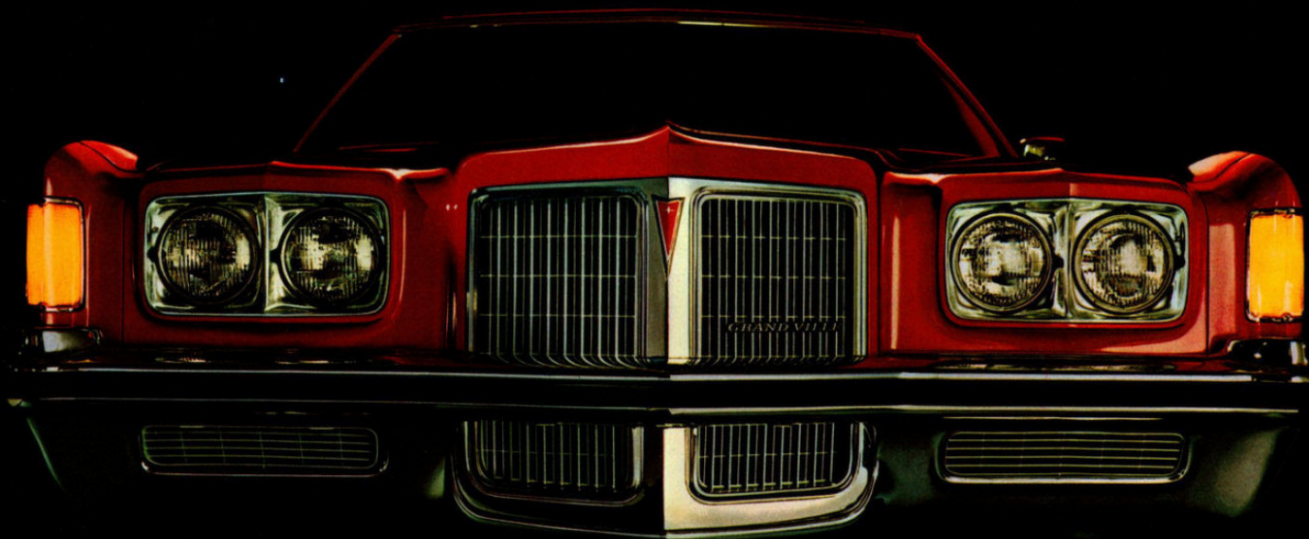
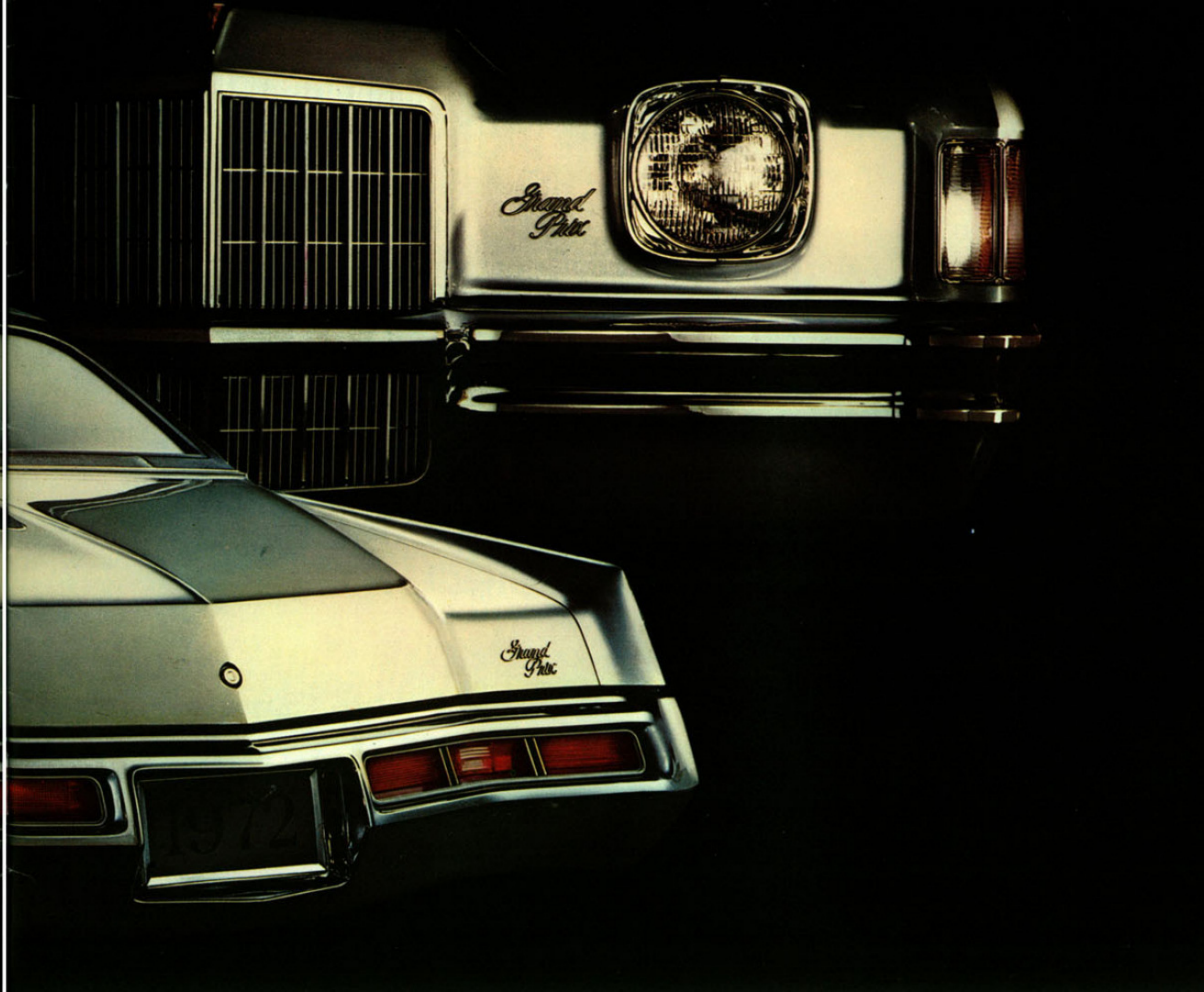


