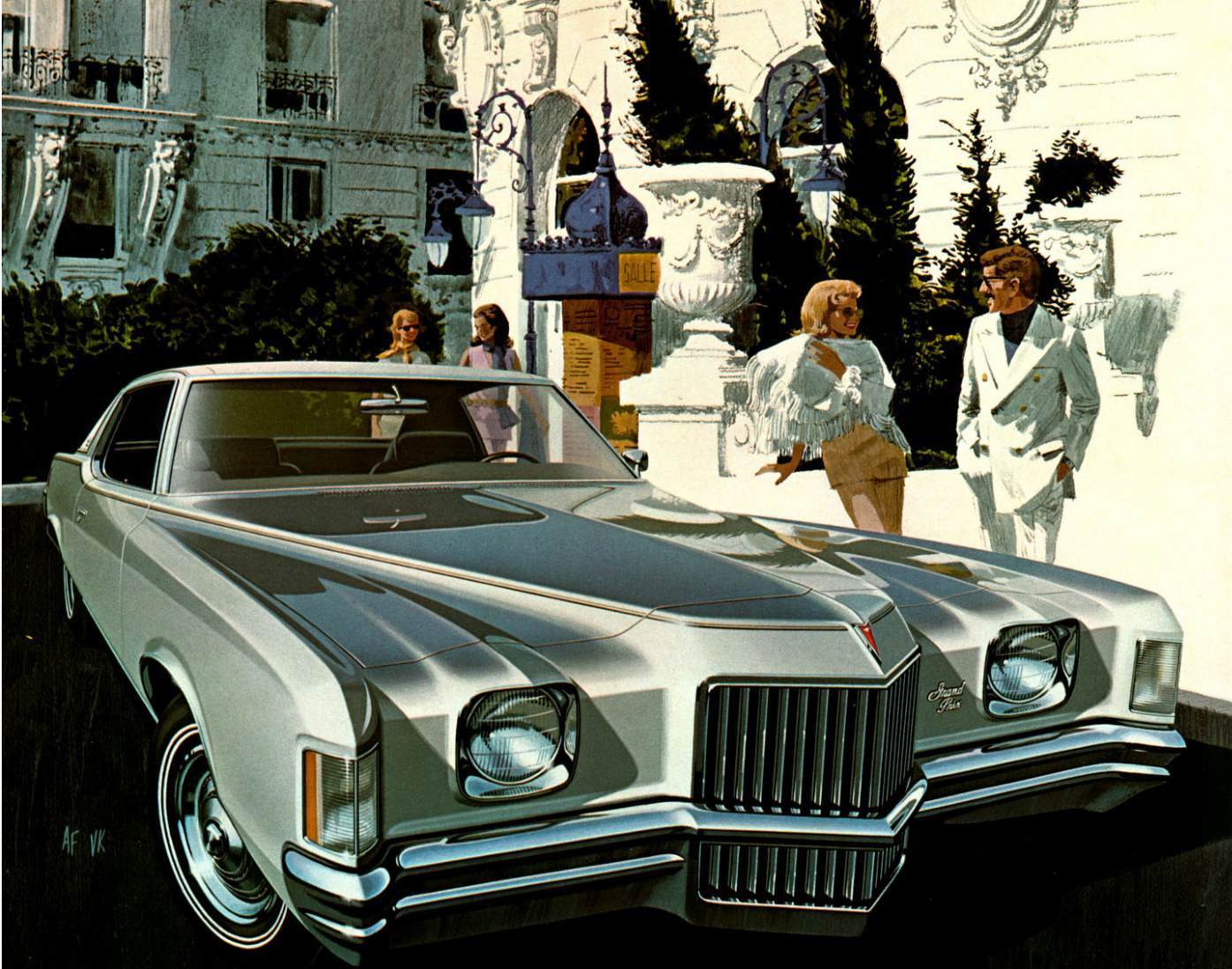




PONTIAC  
1971

GRAND PRIX • GRAND VILLE • GRAND SAFARI • BONNEVILLE • PARISIENNE BROUGHAM • SAFARI • CATALINA • LAURENTIAN





## Grand Prix

When the new Grand Prix was introduced in 1969, automotive critics hailed our luxury/sport as the new classic car.

Well, you don't tamper with a classic car. You refine it, maybe. Hone it.

It's just that we take our refining and honing very seriously.

We refashioned the front end. Gave it a more massive grille and a new, more protective, two-tiered bumper.

We moved around back and carved out a new sculptured rear end.

All in all, though, that's about the extent of our work on the exterior. With the rest of the car, however, that's

a totally different story.

Right off, we gave it variable-ratio power steering, power front disc brakes and a brand-new engine. A 400-cubic-inch V8 that runs beautifully (and more cleanly) on regular or low-lead fuel.

Now no engine amounts to much unless it's married to a transmission. And Grand Prix's is right in keeping with its image as a performance car gone luxurious. A heavy-duty, 3-speed Muncie connected to a Hurst floor shifter.

