |         |
| Gear Ratio—Starter to Engine | 19.56:1                           | 19.56:1 |

## BALANCE TOLERANCES OF ROTATING AND RECIPROCATING PARTS

|   |             |         |
|---|-------------|---------|
| Crankshaft, Connecting Rods, Pistons, Fly-wheel, and Clutch Assembly Balanced in Engine | ½ in. oz.   |         |
| Crankshaft Balancer Weight  | .25 in. oz. |         |
| Clutch-driven Plate   | .25 in. oz. |         |
| Connecting Rod—Balance Limit—For Center of Gravity Control (Each End)                   | .05 oz.     | .06 oz. |
| Piston Weight   | .05 oz.     | .05 oz. |
| Fan   | .25 in. oz. |         |
| Generator Armature  | .25 in. oz. |         |

## RELATION OF ENGINE TO REAR WHEEL REVOLUTIONS 7.10" x 15" TIRES (24 lbs. Pressure)

|                                 |        |        |        |        |
|---------------------------------|--------|--------|--------|--------|
| Axle Ratio                      | 3.90:1 | 3.64:1 | 3.23:1 | 3.08:1 |
| Engine Revolutions per Mile     | 2863   | 2659   | 2371   | 2258   |
| Rear Wheel Revolutions per Mile | 734    | 734    | 734    | 734    |

## 7.60" x 15" TIRES (22 lbs. Pressure Front and 20 lbs. Rear)

|                                 |        |        |        |        |
|---------------------------------|--------|--------|--------|--------|
| Axle Ratio                      | 3.90:1 | 3.64:1 | 3.23:1 | 3.08:1 |
| Engine Revolutions per Mile     | 2816   | 2625   | 2333   | 2222   |
| Rear Wheel Revolutions per Mile | 722    | 722    | 722    | 722    |

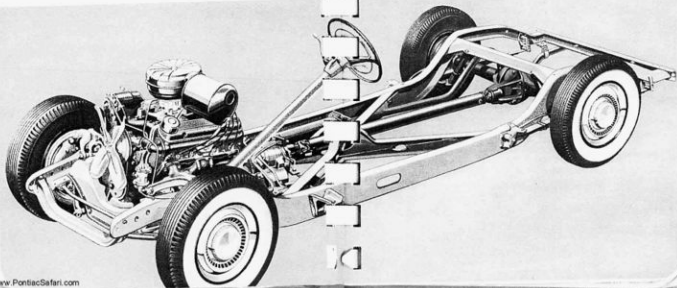
Note: Engine revolutions per mile and revolutions per minute are the same at 60 miles per hour.

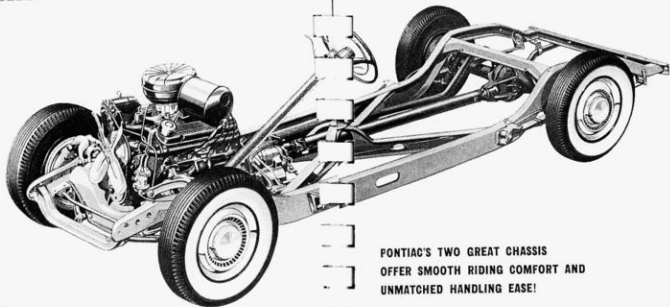
# 1956 CHASSIS

*Smoothest ride on the road!*

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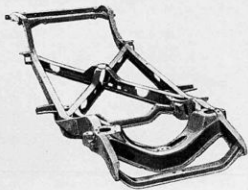
**PONTIAC'S TWO GREAT CHASSIS  
OFFER SMOOTH RIDING COMFORT AND  
UNMATCHED HANDLING EASE!**

For 1956, you have two wonderful chassis to choose from—the 124" wheelbase that is built for the beautiful Star Chief series (except Safari) and the rugged 122" wheelbase built for the Safari, 870 and 860 series. Both of these chassis provide a solid understructure for

the sleek, modern bodies of the 1956 Pontiac. Carefully engineered and tested again and again to assure safe, easy steering and dependability, these Pontiac chassis are just another reason why Pontiac is known for quality and dependability the world over.

## PONTIAC'S "X" MEMBER FRAME

Long used by Pontiac, the "X" member, bridge type frame, recognized as one of the most rigid and strongest types built, is employed in all 1956 models. The four legs of the "X" member are of massive, steel I-beams, welded top and bottom to junction plates. Each leg of the "X" is braced against deflection by the other three legs. All four extremities of the "X" member are securely riveted and welded to the heavy channel side members, thus making this section of the frame exceptionally rigid and free from deflection in the most basic part of the chassis.



Side members are of heavy channel-section steel (.19" in the Convertible, .16" in other Star Chief models (except Safari) and .14" in the 860 and 870 models and Safari) with wide top and bottom flanges, and are joined to cross members to form rigid box sections. Sturdy brackets on which the body is mounted are riveted to the channel side members.

The rugged front cross member is made of an inverted "U" section with flat, riveted steel plates closing the mouth of the "U" and forming a sturdy anchor for the front wheel sus-

pension. A radiator support member located forward of this front cross member provides bracing and rigidity; and to its rearward edge, two additional reinforcements of heavy channel steel are riveted to the side members, forming box girder sections of bridge type proportions in an area where extra strength is needed.

Convertible owners, particularly, will appreciate the higher standard of riding performance derived from the heavy frame specified for that body style. An extra channel of steel welded to a portion of the side bars to form a boxed cross section and considerably heavier "X" member flanges increase the frame's resistance to twisting and bending. Car durability is thereby improved.

## CENTER POINT RADIATOR AND FENDER MOUNTING

The independent mounting of Pontiac's radiator and fenders, in combination with independently mounted front wheels, provides a front-end construction which has a remarkable stability at high speeds. With this construction, the fenders and radiator are mounted as a single unit on a brace extending from one front fender to the other across the entire front of the car.

This sturdy, wing-like structure pivots on the frame at the center of the radiator support member. Any movement of the frame has no effect upon these parts because the frame movement rotates about the center point mounting. This method of assembly eliminates annoying front end vibrations.

## RUBBER BODY MOUNTS

Pontiac used every practical means of excluding vibration and road noise from the passenger compartment, because quiet, noise-free driving is recognized as important to comfort and safety. Included among the many insulators employed for this purpose are those installed between the body and the frame.

The body insulators used on all models except Convertibles fully separate and cushion the body bolts from the frame by means of a molded rubber insulator assembly. When installed, a portion of this insulator projects through a circular hole in the frame, while its squared upper portion acts as a cushion between the frame and the body. A lower insulator fits around the upper part of the lock nut end. Metal-to-metal contact

is avoided and the possibility of road noise traveling into the body is minimized. The rubber used is of a hardness which provides ideal cushioning effect and riding comfort. A steel spacer is included in the center of the insulator assembly, providing a limiting stop against which the nut can be tightened. All mounts are, therefore, automatically compressed the same amount at installation, insuring optimum effectiveness. Taking advantage of what engineers call "modular dampening", insulator locations have been determined which most effectively smother the natural vibration frequency of the frame assembly. The total effect of using this installation will be quickly noticed by driver and passengers alike since, as a consequence, road noise is at a minimum and a smooth, comfortable ride results. Catalina usage of these body mounts differs slightly from Sedans and Station Wagons. Convertible body mounts are similar to those used in 1955.

### IMPROVED FRONT SUSPENSION

The vertical kingpins being used on the new 1956 models are the same used to improve the front suspension of the 1955 Pontiac. Adopted as companion to the other front end steering components, this makes handling easier on curves, reduces effect of road harshness felt at the steering wheel and minimizes tire scrubbing.

Previous to 1955, Pontiac kingpin inclination had been approximately 5°, that is, the pin which mounts the steering knuckle to the knuckle support was tilted 5° inwardly toward the center of the car. In combination with other front end geometry then used, this was considered to be optimum from an over-all control standpoint.

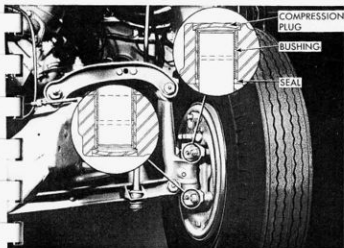
In 1955, however, clearances demanded a shorter upper control arm and the steering knuckle support was reduced in length. These revisions produced an opportunity to capitalize on the inherent features of the vertical kingpin.

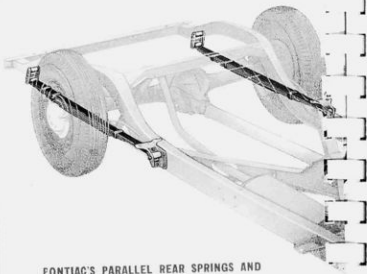
As steering occurs, when vertical kingpins are used, the steering knuckle travels in a plane almost parallel to the ground. With the inclined kingpin, however, it moves in an arc and, therefore, weight on the front wheels must be lifted a distance equal to the amount the steering knuckle deviates from its original height. Since this is not necessary with the vertical kingpin, steering ease is substantially improved in parking, on corners and curves.

Also, the vertical kingpin cooperates with the other elements in Pontiac's steering linkage and front suspension to minimize the amount of jar at the steering wheel when driving over railroad tracks or "rutty" roads, resulting in smoother, more luxurious, less fatiguing driving.

Lastly, since the distance from the center line of the kingpin to the center of the tire contact area was increased for 1955, there is less tire scrub at the periphery of the tire contact during turning, which results in less steering effort.

Among the many practical improvements on the 1956 Pontiac are the changes made on the steering knuckle and support assembly. A new press-fitted king bushing and an added grease seal result in more even lubrication, better retention of lubricant, and reduce galling and corrosion of the kingpin and related parts. Combined with Pontiac's recirculating ball nut steering gear and parallel rear springs, this composite produces driving experience unexcelled.



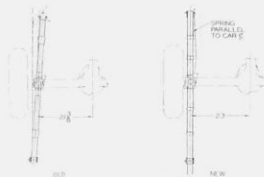


## PONTIAC'S PARALLEL REAR SPRINGS AND NEW FULL-LENGTH SPRING LINERS

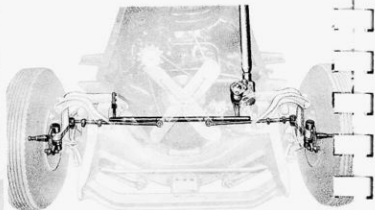
Car roll is the tendency of a car to lean away from the center of a curve on a turn, and has been experienced by every motorist. In addition to its deleterious effect on riding comfort, it also, through reaction on the wheels, increases steering effort. It is therefore important in automobile design to minimize this phenomena, although its complete elimination from a practical and safety standpoint is virtually impossible and perhaps undesirable.

Definite and noticeable improvement in roll stability evolved, however, from the new rear suspension introduced in 1955. The rear springs were mounted parallel with the center line of the car, and the distance between spring seats was made 3.25" greater. Thus, a wider base was provided for the body and frame, and with a given spring its tendency to tilt or roll when driving in a turn was reduced; that is, its stability was improved and less car roll would occur at a given speed. This followed from natural physical laws and is evident in our walking or standing experience—the wider our stance, the firmer our footing.

This greater roll stability has a cumulative effect. As indicated previously, with reduction in car roll the tendency for wheels to steer opposite to direction of turn is also reduced; therefore, with the parallel rear spring rear suspension, better handling and steering result. Also, driver and passengers alike will appreciate the feeling of security eminently noticeable.



Since the springs are mounted parallel to the center of the car, the springs travel in a more natural path. This, plus the addition of new full-length spring liners, contributes to a smoother, quieter and more comfortable ride.



### TRU-ARC SAFETY STEERING

One of the important factors contributing to Pontiac's easy handling is the steering system which gives positive control of the car direction with a minimum of effort. This desirable result is due to the fact that the steering system moves both front wheels uniformly and permits less deflection in the wheel positions as they rise and fall.

In Pontiac's steering system, the two tie rods are of equal length and are connected to a bar or link which in turn is connected to the steering gear pitman on one side of the frame and to an idler arm on the opposite side. The idler arm is equal in length to the pitman arm, so that the arcs in which the ball ends of the two arms move are identical. This makes the movement of the link connecting the tie rods uniformly parallel at all times.

The inner ends of the tie rods are close to the centers of the arcs described by the front suspension steering arms as they rise and fall in consonance with the wheel action, and thus wheel fight is minimized and the action of the steering mechanism greatly improved.

Pontiac's recirculating ball type steering gear is also an important factor in making steering practically effortless.

### SMALL TURNING CIRCLE

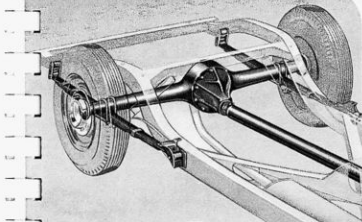
The turning circle of the Star Chief series models has, of course, a larger diameter than that of the 860 and 870 series because of its extra-long wheelbase. All three lines, however, have a small turning circle. The 860 or 870 can turn to the right, curb to curb, in a circle with a diameter of 42 feet, 5 inches. The Star Chief can do the same maneuver in 42 feet, 11 inches. This small turning circle and high over-all steering ratio of 25 to 1 enable the Pontiac owner to park easily and make U-turns in relatively narrow streets.

## PONTIAC RECIRCULATING BALL TYPE STEERING GEAR

This recirculating ball type steering gear was introduced in 1955 and has not only proven to be more efficient, but also requires less frequent adjustment than was required with the worm and roller type which it superseded.

Steel balls between a screw and nut are used in this gear to minimize friction and distribute the steering load. Therein the screw at the lower end of the steering shaft has semicircular, ground helical grooves and a similarly shaped groove is provided in the steering nut. This mating space is filled with steel balls. Guides formed from steel tubing secured to the nut direct the ball in recirculating paths as steering occurs, leading them from each end of the nut back to a point near its center or vice versa, depending on direction of turn. Thus, a complete and enclosed ball circuit is maintained. Gear rack teeth on the nut mate with the steering sector which turns the pitman shaft.

In combination with other related components which were modified for performance improvement and clearance reasons, the added efficiency of this gear results in easier steering on corners and curves.