Pontiac 72

Grand Prix · Grand Ville · Bonneville
Parisienne Brougham · Catalina
Laurentian







Grand Prix

Styling as distinctive to Grand Prix as your fingerprints are to you. A grille that recalls the Golden Age of Classic Automobiles. A hood that seems to stretch out of sight.

But looks alone are not enough. Grand Prix is Pontiac's personal luxury car and because it's a Pontiac, Grand Prix performs.

It packs a 400-cubic-inch V8 that lets you choose regular, low-lead or no-lead fuels.

It has Turbo Hydra-Matic transmission. Not as an extra-cost feature, mind you, but as standard equipment.

It has variable-ratio power steering and power front disc brakes—also standard.

But looks and performance aren't enough.

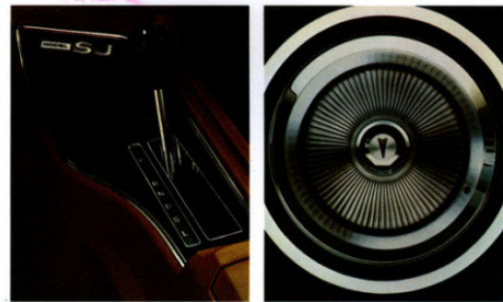
Grand Prix has interior surroundings that border on the princely.

You have your choice of seats. Buckets, including console—or notch-back front seat with pull-down centre armrest. And your choice of seating materials. A vertically-ribbed twill trimmed in vinyl or soft, supple all-vinyl.

And the instrument cluster is outlined with the look of rare Ceylonese teak.

Perhaps you might want even more, so ask about Grand Prix SJ. It sports a 455 V8, Rally gauges, even a battery that never needs water.

Grand Prix. Pontiac's classic for '72.