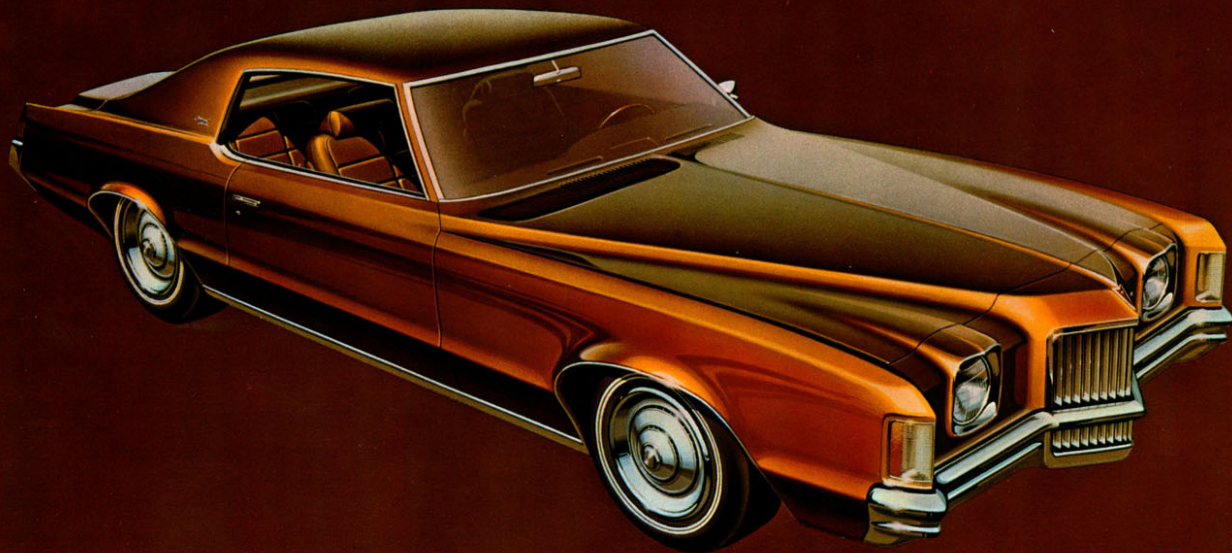
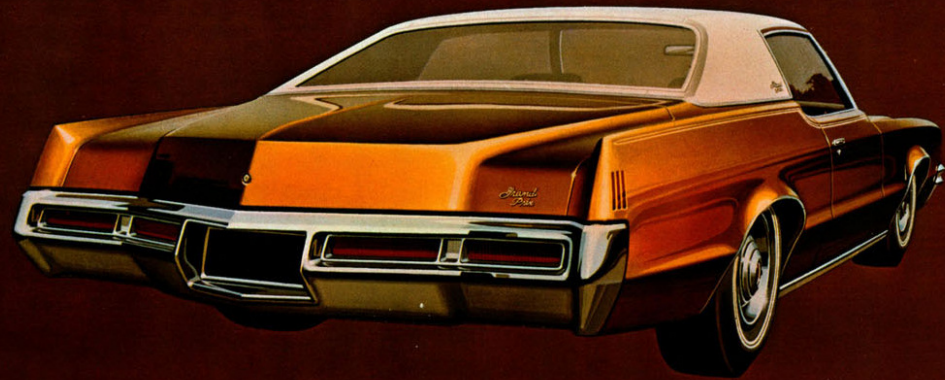
Yes, it's on the floor. Cupped in a vinyl-covered console that's flanked by two of the plushest bucket seats ever discovered in an automobile.

*Some of the equipment illustrated is optional at extra cost.*



Grand Prix bucket seats in all-Morrokide





## Grand Prix

But the excitement really begins when you slide behind the wheel of a '71 Grand Prix.

In front there's a wraparound instrument panel that puts every gauge, control and switch within easy reach. The soft-rim steering wheel adds its own feel of luxury.

You see what seems to be an acre of leather. Only it's a new grained vinyl that is unlike any vinyl you've yet come across. It looks much like pigskin.

If an all-leather look doesn't appeal to you, though, you can choose a classic herringbone fabric trimmed in Morrokide. And if bucket seats aren't for you, either, you

can have a notch-back front seat.

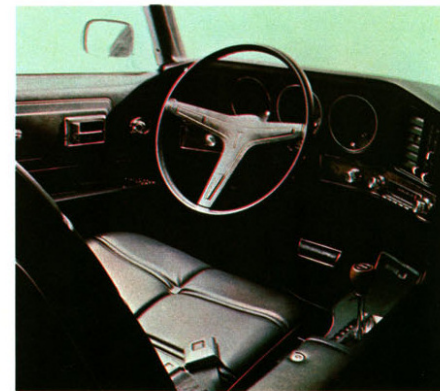
What we've just described applies to our "J" Model Grand Prix. But there's an "SJ" Model that could also fit your plans.

It has a 455-cubic-inch V8. Special rally gauges and clock, right-hand and left-hand body-colored outside mirrors (left-hand, remote-controlled), door courtesy lamps, trunk lamp, vinyl accent stripes, model SJ identification, and a new maintenance-free battery that'll never need water.

1971 Pontiac Grand Prix.

The classic example of what Pontiac stands for.

*Some of the equipment illustrated is optional at extra cost.*



Grand Prix interior showing console-mounted control for optional Turbo Hydra-Matic transmission



## The first Grand Ville

Grand Ville is here. A completely new Pontiac that never existed before. A true luxury car at a sensible price.

We think Grand Ville's exclusive new formal roof, honesty of line and overall presence amply fulfill the requirements of luxury.

A criterion of the true luxury automobile has to be roominess. Grand Ville is unusually spacious. Through the shoulders. Above the head. As much rear-seat leg room in the 2-door hardtop as you'll find in most 4-doors.

The engine is a 455-cubic-inch V8. Standard steering is variable-ratio power steering. Standard brakes are power brakes with discs in front. And the standard transmission is a 3-speed manual, fully-synchronized.

In the hardtop coupe and convertible, the front seat is the notch-back variety. In the 4-door hardtop, it's a full bench seat with a pulldown center armrest. (If you prefer, a 60/40 front seat can be ordered.)

And these seats are unlike any you've ever sat in before. Solid foam comfort that will keep its new car shape for the lifetime of your Grand Ville.