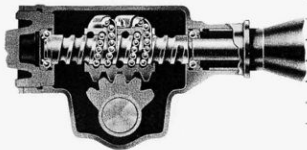


## HOTCHKISS POWER CUSHION DRIVE

The highly efficient Hotchkiss Power Cushion Drive, in which the driving torque of quick starts is cushioned through the rear springs, is used in all Pontiac models. Smooth, even starting is obtained by the power cushion drive because, as the clutch is let in, the whole axle housing turns until the resistance built up in the rear springs equals the force necessary to start the car.

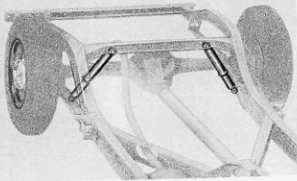
Hotchkiss Drive cushions the power to the rear wheels, thus protecting costly drive-line units—clutch, transmission, propeller shaft, universal joints, rear axle, tires—from the severe strain of sudden power application and helps to prevent rear tires from slipping when starting. It also helps to prevent stalling of the engine and reduces upspring weight. With less upspring weight, the action of the rear wheels on rough roads is much smoother, and the axle delivers the maximum tractive power because the wheels are free to follow the irregularities of the road.

Universal joints, yokes and companion flanges for 1956 are heavier and larger with more widespread points of attachment for increased rigidity. Universal joint bearings, now retained by a snap ring, are increased in diameter and length, thereby providing greater bearing surface. The propeller shaft has been shortened to accommodate new design requirements.



## HYDRAULIC CUSHION REAR LEVELATORS— REAR SHOCK ABSORBER VALVING

Road shocks on the rear wheels are effectively absorbed in Pontiacs by hydraulic cushion levelators consisting of two direct-acting, two-way shock absorbers mounted in front of the rear axle housing, with the lower ends spread out toward the wheels and the upper ends sloped toward the center of the body. In this position, shock absorbers become levelators



with better control over wheel bounce and rear axle chatter on rutty roads and, in addition, they appreciably reduce crosswise body quiver and sway.

Each shock absorber consists of a cylinder filled with fluid in which a piston, with carefully controlled openings or valves, works up and down.

Levelator valves have been tailored to assure positive control of levelator action, provide the maximum comfort for all passengers and assure the finest possible ride. Since the levelators are located in front of the rear axle housing, maximum protection from flying stones is afforded.

## RUBBER REAR SPRING BUSHINGS

Rubber rear spring bushings, used by Pontiac since 1930, have stood the acid test of commercial use. The bushing assemblies which pivot each rear spring on the frame consist of an inside steel shaft and an outside steel shell with a high-quality natural rubber insulator between the two. Properly fitted into position, three bushings of this kind completely insulate each spring from the frame.

## NEW REAR WHEEL BEARINGS AND SEAL

With the adoption of a new rear axle shaft wheel bearing and seal, possibility of damage in assembly operations is greatly minimized. The new ring bearing has the oil seal directly in the bearing so that the chance of damaging the seal which could cause lubricant leakage is virtually eliminated.

## LONG REAR SPRINGS

The ride of the new 1956 Pontiac models is carefully engineered to strike the proper balance between the schools of thought calling for the "too soft ride" and the "too hard ride". Pontiac feels that the proper course is a compromise with sufficient softness to absorb road shocks comfortably, with sufficient stability to maintain the performance and ease-of-handling characteristics most drivers demand. Cooperating in this aspect, 60" rear springs which have six leaves are used on Star Chief models while the 870 and 880 models employ 58" springs. These springs, coupled with the parallel rear spring arrangement, effectively carry the weight of the new body, provide neat car appearance whether the car is loaded or unloaded and maintain stability on curves. New rear spring liners also contribute to a smoother, quieter ride.

## OUTSTANDING HANDLING AND IMPROVED RIDE— LOW CENTER OF GRAVITY

As indicated in preceding discussion, several of the 1955 improvements have been embodied in the 1956 model which add to an already impressive list of features comprising the reason for Pontiac's fine handling and ride reputation. These are listed below for composite consideration.

- (1) Heavy, sturdy frame results in a minimum of high-frequency vibrations and smooth riding.
- (2) Vertical front wheel kingpins make handling easy on curves, and together with suspension linkage design minimize jarring and tire scrubbing.
- (3) An efficient ball-nut steering gear makes steering easy on curves, cushions road harshness.
- (4) Parallel rear springs reduce car roll, improve handling on curves, add to feeling of riding security, full-length spring liners add to riding smoothness. Shock absorbers insure optimum control over body as well as axle movements. Shock absorber valving has been modified to provide a safer, more comfortable ride.
- (5) Tubeless tires provide better ride since less heat is generated during high-speed driving and, therefore, air pressure rise is reduced.

In addition to the above, it should be noted that in 1956—as with the '55 model, Pontiac is built close to the ground, has a low center of gravity and, therefore, has ideal road-hugging ability. Effect of cross winds is minimized and your Pontiac will "step" into curves with thoroughgoing assurance.

1955 and 1956 improvements, combined with time-proven features such as Tru-arc steering; optimum shock absorber control; hydraulic cushion rear levelators; sturdy front stabilizer bar; composite type quiet body mounts; long, durable rear springs; generous wheelbase; rubber rear-spring bushings; and well insulated, all-steel bodies in essence provide the basis for unexcelled riding and handling.

## FRONT STABILIZER BAR

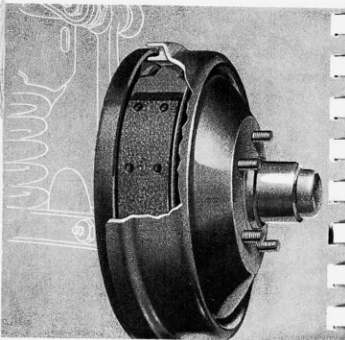
Every car tends to roll or sway on curves and to lurch on rough or rutted roads. Such movements are disagreeable to passengers and constitute a real hazard to safe car control. Pontiac's Stabilizer Bar minimizes body roll and lurching and, with the hydraulic cushion rear levelators, holds the car body more nearly level, increasing security and comfort.



The stabilizer consists of a round bar of spring steel mounted in rubber on the frame ahead of the front cross member, with connecting links securing it at either end of the two lower front coil spring seats. When any small road unevenness is encountered, each front spring will act independently; but as soon as a large bump or rut is met, the tendency of the spring on that side to collapse and send back road shock is resisted by both coil springs because of the stabilizer bar.

## IMPROVED BRAKES

Revisions to wheel brake cylinder components improve the reliability and durability of these units. In the wheel brake cylinder assembly the brake cylinder piston spring, which exerts a force between the two rubber piston cups, has been replaced by a spring with expanders attached to each end. Also, new synthetic rubber cup seals especially designed to withstand higher temperatures have been added. The force set up by fluid pressure and the wheel cylinder spring is exerted against each expander and transmitted evenly through it to the lip of the cup seal, holding it tightly against the wall of



the cylinder. This new positive contact minimizes the possibility of leaks due to the cups taking set or because of dirt wedging between the seals and the cylinder bore. New cup seals with less deterioration due to heat assure longer periods of satisfactory service.

Coupled with these changes, a new improved brake fluid has been developed. This heavy-duty fluid with even greater high-temperature characteristics than heretofore results in less possibility of vapor lock and less chance of fluid loss in the system by evaporation. Another of the many improvements incorporated in the 1956 Pontiac, these brake provisions make for added safety on the highway.

## CENTRIFUGALLY CAST, STEEL-BACKED BRAKE DRUMS

Few competitors can beat the quality of Pontiac's brake drum—perhaps the most efficient brake drum commercially available.

Pontiac's brake drums consist of a heavy, all-steel shell around a centrifugally cast alloy iron braking surface. This combines the strength and toughness of steel with the extremely hard, anti-scoring properties of alloy iron. Centrifugal casting is a superior type of casting for this purpose.

Front brake drums are 12 inches in diameter, while rear drums are 11 inches in diameter. Front linings are 2½ inches wide, while the rear measure 1½ inches.

## PONTIAC'S GREAT BRAKING SYSTEM

Pontiac's braking system is the safest, most durable and smoothest it is possible to build today.

Pontiac's brakes are better because (1) the hydraulic brakes are self-energizing, (2) drums are sealed against dirt and water as are the emergency brake cables, (3) they use steel-backed, centrifugally cast alloy iron brake drums, (4) they use the best, molded type linings, (5) they are designed for optimum cooling, and (6) the mechanical parking brake operates on the rear wheels, not the propeller shaft.

## EASY-PULL HAND BRAKE

Pontiac's Easy-pull Hand Brake is exceptionally easy to apply. A pull on the handle of the emergency brake moves an intermediate lever by means of a wire cable running over a pulley. The action of this intermediate lever causes a cable connected to its lower end to apply the rear brakes. This linkage keeps friction in the system at a minimum, making it easy to apply the brake with one short pull.

This hand brake is associated with a dependable and efficient mechanical braking system which operates on the rear wheels by means of steel cables. Provided for emergency and parking use, the hand brake control gives the car two separate and distinct braking systems.

By having the hand brake operate on the rear wheels, the rear axle gears and shafts are relieved of the strain of transmitting the braking action to the rear wheels, as is the case with the propeller shaft type of hand brake used on some makes. In addition, Pontiac's independent braking system provides an emergency braking surface of almost  $\frac{1}{2}$  of its total braking area, while the driveshaft type of emergency brake usually provides less than  $\frac{1}{4}$  of this area. With Pontiac's type of hand brake set, it is possible to jack up any one of the four wheels with minimum danger of the car rolling off the jack.

## NEW SYNCHROMESH TRANSMISSION

Pontiac's 1956 Synchronesh transmission is larger, sturdier and much more durable. Of entirely new design, it employs many new features which assure longer and quieter, smoother operation.

For quiet operation, all helical gears are continued although they are now cut in the opposite direction and are engaged in a new, rugged case. A more sturdy method of attach-

ment to the clutch housing has been employed, and a new sealing gasket between clutch housing and transmission case is incorporated. These are just a few of the many new features and improvements that make the new Synchronesh transmission unit ideally suited for Pontiac's more powerful engines. Laboratory tests have proven this transmission to be rugged, dependable and twice as durable as that used heretofore, and it offers a new driving thrill to those who prefer to use the conventional shift.

## PONTIAC'S CLUTCH CONTROL AND CLUTCH

In order to reduce the amount of effort required to apply the clutch, a new clutch control was designed for the 1955 model to be used with Synchronesh transmission. This clutch control continued for 1956 consists of a countershaft, a spring lever bolted to the clutch housing with attached idler lever, a push rod which connects the idler lever to the spring lever and an over-center spring attached at one end of the spring lever, and at the other to the idler lever. When the clutch pedal is depressed, the push rod rotates the countershaft and spring lever in a clockwise direction around pivot points, transmitting a force which disengages the clutch. Arrangement of the spring and associated linkage is such that the spring performs two functions: 1. by double-assist over-center action aids clutch disengagement, and 2. together with clutch system forces, returns associated linkage to normal position when pressure on the clutch pedal is released. An anti-rattle spring is included in the assembly to absorb any slack between the disengaging rod and clutch fork. Through this unique development, driving fatigue is minimized and more pleasurable driving results.

In 1955, the capacity of the clutch was also increased through use of a stronger spring. As a consequence, when engaged, the pressure on the clutch-driven member was increased.

## CONCENTRIC GEARSHIFT AND GEARSHIFT LEVER

Hidden gearshift mechanism is continued on both Synchromesh and the Hydra-Matic models for 1956. This design incorporates the use of a tube encircling practically the entire length of the steering shaft which is enclosed by the steering column jacket. Thus, there is only one handsome column holding both steering column shaft and the gearshift lever. Openings in the lower end of the column provide access for the connections which lead to the transmission.

## HYPOID REAR AXLE

Pontiac continues to use a hypoid rear axle, permitting lower car floors and bodies with minimum bulge in rear compartment floors.

With hypoid gears, the tooth strength is greater in relation to ring gear diameter, avoiding tooth fracture by fatigue due to high bending stress. Bearing loads are reduced because of the lower gear spiral angle. In addition, this type of gear lends itself to a high standard of quietness.

The rear axle is of heavy, rugged construction and is encased in a non-deflecting steel housing formed in two halves, an upper and a lower, securely welded together, with brake flanges butt welded to the ends. Pontiac's great rear axle is an important factor in the car's steady, consistent economy.

## CHOICE OF AXLES

Cars equipped with Synchromesh transmission have a standard low axle ratio of 3.64, and a special "hills" ratio of 3.90 is available. The low 3.08 or 3.23 axle ratio is continued on models having Hydra-Matic transmission.

## REAR AXLE BUMPER

An interesting innovation for 1955 which reflected the ingenuity of Pontiac's engineers is a rear axle bumper mounted on the body by means of a steel bracket above the nose of the differential. Continued for 1956, this synthetic rubber bumper limits propeller shaft vertical travel, and floor tunnel height is therefore less than would otherwise be necessary. Interior roominess is thus conserved.

## PONTIAC'S MUFFLER AND ALUMINIZED TAIL PIPE NEW MUFFLING SYSTEM

To insure ideal operation with Pontiac's increased displacement engine, the muffling system for 1956 has been re-evaluated and changed. The exhaust pipe, brand and tail pipe diameter have been increased  $\frac{1}{4}$  inch for freer engine breathing. For the same reason, and in view of the change in valve timing, internal construction of the muffler is new and its tuning chambers have been tailored to provide optimum muffling performance. As in 1955, the muffler is oval-shaped, uses multiple pipes and is double-jacketed to minimize noise and heat radiation. Mounting of the system has been revised to meet installation and durability requirements. The use of the aluminized tail pipe is continued, and its outer end is now bent downward to more effectively deflect exhaust gases away from the bumper and facilitate deflector mounting. Dual exhausts are also available as a new 1956 accessory.

## DIFFERENTIAL

Differential gears are carefully matched in sets and thoroughly inspected when installed. Provision has been made for easy lubrication. The differential carrier is high-grade casting, adequately ribbed to insure rigidity.

Pre-loaded, self-aligning taper roller bearings support the differential carrier assembly in the axle housing, while the pinion gear turns on tapered roller bearings, front and rear. Wheel bearings are single-row ball bearings sealed against dirt and dust, and rear wheel bearings are lubricated for life—an important economy feature.