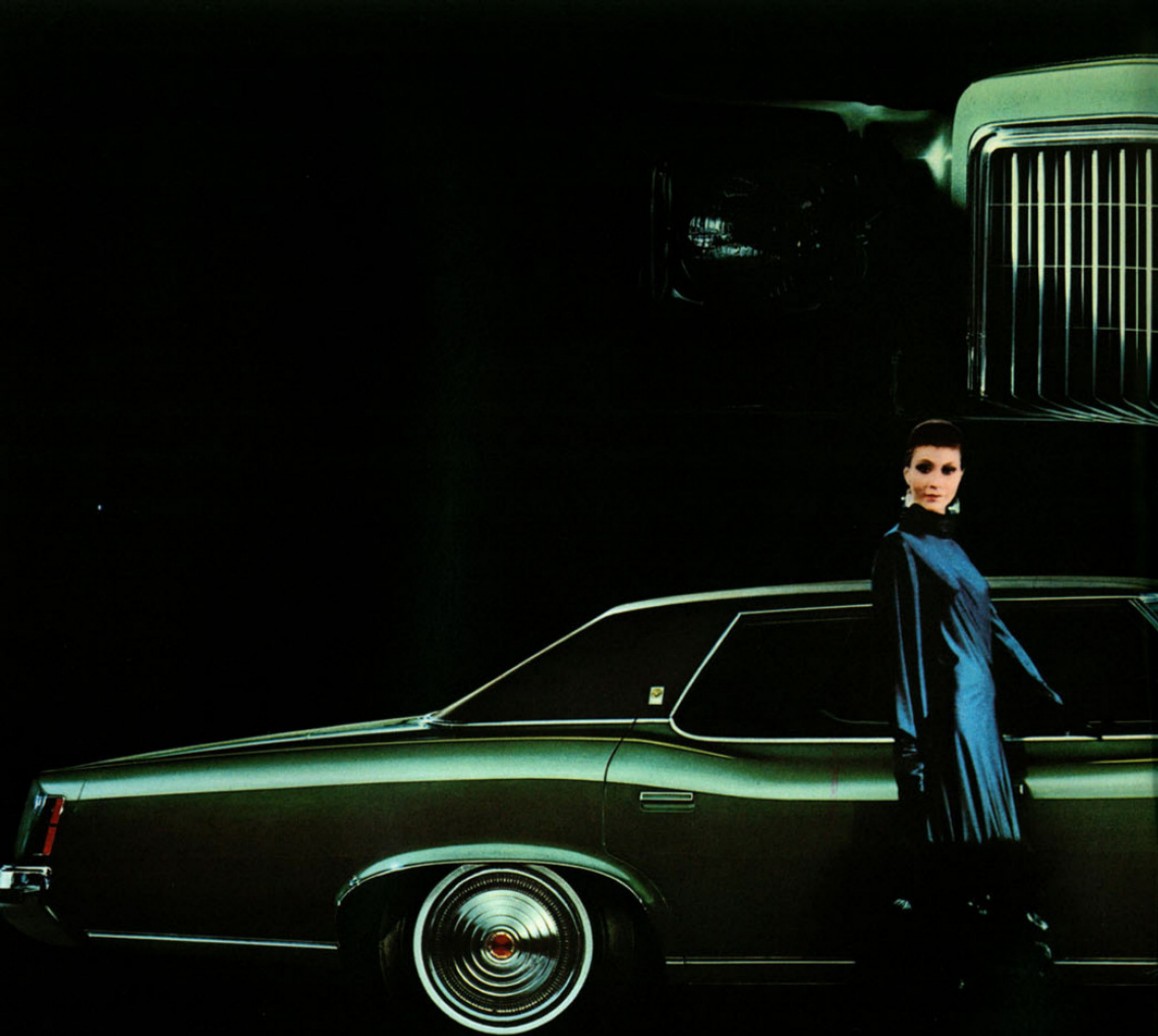


Top Right: Standard Turbo Hydra-Matic transmission, extra cost wheel cover and the wrap-around instrument panel with extra cost Custom Sport steering wheel.

Left: Standard bucket seat interior with perforated Morrokide upholstery.

Pages 2 & 3 and Right: Grand Prix Hardtop Coupe.

Some of the equipment shown or mentioned is optional at extra cost.





Grand Ville

Our most luxurious full-size car.

The styling is faultless. There is not one unnecessary line.

Grand Ville's Hardtop Coupe has a formal roof that's both elegant and practical. It provides a more spacious interior. Across the shoulders. Above the head. And in rear seat legroom.

The Hardtop Coupe and Convertible offer a notch-back front seat. The Four-Door Hardtop, a pull-down centre armrest.

Grand Ville luxury? Pontiac stylists combed through literally hundreds of fabrics before selecting the ones rich enough yet long-wearing enough.

Again, with the instrument panel, Grand Ville proves function and elegance *can* go together. The facia is completely padded and all the instruments are framed with teakwood vinyl. And the steering wheel is our Custom Cushion model. It gives when you squeeze it.

Among Grand Ville's more notable standard features are power brakes with front discs,

variable-ratio power steering, Turbo Hydra-Matic transmission and a 455 CID V8.

They make Grand Ville a most responsive, precise-handling and sure-stopping luxury car.

Grand as Grand Ville is, you can have it even grander by ordering the Custom Interior.

Available on the Hardtop Coupe and the Four-Door Hardtop, the Custom seats are

covered in rich, Keswick pattern cloth trimmed in pliant Morrokide. The carpet is thick sheared-pile nylon. The Four-Door offers a fold-down rear-seat armrest. And it has a special 60/40 front seat you can order. The ultimate.

Grand Ville for 1972. Nothing was spared to make it the flagship of the Pontiac line.



Optional Custom notch-back seat.



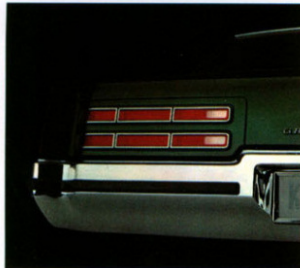
Grand Ville Four-Door Hardtop.



Above: Standard Custom Cushion steering wheel.

Top Left (and pages 6 & 7): Grand Ville Hardtop Coupe.

Left: Standard Two-Door Hardtop notch-back seat with centre armrest.



Distinctive taillamp treatment.



Grand Ville Convertible.

Some of the equipment shown or mentioned is optional at extra cost.



Bonneville

Bonneville started Pontiac's reputation for outstanding big car performance. By demonstrating that a big car is good for more than pointing down long stretches of very straight road.

This car handles.

With variable-ratio power steering and great Wide-Track stability. It has a thick front stabilizer bar, a 455 V8, Turbo Hydra-Matic and power brakes with front discs. All standard.

In case you didn't know, styling also has a lot to do with the way a car manages on the road. If the body offers too much wind resistance, a car tends to buck the wind. Then, again, if the aerodynamics are poor, it could tend to lift.

Bonneville's aerodynamic design inhibits both. So nothing should inhibit you from Bonneville.



Standard interior in patterned cloth-and-Morrokide.

Consider the seats. They come in a posh patterned fabric trimmed with a soft, *soft* vinyl (depending on model selected, seats are also covered entirely in this soft-yet-tough vinyl).

Loop-pile carpeting spreads underfoot.

And the instrument panel is inlaid with the look of rare teakwood.



New vertical parking lamps.



Bonneville Four-Door Sedan.



Bonneville Hardtop Coupe.

Some of the equipment shown or mentioned is optional at extra cost.



Parisienne Brougham

If you know anything about Pontiac, you know Parisienne. Year after year, Canadians voted Parisienne the most popular of our Pontiacs. And for very good reasons, including impressive showing at trade-in time.

Parisienne Brougham is simply Parisienne gone even more elegant.