*Some of the equipment illustrated is optional at extra cost.*

Right: Grand Ville Four-Door Hardtop



Foreground: optional Custom bench seat for Grand Ville Four-Door Hardtop; Background: standard seat.

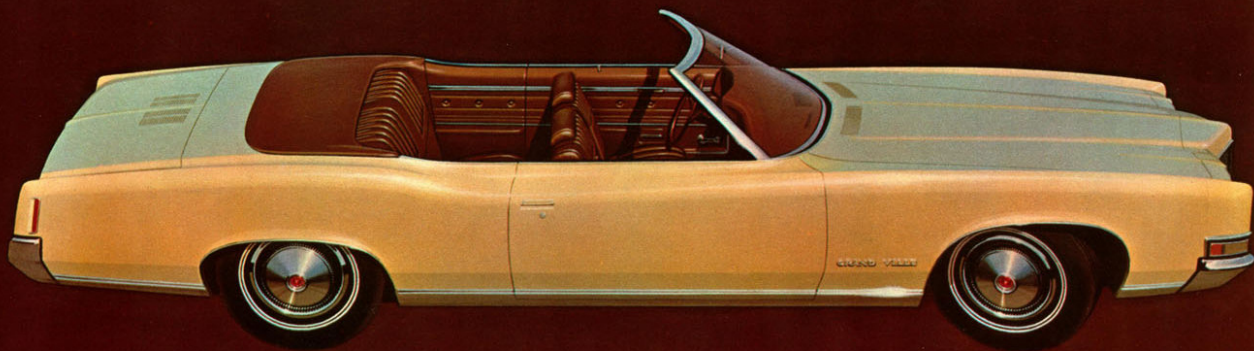
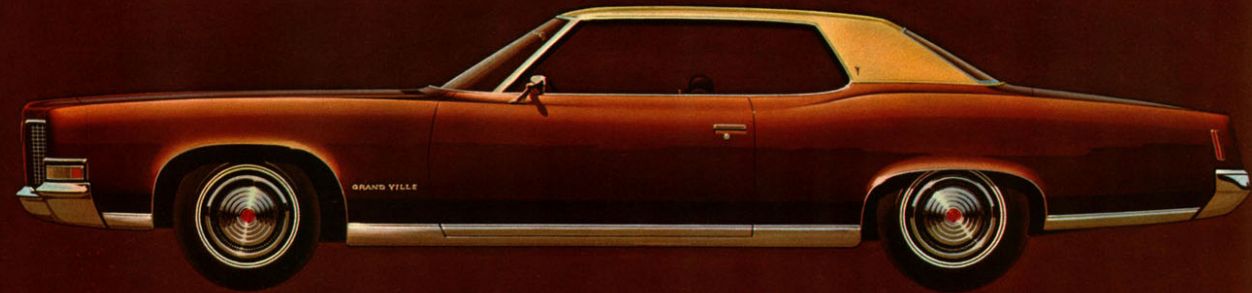


Grand Ville instrument panel



VK AF





## The first Grand Ville

In both the hardtop coupe and 4-door hardtop there's a wide-pleat motif in knit nylon trimmed with color-matched Morrokide.

In the convertible, seats are all-Morrokide (you can also order this interior for the hardtop coupe and 4-door hardtop).

Grand as all this is, however, it just complements everything else. The new, heavily padded instrument panel with Carpathian burled elm vinyl accents, the loop-pile nylon-blend carpet, the courtesy lamp switches at each door. Even the trunk has attractive side panels.

No matter how elegant Grand Ville's standard interior

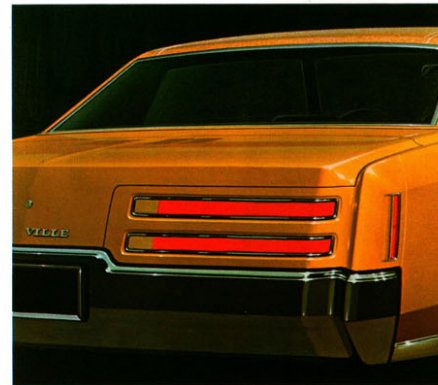
is, you still might prefer indulging in the added luxury of the Grand Ville Custom trim option. Your dealer has the grand details.

Well, that about covers the first Grand Ville—except for one thing. Ride.

It's Pontiac's smoothest and quietest. And that's saying a lot because all of the new 1971 Pontiacs have greater amounts of special noise suppressors throughout, new thicker body and engine mounts, and softer rubber bushings in the suspension.

All in all, we think you'll find Grand Ville a very impressive and true luxury car.

*Some of the equipment illustrated is optional at extra cost.*



Grand Ville's distinctive twin-bar taillamp

Top left: Grand Ville Hardtop Coupe  
Bottom left: Grand Ville Convertible



# Bonneville

Every year we build a better Bonneville. It's just that this year's all-new styling makes it more apparent.

The sides, when viewed from the front or rear, look like parentheses ( ). And on the new Bonneville, that looks great.

Of course, what's between those two curves can be pretty exciting, too. Like the new 455-cubic-inch V8 nestled under the hood.

Speaking of size, this year's Bonneville rides on a longer 126" wheelbase. And that means there'll be a smoother ride than ever.

Our new front suspension is nothing less than sensational.

You point the car and it homes in like it was pulled on a string. And, Bonneville comes with variable-ratio power steering!

As for its all-new interior, there's a great new collection of fabrics plus a new grained vinyl that has all the look of imported pigskin.

Further inducements to see the Bonneville interior in person include the loop-pile nylon-blend carpet, the look of Castilian leather on the instrument panel, and the Custom Cushion steering wheel.

The better Bonneville for 1971!