## TUBELESS TIRES—ALL MODELS

Tubeless tires, enthusiastically received by Pontiac owners in 1955, will be used on all 1956 models. In these tires, need for inner tubes has been outmoded by a design which provides an airtight seal between the tire and wheel. This sealing is accomplished by ribs on the tire bead that bear against the wheel outer flange and tight seating of the bead base on the wheel rim taper. Advantages attributable to these tires include (1) better ride as less heat is generated during high-speed driving, thus, air pressure rise is reduced; (2) greater durability due to lower operating temperatures; and (3) less susceptibility to air loss or leakage from punctures.



You will notice from the illustration at the left that when a nail enters the tubeless tire, the liner material tends to cling to the penetrating object. This action reduces the possibility of air loss due to puncture.

There are several approved methods of repairing tubeless tires. The one illustrated below is called the "gun method." With this system, holes not exceeding  $\frac{3}{32}$ -inch diameter may be repaired while the tire is still on the wheel. Owners will appreciate this particular method for its extreme convenience.



## CHASSIS SPECIFICATIONS

### GENERAL INFORMATION

|   | 55-27                                  | 56-28       |
|---|--|-------------|
| Wheelbase—Nominal.....  | 122                                    | 124         |
| Tread—Front—At Ground.....                                      | 58.66                                  | 58.66       |
| Tread—Rear—At Ground.....                                       | 59.05                                  | 59.05       |
| Taxable Horsepower.....   | 49.6                                   | 49.6        |
| Standard Rear Axle Ratio<br>(Synchronesh Transmission).....     | 3.64:1                                 | 3.64:1      |
| Standard Rear Axle Ratio<br>(Hydra-Matic Transmission).....     | 3.08:1                                 | 3.23:1      |
| Tire Size—4-Ply (Except Station Wagons)                         | 7.10 x 15                              |             |
| Inflation Pressure Cold—Front (exc. Air Cond.).....             | 24 psi                                 | 24 psi      |
| Front (Air Cond.).....  | 26 psi                                 | 26 psi      |
| Rear.....   | 24 psi                                 | 24 psi      |
| Tire Size—Special Equipment—4-Ply.....                          | 7.60 x 15                              |             |
| Inflation Pressure Cold—Front and Rear (Sedans and Coupes)..... | 22 psi Front                           | 20 psi Rear |
| Oil Capacity (Crankcase Refill Less Filter).....                | 5 Qts.                                 | 5 Qts.      |
| Quantity to Fill from "Add Oil" to "Full".....                  | 2 Qts.                                 | 2 Qts.      |
| Water Capacity—Full (Without Heater).....                       | 22.7 Qts.                              | 22.7 Qts.   |
| Fuel Tank Capacity (Except Station Wagons) ..                   | 20 Gals.                               | 20 Gals.    |
| Type of Drive.....  | Hotchkiss                              |             |
| Turning Diameter—Curb to Curb.....                              | 42'5"                                  | 42'11"      |
| Turning Diameter—Wall to Wall.....                              | 44'11"                                 | 45'5"       |
| Road Clearance—Minimum with Location.....                       | 6.70 at Bottom of Side Rails           |             |
| Road Clearance—Rear Axle—With Passengers.....                   | 7.68                                   | 7.68        |
| Location Car Serial Number on Body.....                         | L.H. Front Door Pillar                 |             |
| Location Car Serial Number on Engine.....                       | Front Face of R.H. Cylinder Block Bank |             |

### CLUTCH

|  | 55-27                          | 56-28   |
|--|--------------------------------|---------|
| Make.....                                  | Inland with Long-driven Member |         |
| No. of Clutch-driven Discs.....            | One                            | One     |
| Type Pressure Plate Spring.....            | Diaphragm                      |         |
| Facing Size (O.D. x I.D. x Thickness)..... | 10.0 x 6.75 x .13              |         |
| Facing Material.....                       | Woven Molded                   |         |
| Drive-through Cushion Springs.....         | Yes                            | Yes     |
| Release Bearing.....                       | Sealed Ball Bearing            |         |
| Clutch Pedal Booster Spring.....           | Yes                            | Yes     |
| Clutch Pedal Pressure—Average.....         | 19 Lbs.                        | 19 Lbs. |

### TRANSMISSION

|   |                            |          |
|---|----------------------------|----------|
| Synchronesh Transmission—Standard.....    | Yes                        | Yes      |
| Second and Third Speed Synchronized.....  | Yes                        | Yes      |
| Extension on Main Shaft.....              | Yes                        | Yes      |
| Steering Column Gearshift.....            | Yes                        | Yes      |
| Type Shift.....                           | Mechanical                 |          |
| Shift Booster Spring.....                 | Yes                        | Yes      |
| Gearshift Lever Adjustable.....           | Yes                        | Yes      |
| Number Forward Gears.....                 | 3                          | 3        |
| Helical Gears.....                        | All Speeds                 |          |
| Constant Mesh Second.....                 | Yes                        | Yes      |
| Countershaft Bearings.....                | Roller                     | Roller   |
| Number Ball and Roller Bearings Used..... | 5                          | 5        |
| Transmission Ratio—First.....             | 2.39:1                     | 2.39:1   |
| Transmission Ratio—Second.....            | 1.53:1                     | 1.53:1   |
| Transmission Ratio—Third.....             | 1.00:1                     | 1.00:1   |
| Transmission Ratio—Reverse.....           | 2.53:1                     | 2.53:1   |
| Lubrication Capacity.....                 | 2.5 Pts.                   | 2.5 Pts. |
| S.A.E. Viscosity Number Recommended.....  | EP 80 or 90 Gear Lubricant |          |
| Year Around.....                          | EP 80 or 90 Gear Lubricant |          |

# UNIVERSAL JOINTS AND PROPELLER SHAFT

56-27 56-28

|                                  |  |         |
|----------------------------------|--|---------|
| Make                             | Saginaw                                    |         |
| Number and Type Universal Joints | 2—Cross Type                               |         |
| Type Universal Joint Bearings    | Antifriction                               |         |
| Recommended Lubricant (Service)  | High Melting Point Wheel Bearing Lubricant |         |
| Type Drive                       | Hotchkiss                                  |         |
| Type Propeller Shaft             | Tubular                                    | Tubular |
| Diameter of Propeller Shaft      | 3.00                                       | 3.00    |

# REAR AXLE

|  |  |           |
|--|--|-----------|
| Type   | Semifloating                               |           |
| Gear Type  | Hypoid                                     | Hypoid    |
| Gear Ratio—Standard Synchromesh Transmission                 | 3.64:1                                     | 3.64:1    |
| Gear Ratio—Hills—Synchromesh Transmission                    | 3.90:1                                     | 3.90:1    |
| Gear Ratio—Standard—Hydra-Matic Drive (Except Station Wagon) | 3.08:1                                     | 3.23:1    |
| Gear Ratio—Standard—Hydra-Matic Drive (Station Wagon)        | 3.23:1                                     | None      |
| Lubricant Capacity   | 3.25 Pts.                                  | 3.25 Pts. |
| Type Recommended Year Around                                 | Passenger Car Duty SAE-90 Hypoid Lubricant |           |

# WHEELS

|   |            |     |
|---|------------|-----|
| Type  | Steel Disc |     |
| Rim (Size and Flange Type)                                    | 15 x 5½ K  |     |
| Wheel Discs—Star Chief & 870 Models Except 870 Station Wagons | Yes        | Yes |

# FRONT SUSPENSION

56-27 56-28

|                               |                              |       |
|-------------------------------|------------------------------|-------|
| Independent Coil Spring Type  | Yes                          | Yes   |
| Pivot Bearings                | Threaded                     |       |
| Neoprene Dust Seals           | Yes                          | Yes   |
| Caster Angle (Curb Weight)    | 1° Negative plus or minus ½° |       |
| Comber Angle (Curb Weight)    | ½° Positive plus or minus ½° |       |
| Toe-In (Outside Tread—Inches) | 0 to .06"                    |       |
| Type Shock Absorbers          | Two-way Direct Acting—Sealed |       |
| Shock Absorbers—Manufacturer  | Delco                        | Delco |
| Kingpin Bearing—Type          | Line Reamed Bronze Bushings  |       |
| Kingpin Thrust Bearings—Type  | Ball Bearings                |       |
| Front Springs—Type            | Coil                         | Coil  |
| Front Stabilizer—Type         | Link                         | Link  |

# REAR SUSPENSION

|                                     |                              |       |
|-------------------------------------|------------------------------|-------|
| Springs—Type                        | Leaf                         | Leaf  |
| Length—Springs                      | 58                           | 60    |
| Width—Springs                       | 2                            | 2     |
| Full Length Spring Liners           | Yes                          | Yes   |
| Spring Shackles                     | Compression Type             |       |
| Silent Bloc Rubber Spring Bushings  | Yes                          | Yes   |
| Spring Bushing Lubricators Required | No                           | No    |
| Auxiliary Rubber Springs            | Yes                          | Yes   |
| Shock Absorbers—Manufacturer        | Delco                        | Delco |
| Shock Absorbers—Type                | Two-way Direct Acting—Sealed |       |

# STEERING

|                                  |                   |      |
|----------------------------------|-------------------|------|
| Steering Control Type            | Link-parallelgram |      |
| Over-all Steering Ratio—Standard | 25:1              | 25:1 |

# STEERING—Continued

|  | 56-27                      | 56-28  |
|--|----------------------------|--------|
| Over-all Steering Ratio—Power Steering | 22.5:1                     | 22.5:1 |
| Gear—Type                              | Recirculating Ball Bearing |        |
| Ball Thrust Bearings                   | Yes                        | Yes    |
| Adjustment for Thrust Bearings         | Yes                        | Yes    |
| Adjustment for High Point              | Yes                        | Yes    |
| Steering Wheel Diameter                | 18                         | 18     |
| Steering Column Diameter               | 2.38                       | 2.38   |

# BRAKES

|   |   |         |
|---|---|---------|
| Hydraulic—Internal Expanding            | Yes   | Yes     |
| Diameter and Width of Shoes—Front       | 12 x 2.25   |         |
| Diameter and Width of Shoes—Rear        | 11 x 1.75   |         |
| Thickness Lining                        | .20   | .20     |
| Front Wheel Cylinder Bore               | 1.06  | 1.06    |
| Rear Wheel Cylinder Bore                | .94   | .94     |
| Length and Number of Primary Linings—   |   |         |
| Front                                   | 10.05—2   | 10.05—2 |
| Rear                                    | 9.29—2  | 9.29—2  |
| Length and Number of Secondary Linings— |   |         |
| Front                                   | 12.92—2   | 12.92—2 |
| Rear                                    | 11.93—2   | 11.93—2 |
| Effective Area                          | 178 Sq. In.   |         |
| Lining—Material                         | Molded Steel Shell with Centrifugally Cast Alloy Iron Braking Surface |         |
| Brake Drum—Type and Material            |   |         |
| Multiple Brake Seals—Front and Rear     | Yes   | Yes     |
| Per Cent Brake Effectiveness—Rear       | 43.7  | 43.7    |
| Location Parking Brake Lever            | Under Cowl—Left Side  |         |
| Parking Brake Operates On               | Rear Wheels   |         |
| Area Parking Brake Linings              | 74 Sq. In.  |         |
| Brake Cables Sealed Against Mud, Ice    | Yes   | Yes     |

# FRAME

|  | 56-27 | 56-28 |
|--|-------|-------|
| Channel Section Side Rails and Cross Members |       |       |
| With Straight I-Beam "X" Members             | Yes   | Yes   |
| Channel Depth—Maximum                        | 6.06  | 6.09  |
| Channel Width—Maximum                        | 2.34  | 2.36  |
| Channel Thickness (Except Convertible Coupe) | .14   | .16   |
| Channel Thickness—Convertible Coupe          | None  | .19   |
| Boxed Side Members—Convertible               | None  | Yes   |

# BALANCE TOLERANCES OF ROTATING AND RECIPROCATING PARTS

|  |             |             |
|--|-------------|-------------|
| Universal Joint and Propeller Shaft—Each End | .75 In. Oz. | .75 In. Oz. |
| Tires and Wheels                             | 25 In. Oz.  | 25 In. Oz.  |
| Rear Brake Drum Assembly                     | 12 In. Oz.  | 12 In. Oz.  |
| Front Wheel Hub and Brake Drum Assembly      | 8 In. Oz.   | 8 In. Oz.   |



1956

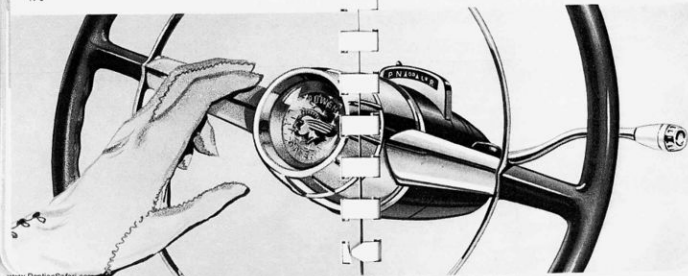
# NEW STRATO-FLIGHT

HYDRA-MATIC DRIVE

*Another General Motors First!*

178

179

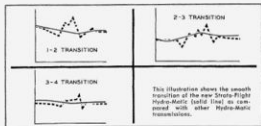


## SENSATIONAL NEW HYDRA-MATIC DRIVE

Pontiac has been using the Hydra-Matic transmission since 1948 and first introduced the "Dual-Range" principle in 1952, an improvement that has increased performance and economy of operation. And now in 1956, GM engineers have developed a completely new automatic transmission that is referred to as the "Strato-Flight" Hydra-Matic. It was a known fact that there was a smooth transition of power in the Hydra-Matic fluid coupling, so GM engineers decided to see if this smoothness could be adapted to serve as one of the transmission's clutching mechanisms as well. The result was development of a small coupling and a sprag clutch to replace the clutch-band arrangement in the Hydra-Matic transmission front unit. This coupling could transmit torque to its driven member whenever the fluid was present in the newly added coupling. The chart on the following page illustrates the remarkable transition smoothness of the new transmission.

The "part throttle downshift", introduced in 1955, has been retained for 1956. With the Strato-Flight, its speed range has been raised so that you get an automatic downshift from fourth to third gear up to 35 mph by slightly depressing the accelerator pedal. This results in a better automatic transmission, providing the best possible ratio at all times.