And what's wrong with elegance?

Or with having all the protection you can get for all this elegance?

Such as having power brakes all around with the fade-resistant qualities of discs in front. They're standard on all Pontiacs in this catalogue. As is a dual master cylinder brake system with warning light.

And having thick, steel Side-guard beam construction in all doors.

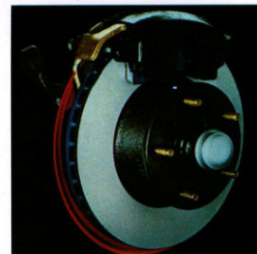
And a Cargo-guard designed to keep heavy objects in the trunk, in the trunk.

The steering column and the padded instrument panel are energy-absorbing.

The seat belts and shoulder belts are there to be used (be sure you use them, and insist on everybody else using them, too).

And this year there's something new to help protect the elegance of your Parisienne Brougham.

A massive front bumper that wraps around the handsome grille and the whole front end.

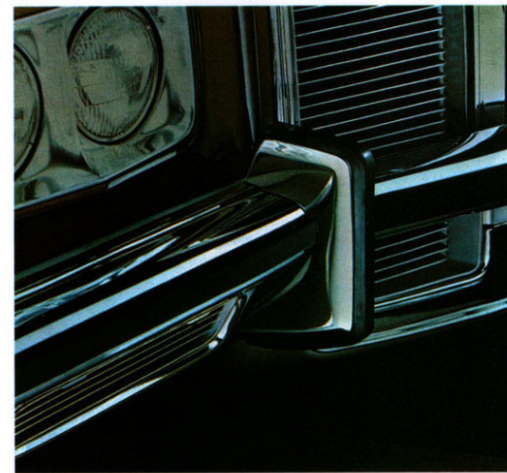


Standard power front disc brakes.

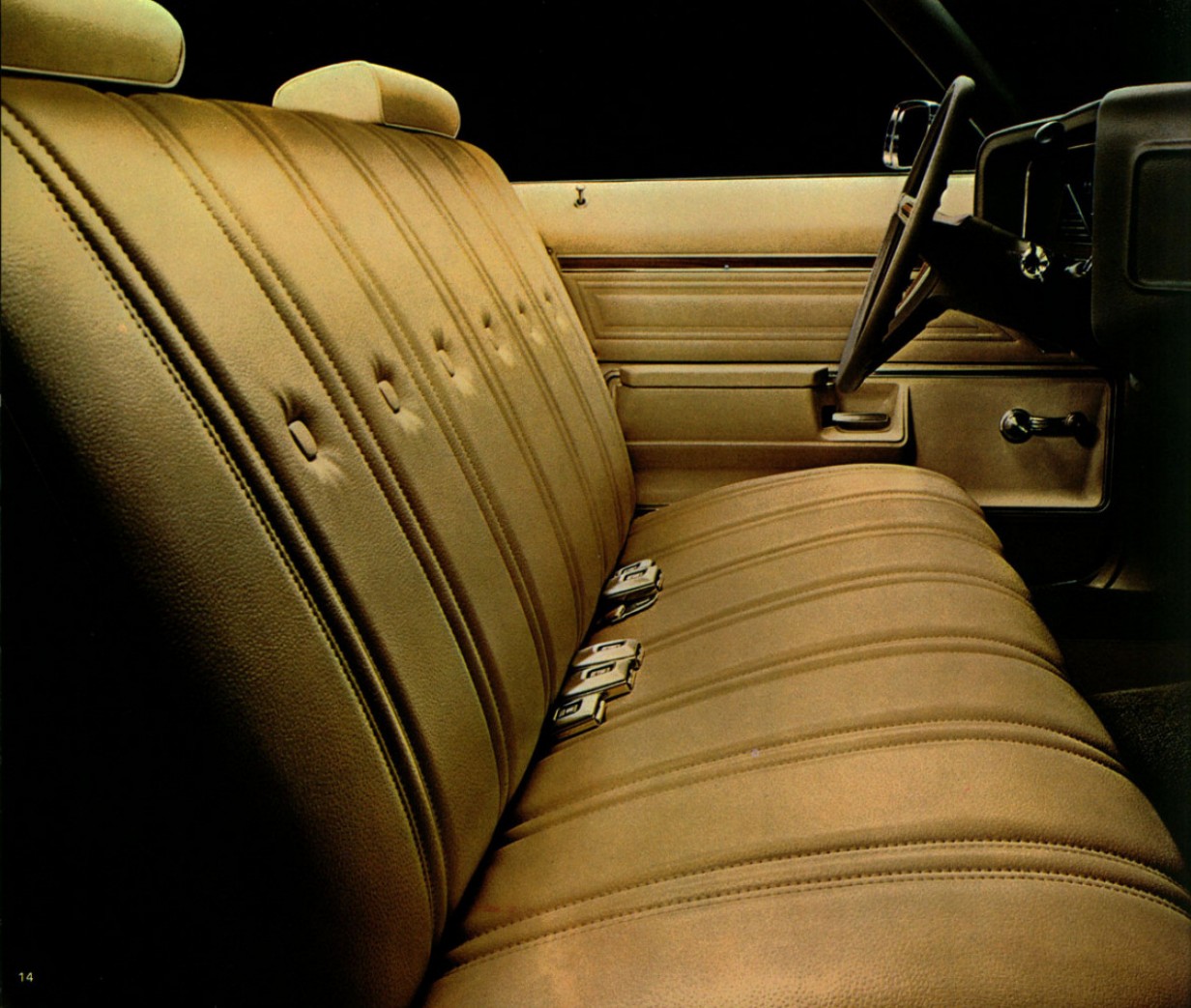
The 1972 bumper is more than merely new-looking. It absorbs energy. Two urethane-filled steel boxes are positioned between the bumper and the frame. Accidentally bumped, neither the bumper nor the sheet metal should suffer any damage.