*Some of the equipment illustrated is optional at extra cost.*

Right: Bonneville Hardtop Coupe



Bonneville bench seat in all-Morrokide



Top: Bonneville Four-Door Hardtop  
Bottom: Bonneville Four-Door Sedan





## Parisienne Brougham

New Parisienne Brougham. The most luxurious and distinctive Parisienne ever.

When we say luxurious, it's no exaggeration. What else could we call the exclusive upholstery materials, wall-to-wall carpeting and special interior trim with the look of Spanish leather.

Brakes are power (discs in front, drums in rear).

Forgetting Brougham's elegant side for a moment, let's get back to Parisienne's traditional value.

As in all full-sized Pontiacs for 1971, the leading edge extensions on the front fenders are tough, ding-resistant and designed for easy replacement. Disappearing windshield wipers are standard, along with Pontiac's famous hidden radio antenna. And if you happen to notice our slim new windshield pillar styling, that's an additional benefit from a stronger and quieter roof construction. And there's almost 14% more glass area for better visibility.

*Some of the equipment illustrated is optional at extra cost.*

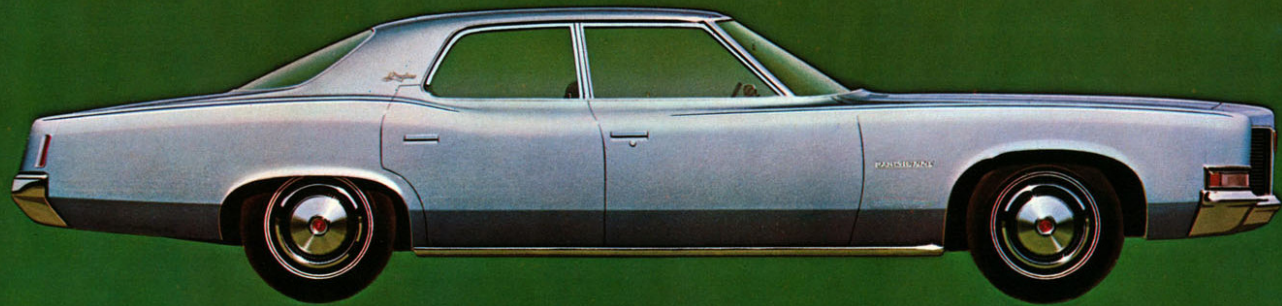
Right: Parisienne Brougham Four-Door Hardtop



Parisienne Brougham bench seat in all-Morrokide







## Parisienne Brougham

Going now to value-plus items, Pontiac has a long list of great things you can order for your 1971 Parisienne Brougham.

Number one in many people's minds will be our new cassette tape player—an industry first.

Cassettes, as you probably know, are smaller than the standard cartridges, yet since they store three times as much sound in the same volume of space, they're more convenient to carry around.

In addition to the new cassette player, other sound systems are also available including: a new 8-track stereo cartridge tape player integrated into one compact unit with an AM or AM/FM stereo radio, and a new 4-speaker stereo system that blankets each passenger with a full, rich sound.

Incidentally, the new Parisienne Brougham is identified by a bright emblem on the side of the roof and dual paint stripes highlighting both front and rear fenders. As with the rest of the car, it's handled with restraint and good taste.

*Some of the equipment illustrated is optional at extra cost.*

Top: Parisienne Brougham Four-Door Sedan  
Bottom: Parisienne Brougham Hardtop Coupe





## Catalina

It's hard to believe that Catalina's great features aren't the proud possession of many more expensive cars.

The dramatically convex sides would certainly be welcome. As would be the new grille and rugged front bumper.

The seats are a revolutionary new design with integrally molded front cushions and backs of solid foam over steel.

On top of all this soft padding you'll find either a heavily embossed brocade trimmed with Morrokide, or fully expanded Morrokide. It depends on which of Catalina's four new models you select.

If it's the convertible like the one you see here, there's

more good news. The top has a brand-new, "inward-folding" top mechanism that does away with the need for storage compartments at the ends of the seat. About eight more inches of rear seat room is now available.

No matter which Catalina you select, however, there's no getting away from such typically value-added features as the fully padded dash with simulated woodgrain framing; thick-padded, loop-pile carpet throughout; dual-speed, parallel-action windshield wipers; a new sound-deadening network you wouldn't believe and—oh, yes!—performance.

*Some of the equipment illustrated is optional at extra cost.*



Left: Catalina Convertible

Catalina bench seat in all-Morrokide





## Catalina

Performance this year comes from a big 350-cubic-inch V8 engine that develops some 245 horsepower (250 in the convertible).

Like all Pontiac engines for 1971, Catalina's was designed to operate efficiently, and with lower exhaust emissions, on low-lead gasoline. If low-lead gasoline is not available in your area, any leaded regular gas with a Research Octane Number of at least 91 may be used.

Speaking of efficiency, the new Catalina's instrument panel is designed so that any bulb can be changed in

less than a minute without any special tools or wild contortions. Further, all instruments in Catalina's new dash arrangement have the same quick removal and replacement capability.

As you can see, we didn't stint a bit with our 1971 Catalina. We tried to serve up all the car possible for your money.

But, then, that's always been the Pontiac way. And always will be.

*Some of the equipment illustrated is optional at extra cost.*



Catalina bench seat in cloth-and-Morrokide

Top: Catalina Four-Door Hardtop  
Centre: Catalina Hardtop Coupe  
Bottom: Catalina Four-Door Sedan



# Laurentian

Laurentian offers more than ever before. At the lowest price available for a full-size Pontiac.

A longer, 123½-inch wheelbase and a wider, 64-inch track. Power front disc brakes as standard equipment.

New, one-piece molded foam cushions in the front that will keep their deep comfort for the life of the car. A choice of four cloth-and-Morrokide or three all-Morrokide trims.