Other important changes also made include elimination of various pipes and reduction in the number of valves plus a 39 per cent capacity increase of the front oil pump. As a result, the possibility of inconsistent operation caused by too little oil has been greatly reduced and makes a larger oil reserve available for all transmission sub units. Gear noise has also been reduced to a minimum, which results in a quieter transmission operation.



An oil cooler, which formerly was an optional accessory, has now become standard equipment with the Strato-Flight Hydra-Matic transmission. This was done to insure the best operation of the new transmission within a narrower temperature range. Ratio transitions are thus made more uniform throughout all driving conditions.



## What is DUAL-RANGE HYDRA-MATIC?



Dual-Range Hydra-Matic gives Pontiac owners two separate power ranges as opposed to the single power range of other automatic transmissions. The two ranges are Traffic Range and Cruising Range. Traffic Range includes the conventional first-second-third gear, while Cruising Range incorporates a fourth gear as well. It's like having two separate engines. When driving in Traffic Range, at a speed of less than twenty-five miles per hour, extra pressure on the accelerator pedal automatically downshifts the car from third to second. Naturally, this gives quicker, more instant power with the resultant flexibility and quick acceleration to help the driver through all traffic situations smoothly.

Cruising Range offers the ideal power for highway driving or cruising on the boulevard. The moment the fourth gear is reached, Pontiac's Economizer Rear Axle - with very low ratio of 3.08 or 3.23 - allows the engine to work easily and effortlessly with substantial power and maneuverability. Worthwhile gasoline savings should result. The motor is quieted - makes for more restful, relaxed highway driving.



## "LO" RANGE

With the control lever positioned at "LO", the transmission remains in the lower gear ratios. This provides maximum power and gears the engine for ideal braking assist on steep grades. What's more, because of an over-controlled valve body, with central lever set at "LO", the transmission will shift to fourth gear at approximately 48 mph. In addition to its protective feature, this item is considered to be of safety significance since, even though the shift lever is accidentally moved from "DR" to "LO" range while traveling at a high rate of speed, the transmission would remain in fourth gear and the shock or jar which otherwise might result is avoided.

## REVERSE GEAR

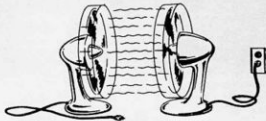
A shift into reverse gear can be accomplished from any other drive position as long as the car is not going more than 5 mph. If a driver is rocking his car in snow or mud, he need not come to a complete stop before shifting from "LO" to "R".

## NEW PARKING POSITION

New for 1956, a park position has been included on the shift indicator as part of the new Strato-Flight Hydra-Matic transmission. When the shift lever is in the "P" position, the car may be parked on an incline with minimum danger of having the car roll backwards. Another feature is the fact that the engine may be started in the "park" position as well as in "neutral" so you don't lose the "park" advantages. A mechanical lock prevents accidental movement of shift lever when in "park" position. Cars not equipped with Strato-Flight transmission should use "reverse" for their "park" position as was the case in the 1955 models.

## WHAT IS HYDRA-MATIC DRIVE?

Hydra-Matic Drive consists of a fluid coupling and an automatic transmission. To simplify the idea for easy understanding, a fluid coupling may be likened to two electric fans facing each other. When one fan is turned on, the force of the air circulating between the two will cause the other fan to rotate. Duplicate these fans in metal, place them face to face without quite touching in an oil-filled, enclosed chamber and you have a fluid coupling. Both fans, or halves of the fluid coupling, are provided with shafts—one attached to the engine crankshaft, the other to the transmission. When one fan or "torus" member is rotated by the engine, it acts as a giant oil pump, circulating the oil in the passage between



the blades. This circulating oil rotates the other "torus" member, which in turn drives the transmission. Because engine power is transmitted this way through a liquid, it is called fluid coupling.

In back of the fluid coupling is your Dual-Range Hydra-Matic transmission. When the car is in motion, the transmission "feels" its respective car speed by means of a governor which makes sure the shift points occur in sequence according to car speed and engine power.

## HERE'S WHAT DUAL-RANGE HYDRA-MATIC DRIVE CAN DO FOR YOU!

**SIMPLIFY CAR DRIVING**—With Pontiac's Dual-Range Hydra-Matic Drive, you just step on the gas and go! No more clutch pedal to worry about! The only controls on the floorboard are the accelerator and brake pedal. You can give all your attention to the road and traffic conditions, letting Dual-Range Hydra-Matic choose the correct gear for car speed. With Pontiac's Dual-Range Hydra-Matic, even inexperienced drivers can make smooth starts, smooth shifts and stops . . . and even more important, can concentrate entirely on manipulating the car safely.

**GIVE YOU TOP-NOTCH PERFORMANCE**—With the two separate power ranges of Dual-Range Hydra-Matic, you can select instant acceleration in Traffic Range, or smooth, floating power for the highway in Cruising Range. And when the car is in the fourth gear in Cruising Range, Pontiac's Economy Rear Axle takes over to reduce engine revolutions and delivers extra-efficient, extra-economical engine operation. Dual-Range Hydra-Matic always knows how fast the car is going and selects the correct gear for best performance.

If a sudden burst of speed is needed in either Traffic or Cruising Range, Dual-Range Hydra-Matic automatically downshifts—within certain top speed limits—when the accelerator pedal is pushed to the floor.

The power slippage between the driving and driven members of the fluid coupling is practically negligible at all speeds with Dual-Range Hydra-Matic.

This means that you get all the power of which your Pontiac is capable with maximum efficiency. This efficiency may be markedly contrasted with power and fuel squandering slippage of some other automatic transmissions.

**OFFERS EXTRA SAFETY**—With manual operations cut to a minimum, Pontiac's Dual-Range Hydra-Matic reduces driver effort and the resultant driver fatigue. Because you

have only to guide the car and concentrate on where you're going without the necessity of constant shifting, you're more relaxed and a safer driver, too.

And with power slippage reduced to a minimum, you realize greater safety in other ways. Should you have to move your car quickly or need instant acceleration, your Pontiac Hydra-Matic whisks you away from a standing start in a jiffy. Should you need a burst of speed to pass on the highway, depressing the gas pedal—at speeds less than seventy miles an hour—will make Dual-Range Hydra-Matic automatically shift down and deliver a surge of speed.

The danger of skidding on a slippery surface is also reduced with Pontiac's Dual-Range Hydra-Matic. Because the engine is always linked to the wheels, the car is always in gear.

And for greater safety on long grades or steep mountain roads, positive engine braking power can be supplied by the engine. A quick shift into Traffic Range or "LO" causes the engine to furnish braking power, minimizing constant foot braking as well as brake wear.

**OFFERS EXCELLENT ECONOMY**—Pontiac's Dual-Range Hydra-Matic automatically chooses the most efficient gear ratio for any kind of performance—usually more correctly than could the most experienced driver. This efficiency assures the very best economy that can be had with an automatic transmission.

The "fourth" speed of Dual-Range Hydra-Matic in Cruising Range takes advantage of a low rear axle ratio—3.08 or 3.23—which reduces engine revolutions, letting the engine work easily and effortlessly while delivering all of its power to the rear wheels. This results in improved gasoline mileage and, as Pontiac dealers know, great owner satisfaction. It also means longer engine life.

The elimination of the clutch and the smooth power flow of Pontiac's Dual-Range Hydra-Matic also prolong tire life, as they eliminate the tire wear incident with clutch application in conventional transmissions. So you see that whether your

new 1956 Pontiac has the Strato-Flight or the regular Dual-Range Hydra-Matic transmission, you know that you're going to get all the power, performance and safety that Dual-Range Hydra-Matic has long been noted for. Millions of miles driven by thousands and thousands of happy Pontiac owners throughout the world attest to the superiority and economy of the Dual-Range Hydra-Matic Drive.



## HYDRA-MATIC TRANSMISSION SPECIFICATIONS

|  | 56-27                                    | 56-28            |
|--|--|------------------|
| Hydra-Matic Transmission                   | Accessory                                | Accessory        |
| Safety Start Ignition                      | Yes                                      | Yes              |
| Dual-Range Drive                           | Yes                                      | Yes              |
| "LO" Range Start and Drive in Second Gear  | Yes*                                     | No               |
| Four Forward Speeds—One Reverse            | Yes                                      | Yes              |
| Planetary Gearing                          | Yes                                      | Yes              |
| Gear Ratio (Except Station Wagons)         | 3.08                                     | 3.23             |
| Gear Ratio (Station Wagons)                | 3.23                                     | None             |
| Transmission Ratio—First                   | 4.10:1*                                  | 3.97:1           |
| Transmission Ratio—Second                  | 2.63:1*                                  | 2.55:1           |
| Transmission Ratio—Third                   | 1.55:1                                   | 1.55:1           |
| Transmission Ratio—Fourth                  | 1.00:1                                   | 1.00:1           |
| Transmission Ratio—Reverse                 | 4.62:1*                                  | 4.31:1           |
| Cone Clutch Reverse                        | Yes                                      | Yes              |
| Locked Gear Parking with Selector Lever in | Reverse Position                         | Parking Position |
| Forced Downshift Response up to            | 65 mph                                   | 70 mph           |
| Part Throttle Forced Downshift Speed—mph   | 28 Max.*                                 | 35 Max.          |
| Lubricant Capacity—Dry Refill (Pt.)        | 21.0*                                    | 21.9             |
| Wet Refill (Pt.)                           | 19.0*                                    | 18.7             |
| Type Lubricant Recommended Year 'Round     | GM Hydra-Matic Drive Fluid AQ-ATF Type A |                  |

\*Except Safari which is same as 56-28 model.

**1956**

# MAJOR OPTIONS

**NEW AIR CONDITIONING**

**POWER BRAKES**

**NEW POWER STEERING**

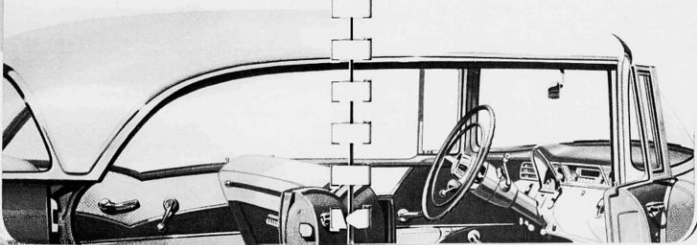
All skillfully designed and engineered to make driving the new

**NEW SIX-WAY POWER FRONT SEAT**

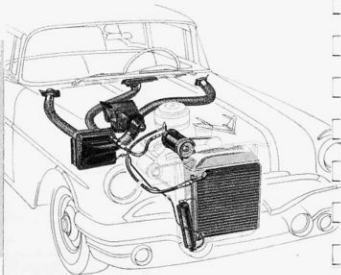
**ELECTRIC WINDOW LIFTS**

**NEW DUAL-EXHAUST SYSTEM**

1956 Pontiac the most comfortable and enjoyable ever!



## PONTIAC'S NEW AIR CONDITIONING



- Provides greater cooling on demand
- Removes moisture (humidity) in the air
- Leaves trunk area free for maximum carrying capacity

Pontiac's front-discharge air conditioning system (not available with Synchronesh Transmission) with components located forward of the dash is again available for 1956, completely revised and with many important improvements. This new 1956 air conditioning unit is capable of providing greater cooling on demand, better durability, easier operation, more compactness and simplified installation which result in easier service, if required. The basic purpose of air conditioning, of course, is to provide cooled air within the car for the added comfort of the driver and his passengers. An indirect advantage, however, is the reduction of wind whistle and traffic noise, dust and pollen entry, and other discomforts in general since windows may be kept closed with comfort even in the warmest weather. The air conditioner may be used to lower breathing level temperature even when it is necessary to employ the car heater for warming the floor and, as a consequence, spring and fall season use in temperate climates may be appreciated. In warm climates year-round use is assured. As compared to other types of air conditioning systems, in Pontiac's system refrigerant lines are shorter and therefore less subject to deterioration; the trunk compartment is left free for luggage transport; ducting in the body of the car is eliminated; and servicing is simplified. What's more, all air is filtered before it enters the interior of the car.

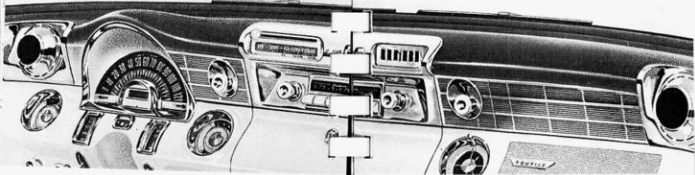
From an operation standpoint, one of the features of Pontiac air conditioning for 1956 is the fact that all controls are centrally located for quick and easy operation. The separate recirculation knob which replaced the right-hand ventilator control in 1955 has been eliminated, its function having been combined with a unitary lever which is part of the new



control panel. Thus both standard air ventilators are now available for use, if desired.

Air conditioning temperature regulating controls, conveniently located above the radio panel, have been skillfully restyled for new appearance and to accommodate changes which have been made in the unit's operation. This control panel is equipped with lights to facilitate the operation of the air conditioning unit while driving at night. The 1956 temperature control lever moves in a horizontal plane from left to right

until the desired amount is reached. The next indication is labeled "OUTSIDE", at which point the air being circulated is coming from outside the car only. As the lever is pushed on to the right toward the indication, "INSIDE", the amount of outside air admitted is progressively reduced and the amount of recirculated or inside air admitted to the cooling unit is increased. When this is done (assuming that the system has been operating for some time), temperature differential is less and the cooling unit can therefore lower inside air temperature more than would otherwise be possible.



to provide all stages of performance, depending on the amount of cooling desired. The first station on the control panel is "OFF" which means that when the control lever is at this position, no cool air will be brought into the car interior. Moving on, the next station is "VENT". When the control lever is at this position, the blower will automatically go on and uncooled air will be admitted through air conditioning outlets located at each end and at the center of the instrument panel. The next position is "ON", which activates the air conditioning compressor and the unit is operating for minimum cold. When the control lever is moved farther to the right, more and more coldness is progressively provided,

So you can see that at maximum cooling, most of the air being cooled is recirculated air, although a small amount of outside air is mixed with the recirculated air at all times. This last provision not only prevents the infiltration of hot, outside air, but also minimizes any chance of window fogging, which might occur under some atmospheric conditions. And whether the air comes from inside or outside, it is filtered before it enters the evaporator.