You may order a wide rubber strip running the full width of the front and back bumpers. This helps guard against scratches, stone chips and such.

Serves double duty by adding a nice little styling touch and keeping your new Pontiac looking new longer.



Bumper guards are optional.



Parisienne Brougham

Elegance. At a price the most hard-headed realist finds affordable.

That's the intent of Parisienne Brougham.

A price that includes variable-ratio power steering, as positive as it is nimble.

And a 3-spoke Custom Cushion steering wheel with a rim covered in pliable vinyl that promises never to feel cold or clammy, no matter what the weather outside.

Upholstery materials are the richest in Parisienne's history. The seats are all hand-fitted. The rear seat is foam padded. Both the front seat cushions and the back of the rear seat are of one-piece molded foam. Very comfortable. Very long-lasting.

Do you like the look of teak? Then you'll like the look of the instrument panel. And the trim on the doors.

Were you planning to order automatic? You don't have to. Turbo Hydra-Matic is standard and if there's a smoother-shifting transmission around, we haven't met it.

You even have an electric clock.



Parisienne Brougham Four-Door Sedan.



Parisienne Brougham Four-Door Hardtop.

It's quiet inside. Deep, loop-pile carpeting, special noise suppressors and Pontiac's way of mating body to chassis all help to either dampen or absorb unwanted noise.

And it seems you're surrounded by about an acre of glass. A huge windshield. And the slim windshield pillar makes it appear even bigger. The glass curves up smoothly into the roof, too, so you not only have excellent visibility to the front, sides and rear—you can even see "up" better.

Here are a few more things you'll notice about a Parisienne Brougham. Dual, tastefully-decorative paint stripes highlight the front and rear fenders, the wheel-openings have bright-metal moldings, the wheels have deluxe wheel covers, and there's a luxury-looking "Brougham" nameplate on the sail panels.

All most elegant.

As we said, Parisienne has a history of being one of the most popular Pontiacs.

It looks like Parisienne Brougham will give it a good run for the money.

Some of the equipment shown or mentioned is optional at extra cost.



Catalina

Some people tell us that no other car quite cuts it like Catalina.

Who are we to argue?

If you're tracking down a full-size car that looks like a luxury limousine, knows all about comfort, has a reputation for outstanding performance, advanced features and real value—you may be excused for nominating Catalina as head of the class.

You can see what the looks are like outside. But styling also pertains to the interior. And again Catalina is not to be denied. Deluxe two-spoke steering wheel. Front seat cushions of solid foam (you'll never feel a spring in your back, ever). Loop-pile carpet that almost seems to have the bare-foot crowd in mind. Wrap-around instrument panel with woodgrain teak vinyl inserts. Beautifully patterned fabrics and Morrokide. All in all, it delights.

One word sums it up.
Catalina.

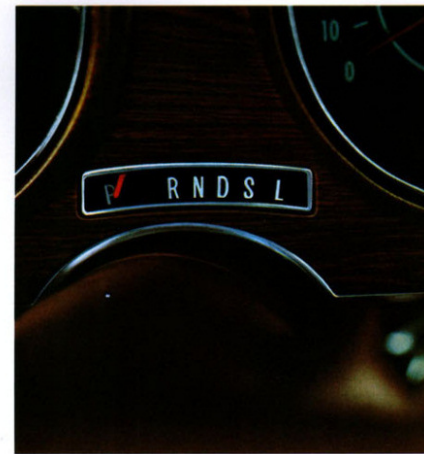
The automatic transmission quadrant you see below is in interesting company.

The convenience of the wrap-around design of Catalina's instrument panel is fairly obvious. Everything's there, *right* there.

But what isn't obvious is its serviceability. If the occasion should arise that a bulb has to be replaced, it can be done in less than a minute without doing the contortionist bit. Any bulb can be changed from the panel face in a jiffy. Even access to the radio is easy. And, as the man said, time is money.

The deluxe steering wheel puts power steering in your hands. And although it's standard, at no extra cost, it isn't simply "standard" power steering. You get the variable-ratio kind which means that the farther you turn the wheel, the quicker you make the turn.

You may want to consider the optional Custom Cushion steering wheel. It has a softer, squeezable rim.



Standard Turbo Hydra-Matic transmission.

Left: Catalina Hardtop Coupe.

Some of the equipment shown or mentioned is optional at extra cost.



Catalina

You may be pleasantly surprised to learn that, along with power steering, you get both power front disc brakes and a 3-speed Turbo Hydra-Matic transmission.

Your standard engine is a 350 CID V8. We've improved its performance this year by adding new induction-hardened exhaust valve seats for greater durability—and assured performance when using no-lead fuels.