A wrap-around instrument panel with the richness of simulated flame chestnut woodgrain.

A powered Center-Flow ventilation system at no extra cost.

A new kind of open rocker panel that virtually does away with corrosion problems. A new Endurex material in the nose that won't dent, rust or stone chip.

And, because of the convex styling at the sides, the easiest getting-into and getting-out of automobile since running boards.

What isn't new?

You can get a standard six or V8. Because Laurentian people like to have that choice.

Everything else? All new. And all Pontiac!

*Some of the equipment illustrated is optional at extra cost.*

Right: Laurentian Hardtop Coupe



Laurentian bench seat in cloth-and-Morrokide



Laurentian Four-Door Sedan





# Station Wagons

What's so special about our new wagons? Besides being Pontiacs? For one thing, our new disappearing tailgate. At the flick of a switch or a turn of the key the window retracts into the roof. Then, either manually or through a power unit you can order, the tailgate slides under the floor.

Directing your attention to the Grand Safari 3-Seat Stations Wagon you see here, kindly notice the new simulated woodgrain panelling you can order for the outside. It actually takes on a hint of the body color so there's no great clash between the two. With a green car, it looks like limed oak. With gold, like honey maple.

Now if you'll look closely, you'll see that the third seat faces forward this year. We turned it around to provide more comfort and because a good many people simply dislike riding backwards.

The new wagons have undergone other important rear-end changes. For one, a leaf-spring suspension.

Since a wagon is heavier in the rear, it has a tendency for more sideways motion in the back. But with their greater lateral strength, these new leaf springs curb that inclination and provide greater ease of handling.

*Some of the equipment illustrated is optional at extra cost.*

Right: Grand Safari 3-Seat Station Wagon with optional simulated woodgrain panelling



Disappearing tailgate with standard power window







## Station Wagons

The other big rear-end change for these wagons has to do with aerodynamics. The new rounded shape makes a tailgate dust deflector unnecessary since the natural flow of air keeps the window clean.

As you may have guessed, the Grand Safari is more grand than our other wagons.

It carries a 455-CID 2-bbl. V8. Or you can order the 455-CID 4-bbl. version.

On the new Safari and Laurentian station wagons you get a 350-cubic-inch V8. Or one of two 400 or 455-CID V8s you can order.

Cargo capacity, including the hidden storage compartment, is a big 102.3 cubic feet.

Now you know why station wagons can be very special.

*Some of the equipment illustrated is optional at extra cost.*

Top: Safari 2-Seat Station Wagon with optional simulated woodgrain panelling  
Centre: Safari 3-Seat Station Wagon  
Bottom: Laurentian Station Wagon



Grand Safari interior in all-Morrokide



Safari interior in all-Morrokide





Steel Side-Guard beams

Steel Cargo-Guard bulkhead



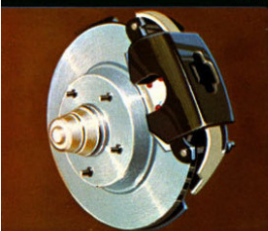
Bias-belted tires



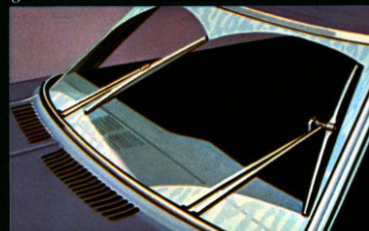
Energy-absorbing steering column



Steering column lock



Power front disc brakes



Driver's wiper blade "articulated"



Magic-Mirror finish



12-inch day/night mirror

## Standard Features

Pontiac stands for innovation. Being first.

The first Wide-Track ride. The first dent-resistant, rustproof bumper. The first hidden windshield wipers. The first hidden radio antenna.

And now GM's brand new disappearing tailgate for station wagons. Features that pay off in extra pleasure and convenience every mile you drive. And pay off again in higher resale value when you trade.

Whichever 1971 Pontiac you choose, you know you're getting quality. Beautiful interiors. The finest fabrics. Attention to detail.

An acrylic lacquer Magic-Mirror finish (fifteen standard Pontiac colors available) that will stay rich and lustrous for years with minimum care.

New "open" rocker panels uniquely designed to ward off corrosion. Some Pontiac features are simply improvements. Like having front side markers that now flash with the turn signals.

Some features are brand new. Like the "inward-folding" tops on convertibles that give about eight inches more width to the rear seat.

Some features are continued. Like the steel Side-Guard beams in all doors and the steel Cargo-Guard bulkhead between the trunk and the passenger compartment.

And some features will save you money. Like being able to operate even our biggest engine efficiently on regular-grade gas.

Pontiac will always stand for innovation. And for integrity. Integrity to the basic concept that Pontiac owners deserve to get their money's worth—and more.

## Reassurance features

### Occupant Protection

- Contoured Windshield Header (Grand Prix only)
- Contoured Roof Rails (except Grand Prix)
- Energy-Absorbing Padded Instrument Panel and Front and Intermediate Seat Back Tops
- Energy-Absorbing Steering Column
- Folding Seat Back Latches
- Fuel-Tank Impact Security
- Glove Box and Console Door Latch Impact Security
- High-strength Front-Seat Anchorages and Construction
- High-Strength Rear-Seat Retention
- Padded or yielding Windshield Pillar Moldings
- Stamped Steel Door

### Hinges (At Least One Per Door)

- Passenger-Guard Door Locks with Forward-Mounted Lock Buttons
- Padded Sun Visors
- Safety Armrests
- Safety Door Latches and Hinges
- Safety Steering Wheel
- Seat Belts with Pushbutton Buckles for all Passenger Positions
- Shoulder Belt Anchorages for Rear-Seat Outboard Occupants
- Soft, Low-profile Window Control Knobs, Coat Hooks, Dome Lamp
- Thick Laminate Windshield
- Two Front-Seat Head Restraints
- Two Front-Seat Belt Retractors
- Shoulder Belts with Pushbutton Buckles, Driver and Right

## Options

Pontiac the Innovator offers two "industry firsts" in optional equipment.