A blower switch, which is located just to the right of the control lever, has two positions, "LOW" and "HIGH", and may be turned to whichever speed is desired. The blower,

by the way, comes on automatically whenever the air conditioning system is operating.

There are three outlets within the car. One, in the right side of the air conditioning control panel, contains a valve deflector plate which may be moved to shut off air or to change the direction of air flow in a vertical position. The others consist of neat, adjustable nozzles which are mounted in recessed ball sockets at each end of the instrument panel. These may be moved to direct the air in many directions—along the inside roof line, downward, directly at the passengers or sideways.

In the engine compartment, most apparent are the changes made for 1956 in the air circulation system. An air inlet assembly, which includes the air selector valve and filter, is mounted on the dash below the right-hand section of the cowl air inlet; the blower is mounted immediately forward of this assembly. Outside air is admitted to the system through the cowl inlet that is also used for the ventilators located on either side of the front passenger compartment. Recirculated air, however, enters the cooling system through an elongated entrance in the dash. This arrangement thus permits the use of the single selector valve to control the amount of outside air mixed with inside air.

After passing through the blower, air is next admitted to the evaporator assembly. The evaporator core, new for 1956, is larger and as a result provides greater cooling capacity and lower temperatures on demand.

The main components of the refrigeration portion of Pontiac's air conditioner are the same as those used in most household refrigeration systems; that is, refrigerant, compressor, condenser, liquid receiver, and the evaporator or cooling element.

The refrigerant used is Freon 12, a nontoxic, nonflammable, practically odorless gas having a very low boiling point. This gas operates in a closed system and by various changes in state—from gas to liquid to gas—cools the air coming in contact with the evaporator or refrigerating core. The cooling cycle works like this: Freon gas under pressure is drawn into the new compressor. From there it is delivered, under high pressure and temperature, to the condenser. Mounted in the front of the radiator and, therefore, subject to cooling

air from the engine fan or car motion, the condenser cools the gas as it travels from top to bottom in the core, at which point it becomes a liquid under high pressure. This liquid then passes into the receiver and dehydrator, which act as a reservoir, and from there to the thermostatic expansion valve which is controlled by a temperature-sensitive control.

As the Freon leaves the thermostatically controlled expansion valve, it enters the evaporator (which is actually the cooling unit) as a liquid at a low temperature and under low pressure.

Passage of warm air over the evaporator causes the liquid Freon to boil and return to a gaseous state. In changing from a liquid to a gas, the Freon absorbs heat from the air passing through the evaporator, thereby cooling the air. The cool air is discharged into the car, while the Freon gas is drawn into the compressor to repeat the cycle.

Compression is accomplished by a new, more durable axial type, five-cylinder compressor located on the right front corner of the engine. As compared with 1955, this compressor has a heavier crankshaft, a larger main bearing and modified clutch. It is equipped with an oil pump which takes oil from a built-in reservoir to provide desired lubrication. For 1956, a new compressor mounting will also be used.

A magnetic type clutch is an integral part of the compressor drive. When the instrument panel control lever is moved to "ON", the electrical circuit is energized and a new thermostat, if refrigeration is required, will energize electrical windings at the front of the compressor, causing engagement of two drive plates, and the compressor will start to operate. If the cooling situation is such that no refrigeration is required, the new temperature-sensitive thermostat will cause the clutch to disengage. This thermostat may be adjusted by the instrument panel control lever in accordance with the degree of cooling desired. This permits the clutch to run only when refrigeration is required. As previously noted, the compressor cannot operate until control lever is moved to "ON".

Pontiac's condenser for 1956 has an improved finning construction to increase efficiency. It consists of four tubes in parallel, serpentine to make twenty-six horizontal passes across the face of the core and is located in front of the

radiator for maximum cooling effect. To the right and separate from the condenser is a cylindrical dehydrator and receiver. The evaporator is located inside the housing, which is mounted to the dash on the right-hand side of the engine compartment. Other elements of the refrigerant system include a sight gauge in the main liquid refrigerant line, near the thermostatic expansion valve, which permits easy inspection of refrigerant charge condition through a glass-covered opening.

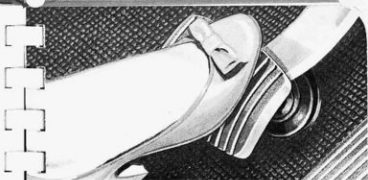
With this installation, front springs are of heavy-duty design. Engine and other chassis modifications include use of a five-bladed fan (instead of the four-bladed type); high output generator and regulator; a special radiator assembly and modified harmonic balancer; a special intake manifold and heavy-duty air cleaner (accessory) as well as water pump pulley; heavy-duty fan belt and fan pulley. A baffle installed above the radiator improves radiator cooling effectiveness by insuring the passage of a larger volume of air through the radiator.

## PONTIAC'S

### POWER BRAKES

***Reduce fatigue . . . make brake application  
almost effortless!***

For 1956, two power braking systems will be installed at the factory. The Moraine unit, as described and illustrated here, differs in some technical aspects from the Bendix, but basically has the same over-all braking effect. For a thorough explanation of the Bendix system, please see your service manual.



Power brakes utilize atmospheric pressure, assisted by engine vacuum, to provide much of the force needed to apply the brakes. Driving is easier, more pleasant, less tiring. As the brake pedal, which is suspended from the steering column, is closer to the toe board and pedal travel is less than with conventional brakes, the amount of necessary foot and leg movement is minimized. Reaction time is decreased and stopping distance is proportionately shortened—an important safety factor. Sufficient application force has been retained in the system to provide a desirable amount of brake pedal "feel", however. Briefly, these are the very great advantages of Pontiac's Power Braking System. Here is how it works.

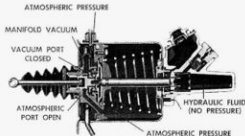
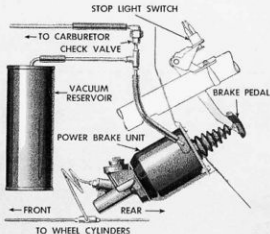
Fundamentally, the Pontiac Power Brake is a self-contained hydraulic vacuum braking device utilizing engine intake manifold vacuum and atmospheric pressure for its operation. It consists of two main sections:

1. A vacuum power cylinder which contains the power piston including the control valve with reaction mechanism, piston return spring, and hydraulic plunger.
2. A hydraulic master cylinder which contains a cylinder plug assembly, a compensating valve, a conventional check valve, and a fluid reservoir. The hydraulic master cylinder plunger projects through the cylinder plug assembly being free to slide in the power piston and is secured to a hydraulic piston reaction plate.

## DIAGRAM OF POWER BRAKE INSTALLATION

As shown below, Pontiac's Power Brake replaces the conventional brake master cylinder and is rigidly attached to the toe board. It is operated from a brake pedal which is suspended from the steering column and connects directly to the valve push rod. Two external line connections are necessary: one to connect the power brake with the intake manifold (for a vacuum source), and one to connect the power brake into the hydraulic brake system.

Air for operation is supplied through an air filter. Should failure occur in the vacuum power system, brake application can still be made, although greater effort is then required. A vacuum reserve tank is included in the system to retain vacuum assist for a time if the engine stalls.



## POWER BRAKE RELEASED

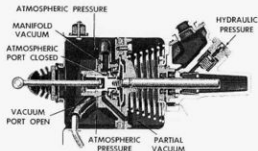
A vacuum check valve is connected to the engine intake manifold to prevent loss of vacuum when the manifold vacuum falls below that in the power brake system. A tube leads from this vacuum check valve to a vacuum reservoir and then to the vacuum inlet tube inside the housing; a coiled rubber hose leads to the power piston where a drilled passage communicates with the valve chamber. At this point the vacuum is stopped by an annular rubber seat on the floating control valve.

Atmospheric pressure comes through the air filter and through small holes in the power piston. From here it can flow around the open annular seat on the air valve and through the passages that lead to the space ahead of the power piston. The air valve is held away from the floating control valve by the valve return spring. Under these conditions, the power piston is balanced by atmospheric pressure on both sides and is held against the rubber stop washer by the large coil return spring.

In this position the radial holes in the end of the hydraulic master cylinder plunger are open and the fluid can flow freely in either direction between the hydraulic cylinder and the fluid reservoir. Desired amount of residual pressure is maintained in the brake lines by the check valve and spring.

## POWER BRAKE APPLYING

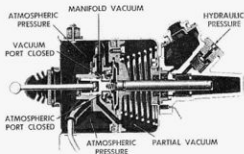
As the brake pedal is depressed, the atmospheric pressure is sealed off, and the space to the vacuum source is subsequently opened. Since the air valve remains closed during this operation, the air is exhausted from the space in front of the power piston and the atmospheric pressure in back of the power piston moves the piston to the right. As this is done, hydraulic pressure is built up in the hydraulic system which in turn forces fluid through the hydraulic lines into the wheel cylinders to apply the brakes. Mechanical reaction is provided to insure that the operator experiences application "feel" proportional to the degree of brake application.



## POWER BRAKE HOLDING

When desired pressure on the brake pedal is reached, the power piston at this point has moved down until it rests on annular rubber seat of the floating control valve. When the power piston is in this position, the air valve and floating

control valve are closed—atmospheric as well as vacuumatic openings are closed—and no further movement takes place until the load on the pedal is either increased or decreased.



## POWER BRAKE RELEASING

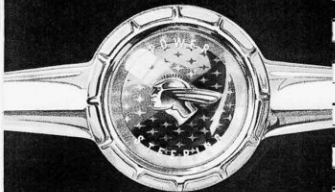
As the pressure on the pedal is released, the valve return spring forces the air valve to the left. The floating control valve remains seated on the power piston, shutting off the vacuum to space and the air valve moves away from the floating control valve, allowing air to flow into the space. Since both sides of the power piston are now open to atmospheric pressure, the spring forces the piston back against the rubber stop. As power piston and hydraulic master cylinder move back, fluid from the wheel cylinders flows back into the hydraulic master cylinder through the check valve and into the reservoir through radial holes in the counterbored end of the hydraulic master cylinder piston.

## PONTIAC'S

### NEW POWER STEERING

***gives instant response with minimum of effort!***

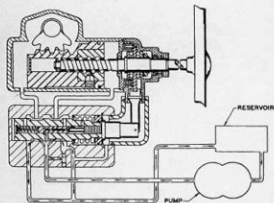
Pontiac's Power Steering gear for 1956 is a completely new unit. Operating on a hydraulic principle similar to that used heretofore, the gear is now of in-line type and incorporates innovations which importantly improve its performance, durability and serviceability. Drivers will particularly appreciate the fact that the maximum effort required to turn the car under the most difficult turning conditions has been reduced 34 per cent, while "road feel" has been retained.



To distinguish models equipped with this device, the name "Power Steering" is added to the horn button of the 870 and Star Chief model's steering wheels. As illustrated, the name is in gold letters above and below the Indian head emblem. This identification will inform all drivers of the car that it is equipped with power steering, and to watch for the pleasures of driving this almost effortless way.

The mechanical element of this new steering gear is similar to that used in Pontiac's manual gear and consists of a recirculating ball type nut in which a number of steel balls act as a highly efficient rolling thread between the steering worm and the ball nut. This ball nut is assembled as a rigid part of the piston and rack assembly which is geared to a sector on the pitman shaft. Here, briefly, is how the new system functions:

In neutral or straight-ahead position, oil flows from a pump, through open center valve and back to the pump reservoir without circulating in the power cylinder. It should be understood that the power cylinder is full of oil at all times, but in the straight-ahead position the pressure on both sides of the piston is equal and very low. When the steering wheel is turned, however, the steering worm tends to screw into the ball nut. This sets off a series of reactions which ultimately force oil into the upper or lower half of the pressure cylinder, while oil is forced out of the opposite portion. Since the pressure on either side of the piston is now unequal, the power rack applies turning effort to the pitman shaft, which results in the wheels being turned in the desired direction with a minimum of effort. When the driver stops applying steering pressure, the valve spool is forced back to a neutral position, unequal pressure on the piston is stopped and the wheels, by virtue of steering geometry, return to the neutral or straight-ahead position. Calibration of this unit is such that it only requires about five pounds effort on the steering wheel to turn the car when parking—the most difficult of turning conditions. This represents a 34 per cent decrease over that formerly required. By considerably reducing the physical effort of driving, Pontiac Power Steering adds more pleasure and relaxation to every trip. When you realize that approximately thirty-nine pounds of pressure are required under some circumstances with conventional steering, you can see just how much easier Pontiac Power Steering makes it for the driver. As illustrated, next page, the steering shaft,



STRAIGHT AHEAD

worm and ball nut, power piston and rack, and the power cylinder are all in-line. Since the valve is mounted on the top side of the gear housing, external oil passages between the valve and the cylinders are no longer necessary. Therefore, all external lines and hoses, except the pressure and return hoses between the pump and the valve, are eliminated and possibility of oil leakage due to line breakage is minimized.

The new in-line hydraulic steering gear assembly is inherently more durable. Cylinder, piston and rack are now of unitary construction, and design of the pitman shaft sector is such that load required on the teeth to obtain desired pitman shaft rotation has been reduced. Also, loading of the ball nut and worm is more uniform because of this new arrangement. From a fabrication standpoint, the housing of the in-line gear is treated to provide an extremely durable bearing surface between the piston and housing.

Also, because of changes in worm design (lead) and adoption of the valve actuating lever, less wheel movement is required to actuate the valve of the in-line gear. This allows the driver to maintain better control of the car.

Although mounted in the same position as in 1955, the pump which supplies hydraulic pressure to the gear is also entirely new and importantly improved, which will result in better efficiency and performance. Over-all steering ratio of the new Power Steering installation is 22.5:1 as compared to 24:1 ratio used in 1955. This reduces the amount of steering wheel turn necessary to obtain desired amount of front wheel steer. With all these new changes and improvements, Pontiac's Power Steering is sure to give even more pleasure to your Pontiac driving.

**PONTIAC POWER STEERING OFFERS MORE EASE  
AND COMFORT UNDER ALL DRIVING CONDITIONS**



**PARKING** or pulling away from the curb is accomplished with ease when you have Pontiac Power Steering. Wheels turn easily even when car is standing still.