In our fight to help remove the automobile from the air pollution problem, 1972 Pontiacs have a number of devices to help reduce noxious emissions.

All Pontiac engines are designed to operate efficiently on regular, low-lead and no-lead fuels. And an evaporative emission control system reduces the amount of gasoline fumes that might enter the atmosphere.

More than ever, Catalina is a better car, a better neighbour.

This is our most versatile series. You can choose a Catalina Hardtop Coupe, Four-Door Hardtop, Four-Door Sedan or the Convertible.

If your choice is Catalina's Convertible, your rear seat passengers get unusually generous hip and leg room.

And that's Catalina. The unusual, as usual.



Catalina Four-Door Hardtop.



Catalina Four-Door Sedan.



Catalina Convertible.

Some of the equipment shown or mentioned is optional at extra cost.

Left: Standard interior in patterned cloth-and-Morrokide.



Laurentian

Again, Laurentian seems to offer more downright dollar-for-dollar value than just about any other full-size car around.

Maybe it's even more apparent this year. Variable-ratio power steering is standard. And power brakes, including front discs. Three-speed Turbo Hydra-Matic transmission is standard with the standard 350 V8.

And 6-cylinder economies are standard with Laurentian's 250 Six. Our Laurentians give you a choice of Six or V8.

An energy-absorbing front bumper offers improved protection against minor impacts.

New sound suppressors further insulate you from road noise. Laurentian's quiet comfort is also aided and abetted by a double-panel acoustic roof construction.

You get a stable Wide-Track ride, a powered ventilation system, open rocker panels that cut corrosion problems, Side-guard beams and the complete 1972 safety equipment package.

And a ride-smoothing 123 1/2-inch wheelbase! All in all, Laurentian offers you impressive value at Pontiac's lowest prices for a full-size hardtop or sedan.

And isn't all this what you've been looking for?



Above: Standard interior in cloth-and-Morrokide.



Laurentian Hardtop Coupe.

Left: Laurentian Four-Door Sedan.

Some of the equipment shown or mentioned is optional at extra cost.

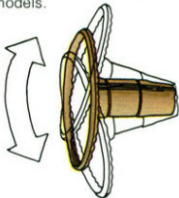
Features & Options



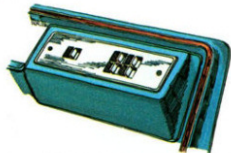
Pontiac air conditioning lets you drive in complete comfort—reduces inside humidity, helps to keep out dust and pollen, permits you to drive with windows closed, away from traffic noises. You have the choice of *Automatic Temperature Control Air Conditioning* or *Custom Air Conditioning*. With the Automatic system, you can set it and forget it or choose your own special comfort conditions. Our Custom system is an efficient, easy to use and convenient air conditioning system with sliding manual controls.



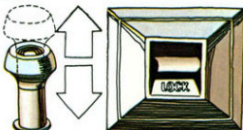
Pontiac offers you a luxury "feel" to your driving. The *Custom Cushion Steering Wheel* has its rim covered in soft, pliable vinyl that "gives" when you squeeze. Standard equipment on some models.



Here's an "extra" that really pays off in extra convenience. Order a *Tilt Steering Wheel* that adjusts to any one of six different positions. Helps make getting in and out of the car easier and provides personalized positioning of the steering wheel for all drivers in a multi-driver family. Considered by many as a safety feature since some drivers like to alter position of steering wheel during long drives to relieve fatigue. Not available with 6-cylinder Laurentien models with column-mounted manual shift transmission.



Power windows (above) and *power door locks* (below) enhance the value of any car. When you order either or both on a Grand Ville, Bonneville or Parisienne Brougham, the driver's controls are housed in a power pod at the front of the armrest. So they're at fingertip command. Another power-assisted option you may wish to order: *power seats* (not shown). The available 6-way power seat lets you raise, lower, move forward or backward or tilt the bench seat of any full-size Pontiac. Power steering is standard this year on all big Pontiac V8s.



All full-size 1972 Pontiacs have rubber impact strips on front and rear bumpers (front only on station wagons). An added measure of protection in parking situations is provided by rubber-faced *bumper guards*, available at extra cost on all models.

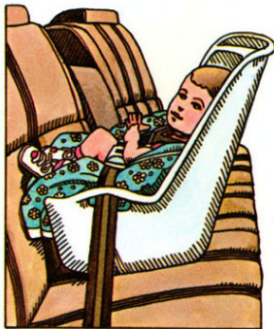


Available on all Pontiacs except station wagons, a *deck-lid release* option lets you unlock your trunk without getting out of the car. Simply press the button, located in the glove compartment and the deck lid pops open. Trunk can also be locked and unlocked in the conventional manner. A handy "extra" to have on your Pontiac.



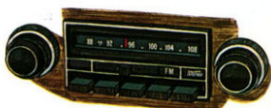
An option worth serious consideration is *Cruise Control*. Once you reach your desired speed, just touch the button. Cruise Control will maintain the speed. A touch on the brake disengages it. Available on all models with 400 or 455 engine.

Any family with an infant (or with one on the way) need hardly be reminded of the importance of special child safety.



Infant Safety Carrier. This rear-facing seat is held snugly in place by front or rear seat belt. Built-in chest strap further safeguards baby. Upright section provides support for head and back. The infant safety carrier doubles as a handy, sturdy carrier for use outside car.