The translucent walnut woodgrain panelling that's available for all station wagons (it lets a hint of the body color come through).

And the cassette tape player you can order with any Pontiac. The advantages of cassettes are detailed in the Parisienne Brougham section of this catalogue.

Many of the more popular options are so popular that this year they "come standard" with certain models.

For instance, power steering is regular equipment on some Pontiacs. While power front disc brakes are standard on all our full-size '71s. And a power rear window, on the full-size wagons.

Your salesman will gladly make the whole picture clear for you. And recommend other options not shown here for your consideration.

A strip of Endura molding along both sides is good protection against other people's carelessness in parking lots.

You've a choice of an electric rear window defroster or a blower-type defogger, both improved; either one is a sound investment.

Air Conditioning. There must be a reason why more and more Canadians are ordering air conditioning every year. There are several. Controlled comfort through the year. "Windows up" quietness and cleanliness. More trade-in value for your car at resale time. Just ask your salesman.

A few carefully-chosen options will help you to get even more fun and satisfaction out of your new Pontiac.

### Front Passenger (except convertibles)

- Roto-Safe Radiator Cap
- Smooth Contoured Door and Window Regulator Handles
- Cargo-Guard
- Side-Guard Beam

### Accident Prevention

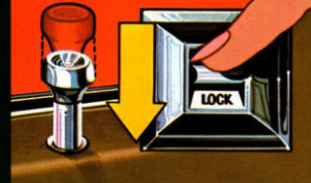
- Backup Lights
- Dual Master Cylinder Brake System with Warning Light
- Starter Safety Switch
- Dual Action Safety Hood Latches
- Four-Way Hazard Warning Flasher
- Headlamp-Aiming Access Provision
- Lane-Change Feature in Directional Signal Control
- Outside Rearview Mirror
- Low-Glare Instrument Panel Top, Inside Windshield Moldings, Wiper Arms and Blades and Metallic Steering Wheel Surfaces
- No Winged Wheel Nuts, Discs or Caps
- Parking Lamps that Illuminate with

### Headlamps

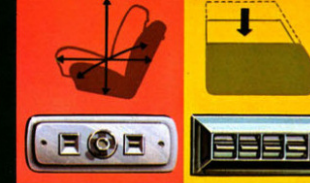
- Safety Wheel Rims
- Self-Adjusting Brakes and Corrosion-Resistant Brake Lines
- Front Side Marker Lamps that Flash with Directional Signals
- Side Marker Lamps with Reflectors
- Uniform Shift Quadrant with Automatic Transmission
- Wide-View Inside Day/Night Mirror (Vinyl-Edged Shatter-Resistant Glass)
- Windshield Defrosters, Washers and Dual-Speed Wipers.

### Anti-Theft

- Anti-Theft Ignition Key Warning Buzzer
- Anti-Theft Steering Column Lock
- Inside Hood Lock Release (except Grand Prix)
- Multiple Key Combinations
- Tamper-Resistant Odometer with Telltale Feature
- Visible Vehicle Identification.