**TURNING** tight corners or curves requires comparatively little more effort than a gesture. Even while in the process of turning, Pontiac Power Steering maintains "road feel".



**RECOVERY** from a turn is the same as in conventional steering. The wheels tend to straighten themselves normally on all types of turns.

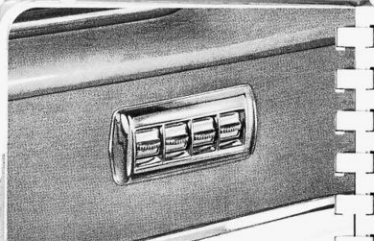


**SAFETY** is important, and Pontiac Power Steering absorbs road shock and wheel kicking on rough roads and helps the driver maintain control even in case of a blow-out.



**PONTIAC'S NEW DUAL-EXHAUST SYSTEM  
OFFERS BEAUTY AND PRACTICALITY, TOO!**

Optional equipment for 1956, this completely new Pontiac dual-exhaust system will be available for all of the new models (except on the 800 4-Door Station Wagon). It consists of new pipes, mufflers and adapters, and various other attachments to conform with design requirements. This unit not only offers the sporting element of dual exhausts, but also has a very practical side, too, for it has the added advantage of improved engine performance because of back pressure reduction resultant from the use of this new accessory. Muffler capacity is increased since the dual mufflers are of basically the same construction as the single type, so that the capacity to pass exhaust gases (with heat-control valve open) is, in effect, doubled. Cleverly designed chrome-plated bezels (for use on sedan and coupe models), attached to the lower edge of the bumper, serve as exhaust deflectors; and new supports and brackets assure sturdy, rattle-free attachment of all components. With the chrome-plated bezels blending so well with the rear bumper, it gives the exhaust outlets a "built-in" look. Station Wagons with dual exhausts use two deflectors similar to that used as an accessory on the single-exhaust system.



## PONTIAC'S ELECTRIC WINDOW LIFTS FOR 1956

- *Raise or lower windows at a touch of a lever*
- *Can be operated without first turning on ignition*
- *All windows may be raised or lowered from driver's seat*

Another optional equipment provision, in Pontiac's strides toward the ultimate in automatic driving, is electric window lifts for use on all vertical-moving windows of all models. With the pressure of one finger on a handsomely built-in control switch, the driver or passengers can command windows up or down—smoothly and effortlessly.

All other operational parts of this equipment are hidden from view. Window cranks, being unnecessary, are replaced by neat, chrome toggle switches. Moving the switch up raises the window. Moving the switch down lowers the window. Four switches are mounted on the left front door; thus, the driver can raise or lower windows without moving from his driving position—a definite safety advantage. Along with the driver's controls, front and rear seat passengers may control their windows from individual switches located directly below each vertical-moving window.

Power for the movement of each window comes from a direct-current, reversible electric motor. A worm gear at the end of the motor's armature shaft—and a gear train consisting of an intermediate nylon spur gear and a smaller pinion gear—increase turning power to operate the crank sector. This sector, in turn, moves the window by a linkage arrangement. The related mechanism, in effect, is much the same as the conventional window-moving assembly, with the exception that an electric motor does the work formerly done by rotation of the window crank.

As was the case in 1955, Pontiac's Electric Window Lifts may be operated with or without the ignition's being turned on. Each motor is also equipped with an internal circuit breaker in order to prevent overheating. There is also another circuit breaker mounted on the shroud inner panel that protects associated wiring.

## NEW

### PONTIAC 6-WAY POWER SEAT

#### FOR 1956

In keeping with the adoption of a greater number of power units to provide greater driving ease and riding comfort, Pontiac introduces for 1956 a 6-way adjustable power-operated front seat. Providing approximately 5" fore-or-aft adjustment and 2" vertical rise, this new unit also permits tilting the front seat forward or backward through a total angle of 15°. Since six different modes of travel are thereby available, drivers of practically all sizes will be able to automatically "tailor" seat position for their particular build and desires. Design of the unit is such that an infinite number of different positions are possible since no locking teeth are required.

For operation of the power unit, three toggle switches are located on the left side of the front seat and are easily manipulated by the driver. Move the front switch down and the front part of the seat tilts down; move it up and the front part of the seat tilts up. Move the center switch forward and the entire seat moves forward; move it back and the seat moves to the rear. By moving the rear switch down, the back of the seat tilts down; move this rear switch up and the back of the seat tilts up. Use of both front and rear controls provides vertical raising or lowering of seat as desired within established limits.

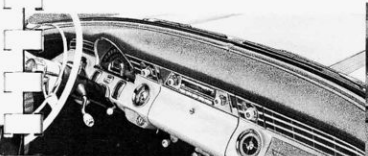


During the operation of the 6-way power seat, a "click" will indicate to the operator that travel limit has been reached, thus preventing unnecessary motor wear.

#### PONTIAC'S MECHANICAL 6-WAY SEAT

Also available for those who prefer it is the mechanically operated 6-way seat. Like the power seat, it has three controls: front lever, center button and rear lever. By the simple manipulation of the three controls, the seat may be adjusted to 360 different positions.

#### INSTRUMENT PANEL SAFETY CUSHION



Available factory-installed or dealer-installed, this safety cushion provides a shock-absorbing surface through the use of fiber glass molded to fit the contour of the instrument panel. It is then trimly covered with durable Morokide in a range of colors that harmonize with the instrument panel. It not only increases driving safety, but also cuts down reflected sun glare. Not available in cars with air conditioning.

1956

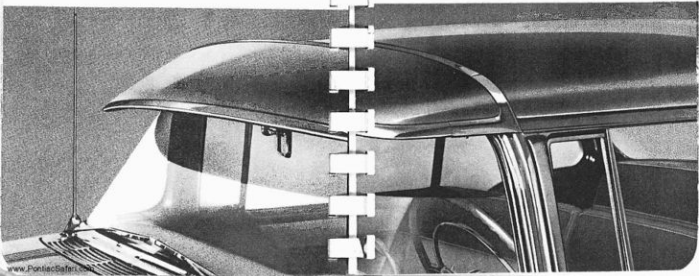
# PONTIAC accessories

*Designed and engineered to make your*

*Pontiac driving even more enjoyable!*

214

215





# PONTIAC ACCESSORIES

cost you less by the group

When you have your Pontiac accessories installed at the factory, they are put on the car while it is being built and thus become a part of the assembly process. This means that you save not only on labor costs, but time as well! What's more, your accessories are custom-installed to your individual order and your Pontiac is delivered equipped and ready to go. So you see, it really does *cost you less* when you buy your Pontiac accessories by the group!

## basic group

- Underseat heater and defroster • Deluxe radio and antenna • Back-up lamps • Tilting non-glare rear-view mirror • Oil-bath air cleaner • Full-flow oil filter

## convenience group

- Glove compartment lamp • Visor vanity mirror • Luggage compartment and trouble lamp • Illuminated ash tray • Instrument panel courtesy lamps • Hand brake signal • Underhood lamp • Outside rear-view mirror

## appearance group

- Exhaust deflector • Lighted hood ornament • No-Mar fuel door guard • Rear fender shields

## comfort group

- Windshield washers • Latex foam seat cushions • E-Z-Eye tinted safety glass

## protection group

- Front bumper grille guards • Rear bumper wing guards

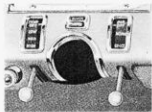
## BASIC GROUP

Certain accessories are basic to driving enjoyment, and for this reason, Pontiac has chosen six of the most-wanted accessories and put them in the Basic Group. Each one was skillfully designed to increase driving comfort and pleasure.

### VENTI-HEAT UNDERSEAT HEATER AND DEFROSTER



Here is a system that works for you the year round . . . giving you warmth in winter and air circulation in summer. Large quantities of air, more free of dust and fumes, are admitted through the air intake in the cowl, and are brought into the passenger compartments through outlets located under the front seat. The beautiful controls are located on either side of the steering column, and the air and temperature controls are individually operated by protruding ball-ended levers which move vertically. Relevant con-



## BASIC GROUP

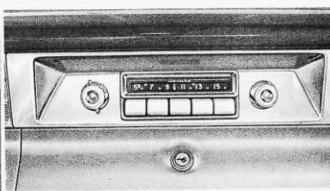
trol panels are plainly marked and are illuminated with glowing white lighting for night driving. The blower switch, located between the vertical heater and ventilation control panels, operates horizontally. During the winter, the AIR control should be set at NORMAL and the TEMPERATURE control set at whatever warmth is desired. Outside air is then scooped up, warmed to the right degree and then evenly distributed under gentle pressure through underseat ducts to all parts of the car. The defroster now has two outlets which offer more efficient coverage of the windshield. In case ice has formed on the windshield, or perhaps during a severe snow storm, owner should move AIR control to DE-ICE and TEMPERATURE control to HIGH. In extremely cold weather, move the AIR control from NORMAL to DE-ICE until car is sufficiently warmed. For summer use, move the TEMPERATURE control to OFF, the AIR control to NORMAL, and, by using the blower to increase the air intake, greater distribution of air results. The venti-heat underseat heater-defroster may be individually ordered for factory installation.

### PONTIAC DELUXE RADIO

This handsome accessory offers the finest in listening pleasure and has push button tuning with the capacity for five stations. The four-position tone control ranges from deep bass to sharp, clear treble and, with the built-in long-range power that this radio has, faraway stations are brought in with amazing clarity and signal strength. New dial design, including white marbled tuning knobs and white illumination for night driving, has also been incorporated in this radio for added beauty and convenience. The controls are centrally located within easy reach of all front seat passengers, and push buttons can be changed and reset to any desired station in a matter of minutes. Each button is pushed to the right and pulled out—then the station desired is dialed manually. Push button back in and the station is set exactly where you want it. Another handy feature of this handsome Pontiac radio is an indicator lamp which shows "ON" if the radio should be turned on without proper volume.

## BASIC GROUP

A new "signal-seeking" radio, called the De Luxe Electramatic, is also available as an individual accessory (not part of the basic group) and is designed to give you automatic tuning of any available station in any locality by using a "selector bar" located above the radio dial. It is possible to get almost any number of listenable stations by turning a "sensitivity control" and pushing the "selector bar" . . . which will result in automatic tuning. A telescoping 57-inch antenna is available for both De Luxe and De Luxe Electramatic radios and mounts on the right front cowl to minimize obstruction of the driver's vision. Either radio for 1956 can be ordered for factory installation.



## BASIC GROUP



### TILTING NON-GLARE, REAR-VIEW MIRROR

This rear-view mirror relieves driver's eyes of strain and makes night driving much safer and easier. By day it reflects a sharp, clear image of the road behind, and at night a tap on its positioning tab cuts the glaring reflection to a minimum. Extra-wide 8-inch size gives a wide view of the road behind and the entire mirror glass is enclosed in a chrome frame for fine appearance.



### DUAL BACK-UP LAMPS

Designed to operate automatically whenever the motor is running and shift or selector lever is in reverse gear, these dual back-up lamps give warning to pedestrians and other drivers of intention to back up. Mounted just below the tail lights, these two 32-candlepower beams permit the driver to see what's behind him, help him avoid obstructions and steer safely out of narrow driveways or parking places. Can be individually ordered for factory installation—Group F.

## BASIC GROUP



### OIL-BATH AIR CLEANER

You can add years to the life of your engine and save costly repair bills even when operation is in the city, if you have one of these Pontiac oil-bath air cleaners on your new Pontiac. This carefully engineered unit utilizes a pool of oil to clean the air before it passes into the carburetor, thus serving to remove harmful dust and dirt that might otherwise enter the engine.

### FULL-FLOW OIL FILTER



Pontiac's full-flow oil filter protects your engine from dirt and foreign particles that would otherwise flow into the lubrication system and cause undue engine wear or harmfully affect engine performance. Every drop of oil is directed through a filtering element that removes the foreign particles, and is then sent into the oil galleries. In case the filter becomes clogged with dirt, the oil is bypassed. This keeps the oil flowing until the dirty filter element has been replaced.

## CONVENIENCE GROUP

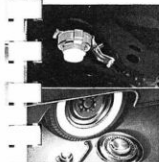
This is the group that makes driving a Pontiac even more wonderful and enjoyable. The convenience group is very inexpensive, yet worth so much in safety and comfort.

### GLOVE COMPARTMENT LAMP



Pontiac's glove compartment lamp floods the interior with light the instant the glove compartment door is opened and shuts off automatically when the door is closed. Eliminates groping in the dark. The metal shade directs light into glove compartment and may be turned around to direct light for map reading. This handy accessory operates on a plunger switch to insure a positive light every time.

### TRUNK AND UTILITY LAMP



New for 1956, this convenient accessory turns on the moment the trunk lid is lifted, illuminating the luggage compartment automatically. You then have both hands free to load luggage or get at the spare tire. It is also possible to lift lamp from its mounting bracket and, by means of a 17-foot self-storing extension cord, use it for changing tires or as a warning light.

## CONVENIENCE GROUP

### HAND BRAKE SIGNAL



Mounted in the hand brake lever bracket, this signal flashes a bright red warning whenever ignition is turned on and brake is set. It will continue to flash this warning until the hand brake is released, which means that you avoid the danger of driving with hand brake on and possibly damaging the brakes. The red flasher is made of translucent and "reflectorized" red glass encircled in chrome.

### UNDERHOOD LAMP



New for 1956, this underhood lamp is designed to give the driver the assistance of proper light while working under the hood at night. The lamp is mounted on the underside of the hood and a metal shade directs the light directly on the engine and the underhood interior. Lamp goes on automatically the moment the hood is lifted, and shuts off when the hood is closed. (An underhood and trouble lamp is available for use with Station Wagons.)

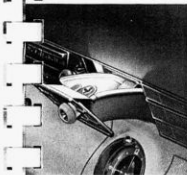
## CONVENIENCE GROUP

### OUTSIDE REAR-VIEW MIRROR

Whether you're in the city or in the country, you'll find this outside rear-view mirror an invaluable aid to safe driving. It tells the driver when it is safe to pull out and pass and eliminates "blind spots" in rear vision. A quick glance is all that's necessary . . . the driver keeps his eyes focused on the road ahead. Securely attached to minimize vibration and give clear images, this handsome mirror is heavily chrome-plated to protect it against the elements. The reflecting surface is "Cromir" which prevents "blurring" and "ghosting" . . . reduces glare for easier night driving.