Fully-tinted *Soft-Ray Glass* (not shown) may be ordered for the windshield or all windows (except convertible rear window). Recommended with air conditioning. Upper area of windshield is shaded to reduce glare.



Specify from AM, AM / FM or AM / FM stereo radios. There's a Stereo AM / FM radio, *tape player* with an 8-track cartridge player and radio all in one unit. Stereo *Cassette* (below) lets you play the new compact cassettes in your Pontiac. Features amazingly fast forward or rewind, built-in amplifier with balance control to vary volume between front and rear speakers. It is available with all models when radio also is ordered.



When any stereo system is ordered for your full-size Pontiac, it comes with two front and two rear speakers. This arrangement surrounds the listener with the full fidelity of stereo sound.

If you plan to tow trailers or boats, you will assuredly want to discuss Pontiac trailer-towing packages with your salesman. He can advise trailer equipment specially recommended for your 1972 Pontiac model. It is advisable to anticipate your trailing needs before specifying extra equipment rather than after you accept delivery of your car.

Available on all Pontiac models is a *heavy-duty battery*. This option offers longer life, improved cranking (starting) ability and more power to operate accessories. Terminals are side-mounted to reduce corrosion.



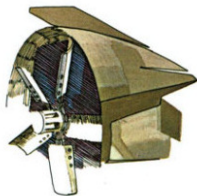
Firm Ride Suspension. These heavy-duty springs and shocks give you more feel of the road and excellent cornering characteristics. They're especially useful if you travel on rough roads.



A bonus in safer driving is yours when you order *Safe-T-Track Differential*. This Safe-T-Track transfers torque to the rear wheel that has the best traction and is a decided help when encountering severe sand, mud, snow and ice conditions.



Heavy-Duty Radiator. This is available with all models for greater cooling capacity; standard with air conditioning. Also available is Super-cooling, Heavy-Duty radiator for cooling under the most demanding driving conditions. It may be ordered for any full-size Pontiac, including station wagons, and offers you an extra measure of driving security.



Few options dress up a car like special *wheels and wheel covers*. Ask your Pontiac salesman about Rally II wheels (shown) and finned wheel covers. Honeycomb wheels are available on Grand Prix. A few extra dollars—well spent.



Here are a few additional ideas you may wish to think about. Cordova top roof covering. Cornering lamps. Luggage compartment lamp. Right-hand manual outside mirror. Remote-control outside left-hand mirror. Rear-window defogger. Vinyl-filled body side molding.

For complete information on 1972 options and accessories please ask your salesman.

Reassurance Features

Occupant protection

- Seat belts with pushbutton buckles for all passenger positions
- Shoulder belts with pushbutton buckles—driver and right front passenger (except convertibles)
- Two front seat head restraints
- Energy-absorbing steering column
- Passenger-guard door locks with forward-mounted lock buttons
- Safety door latches and hinges
- Folding seat back latches
- Energy-absorbing padded instrument panel and front seat back tops
- Contoured windshield header (exc. convertibles)
- Thick laminate windshield
- Padded sun visors
- Safety armrests
- Safety steering wheel
- Cargo-Guard
- Side-Guard Beam
- Fuel tank impact security
- Glove box and console door latch impact security
- Yielding windshield pillar moldings
- Smooth contoured door and window regulator handles
- Soft, low-profile window control knobs, coat hooks, dome lamp
- Two front seat belt retractors
- Shoulder belt anchorages for rear seat occupants
- Pressure-lock radiator cap
- High-strength front seat anchorages and construction
- High-strength rear seat retention
- Stamped steel door hinges
- Contoured full roof inner panel (exc. convertibles)

Accident Prevention

- Side marker lamps and reflectors (front side marker lamps) flash with directional signal
- Parking lamps that illuminate with headlamps
- Four-way hazard warning flasher
- Backup lamps
- Lane change feature in direction signal control
- Windshield defrosters, washers and dual speed wipers
- Wide-view inside day/night mirror (vinyl edged, shatter resistant glass and deflecting support)
- Outside rear view mirror
- Dual master cylinder brake system with warning lamp
- Starter safety switch
- Dual action safety hood latches
- Headlamp aiming access provision
- Low glare instrument panel top, inside windshield moldings, wiper arms and blades, and steering wheel metallic surfaces
- Safety wheel rim
- Uniform shift quadrant
- No winged wheel nuts, discs and caps
- Self-adjusting brakes

Anti-Theft

- Anti-theft ignition key warning buzzer
- Anti-theft steering column lock
- Inside hood lock release
- Multiple key combinations
- Visible vehicle identification
- Tamper-resistant odometer with telltale feature