Electric door locks



Power seats

Power windows



Remote control outside mirror



Rear window defogger



AM/FM Stereo Radio and Tape Player



Air Conditioning



Automatic Cruise Control



Trunk light



Electric clock



Underhood light



# Specifications

	LAURENTIAN		CATALINA		SAFARI		PARISIENNE BROUGHAM		BONNEVILLE		GRAND SAFARI		GRAND VILLE		GRAND PRIX	
Body Styles	Hardtop Coupe 4-dr. Sedan	— — —	— 2-seat Sta. Wgn. 3-seat Sta. Wgn.	Hardtop Coupe Convertible 4-dr. Sedan 4-dr. Hardtop	— — —	2-seat Sta. Wgn. 3-seat Sta. Wgn.	— — —	Hardtop Coupe 4-dr. Sedan 4-dr. Hardtop	— — —	Hardtop Coupe 4-dr. Sedan 4-dr. Hardtop	— — —	2-seat Sta. Wgn. 3-seat Sta. Wgn.	— — —	Hardtop Coupe Convertible 4-dr. Hardtop	— — —	Hardtop Coupe
Engines	Standard (6 cyl.) Standard (8 cyl.) Optional (8 cyl.)	250-1 350-2 400-2 400-4 455-2 455-4	— 350-2 400-2 400-4 455-2 455-4	— 350-2 400-2 400-4 455-2 455-4	— 350-2 400-2 400-4 455-2 455-4	— 350-2 400-2 400-4 455-2 455-4	— 350-2 400-2 400-4 455-2 455-4	— 350-2 400-2 400-4 455-2 455-4	— 350-2 400-2 400-4 455-2 455-4	— 455-2 455-4	— 455-2 455-4	— 455-2 455-4	— 455-2 455-4	— 455-4	— 455-4	— 400-4 455-4
Transmissions	Standard Optional	3-spd. Manual Automatic (2 speed) Hydra-Matic	3-spd. Manual Hydra-Matic	3-spd. Manual Automatic (2-speed) Hydra-Matic	3-spd. Manual Hydra-Matic	3-spd. Manual Automatic (2-speed) Hydra-Matic	3-spd. Manual Automatic (2-speed) Hydra-Matic	3-spd. Manual Automatic (2-speed) Hydra-Matic	3-spd. Manual Hydra-Matic	3-spd. Manual Hydra-Matic	3-spd. Manual Hydra-Matic	3-spd. Manual Hydra-Matic	3-spd. Manual Hydra-Matic	3-spd. Manual Hydra-Matic	3-spd. Manual 4-spd. Manual Hydra-Matic	
Power Brakes	Front Disc (dia.) Rear Drum (dia.) Area (Gross)	11.7 in. 11.0 in. 124.0 sq. in.	11.7 in. 12.0 in. 128.8 sq. in.	11.7 in. 11.0 in. 124.0 sq. in.	11.7 in. 12.0 in. 128.8 sq. in.	11.7 in. 11.0 in. 124.0 sq. in.	11.7 in. 11.0 in. 124.0 sq. in.	11.7 in. 11.0 in. 124.0 sq. in.	11.7 in. 11.0 in. 124.0 sq. in.	11.7 in. 12.0 in. 128.8 sq. in.	11.7 in. 11.0 in. 124.0 sq. in.	11.7 in. 12.0 in. 128.8 sq. in.	11.7 in. 11.0 in. 124.0 sq. in.	10.9 in. 9.5 in. 110.6 sq. in.		
Steering Ratio	Overall Power-variable	30.8:1 17.6-14.3:1	30.8:1 16.6-14.3:1	30.8:1 17.6-14.3:1	30.8:1 16.6-14.3:1	30.8:1 17.6-14.3:1	30.8:1 16.6-14.3:1	30.8:1 16.6-14.3:1	30.8:1 16.6-14.3:1	30.8:1 16.6-14.3:1	30.8:1 16.6-14.3:1	30.8:1 16.6-14.3:1	30.8:1 16.6-14.3:1	30.8:1 17.1-13.6:1		
Turning Dia. (ft.) curb to curb		N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	39.3	
Energizer	Standard 6 cyl. 350, 400 V8 455 V8 Optional	45 amp. hr. 61 amp. hr. 62 amp. hr. 76 amp. hr.	— 61 amp. hr. 62 amp. hr. 76 amp. hr.	— 61 amp. hr. 62 amp. hr. 76 amp. hr. (Conv.—62 amp.)	— 61 amp. hr. 62 amp. hr. 76 amp. hr.	— 61 amp. hr. 62 amp. hr. 76 amp. hr.	— 61 amp. hr. 62 amp. hr. 76 amp. hr.	— 61 amp. hr. 62 amp. hr. 76 amp. hr.	— 61 amp. hr. 62 amp. hr. 76 amp. hr.	— 62 amp. hr. 76 amp. hr.	— 62 amp. hr. 76 amp. hr.	— 62 amp. hr. 76 amp. hr.	— 62 amp. hr. 76 amp. hr.	— 62 amp. hr. 76 amp. hr.	— 61 amp. hr. 62 amp. hr.	
Suspension		— Full Coil	F—Coil R—Leaf	— Full Coil	F—Coil R—Leaf	— Full Coil	— Full Coil	— Full Coil	— Full Coil	F—Coil R—Leaf	— Full Coil	— Full Coil	— Full Coil	— Full Coil		
Frame		Perimeter	Perimeter	Perimeter	Perimeter	Perimeter	Perimeter	Perimeter	Perimeter	Perimeter	Perimeter	Perimeter	Perimeter	Perimeter		
Wheelbase		123.5 in.	127.0 in.	123.5 in.	127.0 in.	123.5 in.	127.0 in.	123.5 in.	126.0 in.	127.0 in.	127.0 in.	126.0 in.	126.0 in.	118.0 in.		
Length		220.2 in.	230.2 in.	220.2 in.	230.2 in.	220.2 in.	230.2 in.	220.2 in.	224.2 in.	230.2 in.	230.2 in.	224.2 in.	224.2 in.	212.9 in.		
Height (4-door)		54.3 in.	54.2 in.	54.3 in.	54.2 in.	54.3 in.	54.2 in.	54.3 in.	54.4 in.	54.2 in.	54.2 in.	54.2 in.	54.2 in.	52.0 in.		
Width		79.5 in.	79.5 in.	79.5 in.	79.5 in.	79.5 in.	79.5 in.	79.5 in.	79.5 in.	79.5 in.	79.5 in.	79.5 in.	79.5 in.	76.4 in.		
Weight (4-door)—curb		4075 lbs.	4775 lbs.	4093 lbs.	4856 lbs.	4105 lbs.	4172 lbs.	4172 lbs.	4172 lbs.	4922 lbs.	4922 lbs.	4922 lbs.	4400 lbs.	3966 lbs.		
Tread	front rear	64.0 in. 64.0 in.	64.0 in. 64.0 in.	64.0 in. 64.0 in.	64.0 in. 64.0 in.	64.0 in. 64.0 in.	64.0 in. 64.0 in.	64.0 in. 64.0 in.	64.0 in. 64.0 in.	64.0 in. 64.0 in.	64.0 in. 64.0 in.	64.0 in. 64.0 in.	64.0 in. 64.0 in.	62.0 in. 60.0 in.		
Tires	standard	G 78-15	L 78-15	G 78-15	L 78-15	G 78-15	L 78-15	G 78-15	H 78-15	L 78-15	L 78-15	L 78-15	H 78-15	G 78-14		
Wheel Size		15 x 6 in.	15 x 6 in.	15 x 6 in.	15 x 6 in.	15 x 6 in.	15 x 6 in.	15 x 6 in.	15 x 6 in.	15 x 6 in.	15 x 6 in.	15 x 6 in.	15 x 6 in.	14 x 7 in.		
Road Clearance		5.1	5.6	5.1	5.6	5.1	5.4	5.1	5.4	5.6	5.6	5.6	5.4	4.4		
Headroom	front (Hardtop Coupe) rear	38.0 in. 37.1 in.	39.6 in. 38.9 in.	38.0 in. 37.1 in.	39.6 in. 38.9 in.	38.0 in. 37.1 in.	38.0 in. 37.1 in.	38.0 in. 37.1 in.	38.0 in. 37.1 in.	39.6 in. 38.9 in.	39.6 in. 38.9 in.	39.6 in. 38.9 in.	38.7 in. 37.8 in.	37.5 in. 36.5 in.		
Legroom	front (Hardtop Coupe) rear	42.6 in. 35.5 in.	42.6 in. 38.6 in.	42.6 in. 35.5 in.	42.6 in. 38.6 in.	42.6 in. 35.5 in.	42.6 in. 35.5 in.	42.6 in. 35.5 in.	42.6 in. 35.5 in.	42.6 in. 38.6 in.	42.6 in. 38.6 in.	42.6 in. 38.6 in.	42.6 in. 38.5 in.	42.4 in. 31.6 in.		
Shoulder Room	front (Hardtop Coupe) rear	64.4 in. 62.0 in.	64.4 in. 63.0 in.	64.4 in. 62.0 in.	64.4 in. 63.0 in.	64.4 in. 62.0 in.	64.4 in. 62.0 in.	64.4 in. 62.0 in.	64.4 in. 62.0 in.	64.4 in. 63.0 in.	64.4 in. 63.0 in.	64.4 in. 63.0 in.	64.3 in. 57.1 in.	58.2 in. 57.1 in.		
Hip Room	front (Hardtop Coupe) rear	62.2 in. 56.2 in.	62.0 in. 63.6 in.	62.2 in. 56.2 in.	62.0 in. 63.6 in.	62.2 in. 56.2 in.	62.0 in. 63.6 in.	62.2 in. 56.2 in.	62.0 in. 56.2 in.	62.0 in. 63.6 in.	62.0 in. 63.6 in.	62.0 in. 63.6 in.	62.2 in. 56.2 in.	57.5 in. 52.7 in.		
Fuel Tank Capacity (app.)		20.0 imp. gal.	19.2 imp. gal.	20.0 imp. gal.	19.2 imp. gal.	20.0 imp. gal.	19.2 imp. gal.	20.0 imp. gal.	20.0 imp. gal.	19.2 imp. gal.	19.2 imp. gal.	19.2 imp. gal.	20.0 imp. gal.	19.5 imp. gal.		
Usable Luggage Space (cu. ft.)		16.2	—	16.2	—	16.2	—	16.2	16.2	—	—	—	16.2	16.2		
Cargo Volume (cu. ft.) (includes hidden compartment)		—	102.3	—	102.3	—	—	—	—	102.3	—	—	—	—		