### ASH TRAY LIGHT



Pull the ash tray from its recess and it gives off a suffused glow for the convenience of smokers at night. Because of the small opening through which the light passes, it cannot distract the driver and yet gives enough light to guide smokers in finding the ash tray at night. Thus you avoid missing the ash tray which possibly could result in burned clothing or upholstery. When emptying the ash tray, the light remains in the instrument panel.

## CONVENIENCE GROUP



### COURTESY LAMPS

Installed on both sides of the car beneath the instrument panel, these handy lamps flash on when the front doors are opened, throwing a strong beam of light to assist driver and passengers in and out of the car at night. They may also be operated manually by flicking a switch centrally located on the instrument panel. (Also available as an individual accessory.)



### VISOR VANITY MIRROR

Here's something that really will be appreciated by the women. It's Pontiac's new 3½" by 10" mirror that clips easily to the underside of the inside sun visor and is ideal for repairing make-up, combing hair or checking appearance. Men will appreciate this accessory, too, especially salesmen on business trips—for shaving or checking appearance.

## APPEARANCE GROUP

Give your car added sparkle and good looks with these inexpensive accessories in the Appearance Group. Not only do they give your car added beauty, but they do a good job of protection where needed, too.

### EXHAUST DEFLECTOR

Finished in bright chrome plate, this deflector protects the rear bumper from discoloration by exhaust gases and adds a touch of beauty to your new Pontiac, too. It deflects gases down and away from the bumper, helps keep your chrome shiny and new looking.



### ILLUMINATED HOOD ORNAMENT

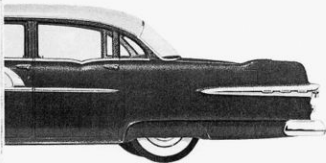
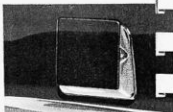
This new accessory continues the "V" motif as used in 1955, but the point of the "V" is now made of clear plastic which runs along the front edge of each wing. Midway between the point and wing tip, there are two bomb-like projections that give the hood ornament a "jet plane" appearance. The plastic section glows softly with suffused light whenever the lights are turned on to add distinction and another illuminated spot for safety. This accessory may be ordered for factory installation—Group MX.



## APPEARANCE GROUP

### NO-MAR FUEL DOOR GUARD

New for 1956, this accessory curves around the vulnerable side of the gas tank filler door and prevents nicking and scratching by careless gas station attendants when they fill the tank. Smartly designed, it is made of stainless steel that won't rust or corrode.



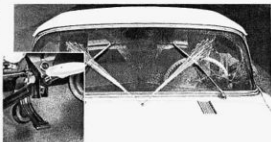
### REAR FENDER SHIELDS

Pontiac's rear fender shields add a graceful note of beauty to the rear fenders, "completing" the smooth-flowing lines of Pontiac's distinctive fender styling. By minimizing wheel splash, they keep your car cleaner and help prevent rust.

## COMFORT GROUP

Accessories that make driving more comfortable and convenient . . . that's the Comfort Group. All have been carefully selected to give you the utmost in driving pleasure . . . yet cost so little!

### NEW WINDSHIELD WASHERS



A push of the new foot-controlled lever on the floor throws two streams of water on the windshield and turns on the windshield wipers simultaneously, automatically clearing the windshield of dust, dirt, road splash and insects. Coordinating the windshield washer and windshield wiper is an important safety feature because the driver does not need to remove one hand from the steering wheel to turn on the washer and wiper.

### LATEX FOAM SEAT CUSHIONS

Here is resilient foam rubber, one-inch thick, made for the front and rear seat cushions (not on seat backs). The tiny air holes in the cushion "breathe" as pressure is applied, and cushions conform perfectly to body contours. They stay smooth and trim—can't mat, sag or bunch up. Driving fatigue is greatly reduced because latex foam seat cushions help absorb shocks. They can be individually ordered for factory installation—Group K.



## COMFORT GROUP



### E-Z-EYE TINTED SAFETY GLASS

Now you can have a windshield glass that reduces glare and admits only the soft rays of the sun. It's Pontiac's E-Z-Eye glass . . . the tinted glass that filters out heat rays for cooler car interior and also helps relieve eyestrain. The windshield is tinted in a deepening tone . . . top to bottom . . . cuts down night-driving headlight glare without sacrificing vision. For factory installation only. Order Group I.

## PROTECTION GROUP

These accessories can save you money because they will take the brunt of the damage in minor accidents and traffic jabs. Built to take rough treatment, they will protect your car, front and back, and eliminate expensive repair bills.

### GRILLE GUARD



Smartly designed and as modern looking as the new Pontiac itself, this extra-duty grille guard is sturdily made to really "take the bumps". It consists of two modified "bomb type" guards, with the same ornamental center piece that appears on the regular guards. They have upper and lower projections and are joined by a sturdy cross bar having three attractive embossments. Offer ample protection to the grille, yet blend in so well with the grille appearance that it looks like a part of the grille itself. Order this grille guard individually factory installed—Group PX.

### REAR BUMPER WING GUARDS

Protect the rear of your car from bumps and scrapes with these new chrome-plated steel wing guards. They cleverly blend into the rear bumper impact bar and wrap around the rear fenders in a wide protective band which diminishes to a narrower band at the rear of the car to end at the rear bumper cross bar for additional protection. Available for Safari and all other models except 800 and 870 Station Wagons—Group PP.



## INDIVIDUAL ACCESSORIES

Available for factory and/or dealer installation as specified in the copy for each accessory.



### REAR WINDOW DEFROSTER

No more "fogged-up" or frosted rear window when you have this Pontiac accessory installed in your car. Mounted under the rear package shelf, this unit will go to work on fog and frost to clear up the window in a very few minutes. It is controlled by a switch on the instrument panel; and by using the warm air inside the car and blowing it against the rear window, frost and fog are eliminated. The unit is made up of an air chamber and a blower which are compactly built to do the job and yet take up a minimum of space. (Not available on Convertible Coupe and Station Wagons.) Dealer installed only.

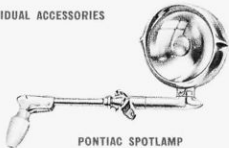


### WINDSHIELD SUN VISOR

The Pontiac sun visor forms a trim "steel brim" over the windshield to block out sky glare from the driver's eyes and keep the front seat passengers in the shade. Not only does it relieve eyestrain, but it has been proven that it also keeps the entire interior of the car cooler during summer driving. Front seat passengers are also relieved of the discomfort caused by direct sun rays on the legs. This visor should not be sold as a replacement for the E-Z-Eye glass because obviously they both do a different job. The E-Z-Eye glass cuts down glare, while the sun visor protects front seat passengers from the direct rays of the sun and keeps the car cooler.

This visor, by the way, is beautifully and exclusively designed for the 1956 Pontiac and is made of sturdy all-steel construction and will not rattle or vibrate even at high speeds. Painted to match the car's color and handsomely trimmed in chrome, it is highly recommended for air-conditioned cars to cut down on radiant heat and help the air conditioning unit do a better job. This accessory can be individually ordered for factory installation—Group J, or for dealer installation. (Not available on Convertible Coupe.)

## INDIVIDUAL ACCESSORIES



**PONTIAC SPOTLAMP**

You'll find this accessory an invaluable aid in driving because it is not only a spotlamp, but it may also be used as an outside, rear-view mirror. It has many, many other uses, too, such as an auxiliary headlight should one fail, as an aid in reading road signs or locating house numbers and for general illumination in case of car trouble. The rear-view, no-glare, no-blur, "Cromir" mirror can be adjusted from inside the car simply by turning the spotlamp handle. It is smartly styled, heavily chrome-plated and is mounted through the left door post of the car to reduce vibration. When you order this accessory, ask for the GX Group.

## TRAFFIC LIGHT VIEWER



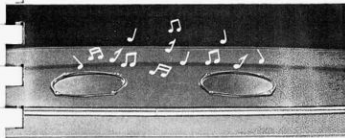
This accessory works on the prism principle to reflect a clear image of overhead traffic lights. It eliminates stooping or squinting because a quick glance in the viewer tells you whether the light is red or green. It is made of plastic with a chrome-plated base mounted on the top of the instrument panel directly ahead of the driver's seat. This accessory comes as a "package" with the windshield sun visor.

## HI-FI REAR SEAT SPEAKERS

This new accessory is available for use with either of the two radios offered in 1956. It combines the use of the front speaker with two rear seat speakers located on the rear package shelf to the right and left of center. As a result,

## INDIVIDUAL ACCESSORIES

it will now be possible, by use of the rear speaker control switch in combination with the radio tone control knob, to have twenty different sound combinations for ideal selection of hi-fidelity and stereophonic sound reproduction. Here are the five positions which may be selected with the rear speaker control dial: front speaker only, high response rear speaker only, low response rear speaker only, both rear speakers and all speakers (front and rear). By turning the control dial to any of these various positions, reception can be tailored for more pleasant listening for the front and rear seat passengers.



## ELECTRIC RADIO ANTENNA

It takes just a flip of the switch and the electric radio antenna goes up to its full height or retracts into the rear fender. It operates while the car is in motion so that if you need better reception while driving through certain areas, it can be had in a flash without the driver's taking his eyes off the road. It also works just as easily when you want to lower it when driving into the garage or under some low-hanging obstruction. While it is in the retracted position your antenna is safer from damage by pranksters and children. Equipped with a powerful motor for quicker response, it has a durable snap-action switch, on the instrument panel below the fuel gauge. Order the EX Group.



## INDIVIDUAL ACCESSORIES

### CHROME RINGS

Made expressly for Pontiac 860 models and 870 Station Wagons, these handsome chrome trim rings are bands of bright chromium steel that ring the wheel just inside the tire. They stay on permanently and need not be removed when changing a tire. Their smart appearance dresses up your car and gives it a look of sparkle and zip.

### WIRE WHEEL DISCS

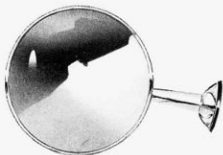
Give your new Pontiac a "sports car" flavor by having these stainless steel wire wheel discs installed on your car. They bolt right to the wheel to reduce the possibility of theft and also give a secure installation. Order RR Group.

### STAINLESS STEEL WHEEL DISCS

These new wheel discs are made of highly polished stainless steel that are rust and corrosion resistant and give your Pontiac a shiny new appearance. The design for 1956 consists of multi-level graduations ascending to a brushed finished hub. This hub is encircled by numerous fine ridges and, separated from these ridges by a polished ring, are depressed black squares spaced with embossments. Sold separately for 860 models, these wheel discs are standard equipment on the Star Chief and 870 models. (Not available for 860 or 870 Station Wagons.)



## INDIVIDUAL ACCESSORIES



### REMOTE-CONTROL OUTSIDE REAR-VIEW MIRROR

This beautiful mirror is made of heavily chrome-plated metal and can be readily adjusted in all kinds of weather from inside the car. Mounted on the door, it operates with a twist of the wrist . . . a fore-and-aft movement for change in mirror aim and change of elevation of the mirror is done by rotating the handle. It is securely attached to eliminate all vibrations, and the "Cromir" front surface mirror glass gives a true, non-glare reflection. This mirror may be ordered in Group GG.

### NEW ILLUMINATED CAR COMPASS

A quick glance and you know the exact direction you're traveling, because this compass keeps you on the right road and helps prevent you from making the wrong turns. It has a floating dial design for aircraft accuracy and is illuminated for night use, too. May be mounted at the top-center of the instrument panel, easily adjusted by owner or dealer.



## INDIVIDUAL ACCESSORIES

### HYDRA-MATIC TRANSMISSION OIL COOLER (860 AND 870 MODELS ONLY)

This Pontiac accessory is highly recommended to Pontiac owners who require above-normal service from the Hydra-Matic transmission. It consists of an external oil cooler, with necessary connections for coolant and oil supply. It is released for use on police cars and taxis, and recommended for rural mail carriers and similar applications involving unusually hard service. By having this Hydra-Matic oil cooler installed, there is less likelihood of the transmission's overheating, and thus may help to avoid costly repair bills and loss of time while car is being serviced. May be ordered as factory-installed accessory or under package number 988520.



### WHITE SIDEWALL TIRES

Add even more beauty to your Pontiac with tubeless white sidewall tires. Protective edge reduces curb scrape . . . keeps sidewalls looking cleaner longer. If 4-ply, 7.10 size is desired, order Group W (except Station Wagons). Order VW Group for 6-ply, 7.10 by 15 size on Sedans and Coupes. For oversize white sidewall tires in 4-ply, 7.60 by 15 size, order the ZW Group.

## INDIVIDUAL ACCESSORIES

### PONTIAC "KOOL KOOSHION"

These flexible, lightweight seat pads are made of sturdy coil springs which give ample support, and yet allow for the passage of cool air through both the cushion seat and back. "Kool Kooshions" are smartly styled in a neutral shade to go with any Pontiac interior and are covered with ventilated woven fiber that is tough and durable to give extra-long wear.



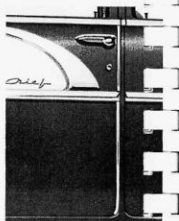
### SEDAN VENTSHADES

You can have your windows open during rainy weather for outside air ventilation when you have these smart Pontiac Ventshades installed on your car. Ventshades are trim, chrome-plated brims that fit snugly over the top of each window and are designed to add to the appearance of your car, as well as being functional. Ventshades not only keep the rain out, but also shade the driver and passengers from the harsh rays of the sun . . . making the car cooler. Easily installed in a few minutes, Ventshades make driving more convenient and comfortable.

## INDIVIDUAL ACCESSORIES

### DOOR EDGE GUARDS

This accessory not only dresses up the appearance of your Pontiac, but also prevents nicks and scratches on the edge of the doors. Available for all models, it will keep your car new-looking longer and protect this vulnerable area from damage. The Pontiac door edge guard is made of polished stainless steel that won't rust or corrode. Can be quickly installed without drilling any holes.



### TISSUE DISPENSER



With Pontiac's handy tissue dispenser right at your fingertips, you can eliminate frantic searching for tissues in glove compartment or purse. They are ideal for children's accidents, cleaning eyeglasses, and many other uses. This handsome dispenser fits neatly under the instrument panel and, when needed, swings out for easy accessibility and swings back to its out-of-the-way position with a touch of the hand. Without a doubt, this is one of the handiest accessories you could have in your new Pontiac.