Specifications

	LAURENTIAN	CATALINA	PARISIENNE BROUGHAM	BONNEVILLE	GRAND VILLE	GRAND PRIX	
Body Styles	Hardtop Coupe 4-door Sedan —	Hardtop Coupe Convertible 4-door Sedan 4-door Hardtop	Hardtop Coupe 4-door Sedan 4-door Hardtop —	Hardtop Coupe 4-door Sedan 4-door Hardtop —	Hardtop Coupe Convertible 4-door 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	— — 455-2 455-4 — — —	— — 455-4 — — — —	— — 400-4 455-4 — — —
Transmissions	Standard Optional	3-speed Manual 6-cyl.* Automatic (2-speed) 6-cyl.*	Hydra-Matic —	Hydra-Matic —	Hydra-Matic —	Hydra-Matic —	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. 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.	10.9 in. 9.5 in. 110.6 sq. in.
Power Steering Ratio	Overall—variable	17.6-14.3:1	17.6-14.3:1	17.6-14.3:1	16.6-14.3:1	16.6-14.3:1	17.1-13.6:1
Turning Dia. (ft.)	curb to curb	43.5	43.5	43.5	44.5	44.5	39.3
Energizer	Standard 6 cyl. 350, 400 V8 455 V8 Optional—455 V8 —Others	53 amp. hr. 61 amp. hr. 62 amp. hr. 62 amp. hr. (H.D.) 76 amp. hr.	— 61 amp. hr. 62 amp. hr. 62 amp. hr. (H.D.) (Conv.—62 amp.)	— 61 amp. hr. 62 amp. hr. 62 amp. hr. (H.D.) 76 amp. hr.	— 62 amp. hr. 62 amp. hr. (H.D.) 76 amp. hr.	— 62 amp. hr. 62 amp. hr. (H.D.) 76 amp. hr.	— 61 amp. hr. 62 amp. hr. — —
Suspension		Full Coil	Full Coil	Full Coil	Full Coil	Full Coil	Full Coil
Frame		Perimeter	Perimeter	Perimeter	Perimeter	Perimeter	Perimeter
Wheelbase		123.5 in.	123.5 in.	123.5 in.	126.0 in.	126.0 in.	118.0 in.
Length		222.4 in.	222.4 in.	222.4 in.	226.2 in.	226.2 in.	213.7 in.
Height (4-door)		54.3 in.	54.3 in.	54.3 in.	54.4 in.	53.6 in.	52.0 in.
Width		79.5 in.	79.5 in.	79.5 in.	79.5 in.	79.5 in.	76.4 in.
Weight (4-door)—curb		3925 lbs.	4210 lbs.	4247 lbs.	4383 lbs.	4432 lbs.	3960 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.	62.0 in. 60.0 in.
Tires	standard	G 78-15	G 78-15	G 78-15	H 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.	14 x 7 in.
Road Clearance		5.2	5.2	5.2	5.4	5.4	4.2
Headroom	front (Hardtop Coupe) rear	38.0 in. 37.1 in.	38.0 in. 37.1 in.	38.0 in. 37.1 in.	38.0 in. 37.1 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. 35.5 in.	42.6 in. 35.5 in.	42.6 in. 35.5 in.	42.6 in. 38.5 in.	42.9 in. 30.8 in.
Shoulder Room	front (Hardtop Coupe) rear	64.4 in. 62.0 in.	64.4 in. 62.0 in.	64.4 in. 62.0 in.	64.4 in. 62.0 in.	64.3 in. 63.6 in.	58.2 in. 57.1 in.
Hip Room	front (Hardtop Coupe) rear	62.2 in. 56.2 in.	62.2 in. 56.2 in.	62.2 in. 56.2 in.	62.2 in. 56.2 in.	62.2 in. 56.2 in.	57.2 in. 52.7 in.
Fuel Tank Capacity (app.)		20.0 imp. gal.	20.0 imp. gal.	20.0 imp. gal.	20.0 imp. gal.	20.0 imp. gal.	21.5 imp. gal.
Usable Luggage Space		16.2 cu. ft.	16.2 cu. ft.	16.2 cu. ft.	16.2 cu. ft.	16.2 cu. ft.	12.0 cu. ft.

*Hydra-Matic standard with V8

All Pontiac engines have been designed to operate efficiently on the 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	400-2 V8	400-4 V8	455-2 V8	455-4 V8	
Displacement (cu. in.)	250	350	400	400	455	455	
H.P. @ rpm (Net)	110 @ 3800	165 @ 4000	175 @ 4000	200 @ 4000 ¹	185 @ 4000 ³	220 @ 3600 ²	
Torque @ rpm (Net)	185 @ 1600	280 @ 2400	310 @ 2400	295 @ 2800	350 @ 2000	350 @ 2400	
Compression Ratio	8.5:1	8.5:1	8.2:1	8.2:1	8.2:1	8.2:1	
Carburetion	1 bbl.	2 bbl.	2 bbl.	4 bbl.	2 bbl.	4 bbl.	
Bore and Stroke	3.875 x 3.53	4.00 x 3.48	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	
Oil System (less filter) (qts.)	3.3	3.3	4.2	4.2	4.2	4.2	
Cooling System (qts.)	10.0	13.3	15.5	15.5	14.8	14.8	
Exhaust System	Single	Single	Single	Single†	Single	Single†	
Clutch	9.12 in.	—	—	—	—	—	
Axle Ratio	3-speed manual 4-speed manual Automatic Hydra-Matic	3.23:1 — 3.23:1 —	— — — 2.73:1	— — — 2.73:1	— — — 3.08:1	— — — 2.73:1	— — — 3.08:1
						3.07:1—Grand Prix	

With Dual exhaust ¹250 @ 4400 ²250 @ 3600 ³200 @ 4000 †Dual—Grand Prix

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