For 1971, all Pontiac engines have been designed to operate efficiently on the new no-lead or low-lead gasolines. In addition to the lower exhaust emissions attainable with this engine/fuel combination, there are benefits in longer life for your spark plugs, exhaust system and other engine components. If these no-lead, low-lead gasolines are not available, any leaded regular grade gasoline with a research octane number of 91 or higher may be used.

## GENERAL MOTORS OF CANADA LIMITED OSHAWA, ONTARIO

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## Engines

	250-1 SIX	350-2 V8	350*	400-2 V8	400-4 V8	455-2 V8	455-4 V8
Displacement (cu. in.)	250	350	350*	400	400	455	455
H.P. @ rpm (Gross)	145 @ 4200	245 @ 4800	250 @ 4400	265 @ 4400	300 @ 4800	280 @ 4400	325 @ 4400
H.P. @ rpm (Net)	110 @ 3800	165 @ 4000	165 @ 4200	185 @ 3800	200 @ 4000†	190 @ 3200	230 @ 4400‡
Torque @ rpm (Gross)	230 @ 1600	350 @ 2800	350 @ 2400	400 @ 2400	400 @ 3600	455 @ 2000	455 @ 3200
Compression Ratio	8.5:1	8.5:1	8.0:1	8.2:1	8.2:1	8.2:1	8.2:1
Carburetion	1 bbl.	2 bbl.	2 bbl.	2 bbl.	4 bbl.	2 bbl.	4 bbl.
Bore and Stroke	3.875 x 3.53	4.00 x 3.48	3.875 x 3.75	4.12 x 3.75	4.12 x 3.75	4.15 x 4.21	4.15 x 4.21
Fuel	Regular	Regular	Regular	Regular	Regular	Regular	Regular
Oil System (less filter) (qts.)	3.3	3.3	4.2	4.2	4.2	4.2	4.2
Cooling System (qts.)	10.0	13.3	16.8	15.5	15.5	14.8	14.8
Exhaust System	Single	Single	Single	Single	Single†	Single	Dual‡
Clutch	9.12 in.	10.34 in.	10.4 in.	—	—	10.4	10.4
Axle Ratio						Station Wagon	Others
3-spd. manual	3.08:1	3.08:1	3.42:1	—	3.23:1 (Grand Prix)	3.42:1	3.42:1
4-spd. manual	—	—	—	—	3.23:1 (Grand Prix)	—	—
Automatic	3.08:1	3.08:1	3.08:1	—	—	—	—
Hydra-Matic	—	3.08:1	3.08:1	2.73:1	3.08:1	3.08:1	2.73:1
							3.07:1—Grand Prix

\*Catalina Conv., Safari and Laurentian wagon with manual transmission.

With Dual exhaust †250 @ 4400 ‡255 @ 4000 †Dual—Grand Prix ‡Single—Grand Ville Printed in Canada GM-2496-9/70