## INDIVIDUAL ACCESSORIES

### DOOR HANDLE GUARD

Smartly styled and sturdily made, door handle guards eliminate unsightly nicks and scratches around the door handle.



### INVISIBLE INSECT SCREEN

This screen cannot be seen from the outside because it is installed behind your Pontiac grille and completely covers the radiator openings. Made of fine mesh screen, it catches insects, prevents clogging and reduces the possibility of overheating the cooling system in insect areas. Because of its location, the screen will not detract in any way from the beauty and appearance of your Pontiac grille and yet it is easily removed for cleaning. In fact, you can clean it yourself in a matter of minutes with a brown and plain water from the garden hose.



### FOLD-AWAY UMBRELLA



No matter where you drive you can always have an umbrella with you, if you keep one of these Pontiac fold-away umbrellas in your glove compartment. No more being caught in the rain . . . no more wet clothing or extra dry-cleaning bills, because this umbrella gives you all the protection that an ordinary umbrella offers, and yet fits snugly in the glove compartment. Choice of two colors in long-wearing, wrinkle-resistant nylon or four colors in inexpensive, lustrous rayon . . . both offering complete rain protection wherever you go.

## INDIVIDUAL ACCESSORIES



### RUBBER FLOOR MATS

Your front and rear floor mats will stay new-car clean when you see these new "contour" rubber floor mats. They prevent unsightly rain and snow stains and save wear and scuffing of the floor mats underneath. Choice of many new colors to go with the car interior.

### FUEL DOOR LOCK

Prevent harmful damage to your gas tank from children's pranks by getting this inexpensive Pontiac accessory. It's low-cost insurance against gasoline siphoning and theft, and can be installed in a matter of minutes. The lock can be coded to either your ignition or trunk key, and you're free from worry about damage and theft.



### CONTINENTAL TIRE KIT

Give your car a touch of distinction and elegance with a Pontiac continental tire kit. Sturdily mounted, it makes the full trunk area easily accessible. A slight pull of the release handle and the continental tire moves aside and away from the trunk for easy access to trunk compartment. Move tire back in place and it locks in position automatically.



## INDIVIDUAL ACCESSORIES

### PONTIAC COLOR "TIPON"

Now you can touch up unsightly nicks and scratches yourself with this amazing little Pontiac Tipon. A lipstick-like brush dispenser, this Tipon contains an ample supply of Pontiac paint that comes in various colors to match your car exterior. Colors are available for the new 1956 models and late-model Pontiacs, too.



### "AUTRONIC-EYE" AUTOMATIC HEADLIGHT CONTROL

Forget about dimming your headlights . . . the Pontiac "Autronic-Eye"® does it for you! When another vehicle approaches, your headlights are dimmed automatically at a safe distance. When the vehicle passes, your headlights return to bright. A floor switch lets you override if you wish to signal with your brights.



### ELECTRIC CLOCK

You'll always be on time for appointments when you have this beautiful electric clock in your Pontiac. The numerals are easy to read both day and night, because in the dark the white numerals are edge-lit with white illumination. The small knob above the clock face regulates the hands, and the entire clock is conveniently installed to the right of the glove compartment.



## INDIVIDUAL ACCESSORIES

### PONTIAC ANTIFREEZE

Keep your car free from freeze-ups with Pontiac factory-installed, engineer-approved, all-winter or methanol antifreeze. You may choose either methanol or all-winter type ethylene glycol depending on which you prefer. For factory installation of ethylene glycol order Group OX (11 quarts) or Group OO (6½ quarts). Methanol will be installed in season unless the all-winter ethylene glycol is specifically ordered for factory installation.

### PONTIAC UNDERCOATING

Every new Pontiac owner should be urged to get a Pontiac engineer-approved undercoating for his car. It protects against rust and corrosion, insures quieter operation and increases the car's resale value.



### REMINGTON ELECTRIC SHAVER

The Remington De Luxe 653 Model Shaver is ideal for the busy traveling man. Specifically designed to operate equally well on 12-volt or 110-volt current, this combination gives you two shavers in one—ready for instant use either plugged in the cigar lighter receptacle or in any home outlet.



## INDIVIDUAL ACCESSORIES

### THERMASTER REFRIGERATOR

Perfect for traveling long distances and for outings, this refrigerator keeps food and beverages cold for hours. It has a red baked-enamel finish with polished aluminum cover, and boasts a drain spigot and attached bottle opener. Measures 21" x 10" x 12" in size.



### PURSE HANGER

Purses may be hung up out of the way when this handy accessory is in your Pontiac. Consisting of a sturdy black plastic hanger with contrasting red plastic medallion, it can be installed in just a few minutes. For Station Wagons and Catalina models, hanger edge is slipped snugly in place under the window molding.



### FLAMINGO TOTER

Here is a real convenient Toter for all your picnic and traveling requirements. The four-gallon capacity assures room for everything, and the fiber glass insulation keeps foods hot or cold for hours. The removable aluminum tray keeps foods dry, while beverages below can be cooled in ice. This tray may also be used as a skillet or pan, if desired.



## INDIVIDUAL ACCESSORIES



### PONTIAC SEAT COVERS

For 1956, you will be offered a choice of three different materials in beautiful new patterns. The covers available are Oxford Nylon (shown above) in Blue, Red, Green, Brown or Grey in assorted patterns; Tricot Nylon in solid Blue, Red, Green or Gold; and Plastic in Blue, Red or Green in plaid pattern. All can be installed quickly and easily.

#### OXFORD NYLON: Blue, Red, Green, Brown or Grey

|                     | 4-Door Sedans<br>and Catalinas | 2-Doors  | 2-Door<br>Catalina |
|---------------------|--------------------------------|----------|--------------------|
| Complete Set        | 613S11                         | 613S23   | 613S24             |
| Complete Front Seat | 613S11A                        | 613S23A  | 613S24A            |
| Front Cushion Only  | 613S11B                        | 613S23B  | 613S24B            |
| Complete Rear Seat  | 613S11RS                       | 613S23RS | 613S24RS           |

#### TRICOT NYLON: Blue, Red, Gold, Green—Solid Colors

|                     | 4-Door Sedans<br>and Catalinas | 2-Door Sedans<br>and Catalinas |
|---------------------|--------------------------------|--------------------------------|
| Complete Set        | 653F11                         | 653F24                         |
| Complete Front Seat | 653F11A                        | 653F24A                        |
| Front Cushion Only  | 653F11B                        | 653F24B                        |
| Complete Rear Seat  | 653F11RS                       | 653F24RS                       |

## INDIVIDUAL ACCESSORIES

### PLASTIC: Blue, Red or Green Plaid Pattern

|                    | 4-Door Sedans<br>and Catalinas | 2-Doors  | 2-Door<br>Catalinas |
|--------------------|--------------------------------|----------|---------------------|
| Complete Sets Only | 645 F 11                       | 645 F 23 | 645 F 24            |

## ADDITIONAL OPTIONAL EQUIPMENT

### Available for Factory Installation

**HILLS AXLE**—Order the U Group  
All Synchronesh—39-10

**BLACK SIDEWALL TUBELESS TIRES**—ORDER THE V GROUP  
7.10 x 15—6-Ply  
All except Station Wagons

**WHITE SIDEWALL TUBELESS TIRES**—ORDER THE W GROUP  
7.10 x 15—4-Ply  
All except Station Wagons

**WHITE SIDEWALL TUBELESS TIRES**—ORDER THE VW GROUP  
7.10 x 15—6-Ply  
All except Station Wagons

**LOW-COMPRESSION ENGINE**—ORDER THE Y GROUP  
Synchronesh Only

**HEAVY-DUTY PLATE BATTERY**—ORDER THE YX GROUP

**OVERSIZE TUBELESS TIRES**—ORDER THE Z GROUP  
7.60 x 15—4-Ply  
Standard on all Station Wagons

**OVERSIZE WHITE SIDEWALL TUBELESS TIRES**—  
ORDER THE ZW GROUP  
7.60 x 15—4-Ply  
All Models



## HERE'S WHY PONTIAC IS ONE OF AMERICA'S MOST POPULAR CARS!

The new 1956 Pontiac models come to you in the wake of the greatest sales record in the history of the company. This success story can be attributed to Pontiac's fine styling, performance and dependability, which the public has come to know and respect. Certainly Pontiac Motor Division designs and builds these fine cars, but the entire resources of the General Motors Corporation have contributed to their development and success too.

There are seven assembly plants across the nation that produce approximately 50% of the Pontiacs assembled. They are at Linden, New Jersey; Atlanta, Georgia; Framingham, Massachusetts; Wilmington, Delaware; Kansas City, Missouri; Southgate, California; and Arlington, Texas. Supplies for their fabrication come from the plant in Pontiac or direct from suppliers' plants.

At the main plant in Pontiac, Michigan, Pontiac employs about 16,000 people, 14,000 in production and the rest in allied or administrative capacities. Pontiac's 6 regional offices and 25 zone offices maintain direct contact with more than 4,000 Pontiac dealers across the country.

When you sell the Pontiac car, you have two great names and organizations backing you with their prestige and repu-

tation . . . General Motors and Pontiac. These famous names and what they stand for give you a tremendous sales story, if you use it wisely enough . . . and often enough!

The huge General Motors Building in Detroit is the hub of the Corporation's activities. Nearby are the great General Motors Research Laboratories. Here, years-ahead testing and research contribute to the constant improvement of the Pontiac car.

Pontiac's tremendous manufacturing plant covers over 6,500,000 square feet of floor space. Production experts have called it one of the industry's finest—a model plant. Only the finest machinery and equipment are used, and manufacturing methods are the most modern and up-to-date. To insure absolute control of materials, Pontiac operates its own foundry, and a completely automatic plating plant as well, to get the best possible "bright work" on every car.

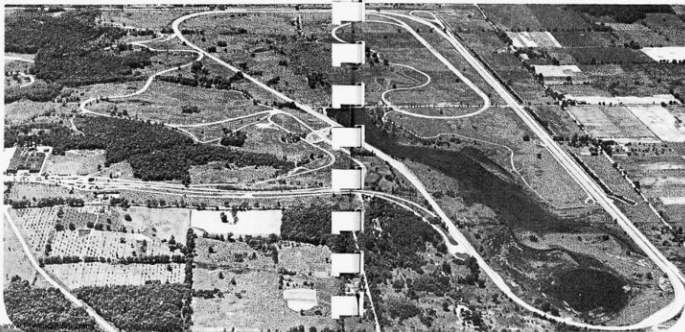
Some of Pontiac's tremendous manufacturing might is also contributing strongly to the nation's defense effort, by fulfilling important defense contracts.

Pontiac's huge Engineering Building is one of the most modern in the industry—with every conceivable facility for designing, testing and improving Pontiac cars and conducting research for the improvement of the Pontiacs of tomorrow.

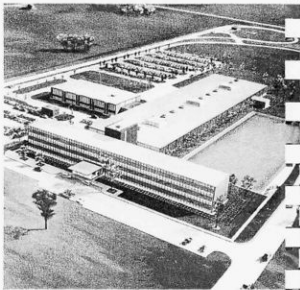
The General Motors Proving Ground in Milford, Michigan, is a 3,873-acre outdoor laboratory composed of testing areas

which subject cars and military vehicles to stresses and strains few will ever meet. Pontiac stamina and ruggedness are checked and double-checked. Every new model is subjected to thousands of miles of driving at all speeds to observe its performance.

General Motors devotes over 6,000 acres of land to the exclusive purpose of testing, proving and comparing the vehicles it builds. One of the newest such proving grounds is located near Phoenix, Arizona—the vastness of which is shown here in panoramic air view. Varied terrain of 2,280 acres—including desert flats and mountainous peaks—is used for the special purpose of testing cars and military vehicles under extreme conditions of heat, dust and high altitude.



The picture shown reveals the inspiring architecture of General Motors' new Technical Center. It is still under construction, but vast parts of it are already in active use. Here, scientists and specialists contribute their special talents in physics, chemistry, metallurgy, biology and electricity to develop ideas for the future—ideas that may be practically applied to the job of making good automobiles better.



Pontiac's Administration Building, located in Pontiac, Michigan, is the starting point of all Division activity, exclusive of engineering. Here are the Executive, Sales, Advertising, Sales Promotion, Accounting, Service, Parts and Accessory Department offices and other administrative departments.

## FAMOUS PONTIAC FIRSTS

The proof of Pontiac's industry-leading, engineering accomplishments lies in this long list of automotive achievements which were developed or introduced by Pontiac engineers and first used on Pontiac automobiles. Many of these are now commonly used by other automotive manufacturers.

|  |  |
|--|--|
| Duco finish for automobiles                      | Special analysis nickel-chrome steel for axle shafts |
| Cyanide-hardened transmission gears              | Gusher valve cooling                                 |
| Harmonic balancer                                | Built-in thermostatic control for cooling system     |
| G-M-R combustion chamber                         | Foot-control for headlight beams                     |
| Electroplated pistons                            | Indirectly lighted instrument panel                  |
| Vacumatic automatic spark control                | Safety-shift gear control                            |
| Mounting of power plant on neutral axis          | Butyl rubber radiator hose                           |
| Uniform, balanced connecting rods                | 10-W and 20-W engine oil                             |
| Crankshaft with integrally forged counterweights | Triple brake seals                                   |
| One hundred per cent pressed steel axle housing  | Sealed pressure cooling                              |
| Complete pressure-suction crankcase ventilation  | Tapered valve stem guides                            |
| Mechanical fuel pump                             | 4-way cantilever frame                               |
| Helical gear, silent transmission                | Comfort Control 6-way seat                           |
| Quad-gallery lubrication system                  | Aluminized tail pipe                                 |
|  | Rubber engine mountings                              |
|  | Ball-pivot rocker arms                               |

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All information contained herein has been carefully checked with the most reliable sources, but responsibility for the absolute accuracy of this information cannot be assumed. The right is 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.

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White sidewall tires, rear fender panels and back-up lamps shown on car illustrations are accessories and are available on all models at extra cost.

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*The 1956 Pontiac Facts Book was compiled as of  
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