

PONTIAC SPECIFICATIONS FOR 1958

BODY

STRUCTURE: All-welded Fisher Unisteel construction. Double-walled cowl with welded-in instrument panel. Unitized sides. Box-section pillars and floor side rails. Reinforced steel floor and top (folding top for Convertible.) W-strut bracing back of rear seat (except Station Wagons). Double-walled doors, full-open door checks, triple-safe rotary latches, pushbutton outside door handles, inside release lever. Two keys operate all locks. Front-opening double-panel hood, automatic latch and safety catch. High-level cowl ventilation inlet. Large rear luggage compartment, automatic locking lid with counterbalancing hinges and key release. Station Wagons have rear tailgate and wraparound liftgate. Concealed fuel filler in rear (in left rear fender on Station Wagons). Fully sealed and insulated body, 14 cushioned mountings.

EXTERIOR: Sculpturamic styling. Polished enamel finish in solid colors or two-tone combinations. Chrome wraparound front and rear bumpers with crowned and ribbed centre section. Anodized aluminum grille with chrome header bar. Horizontal dual headlights in wide-crowned front fenders. Dual-purpose front parking and directional signal lights. Bright metal moldings outline rear fenders. Long bright lance-like side moldings, distinctive for each series. Bright metal script on body sides identifies each series. Special bright metal trim moldings on Parisienne models.

INTERIOR: Interior colors keyed to exterior color. Luxury seats with S-wire springs, foam rubber cushions front and rear in Laurentian models, front in Strato-Chief models. Combination nylon-faced pattern cloth and leather-grained vinyl seat upholstery (all-vinyl in Parisienne Convertible and Pathfinder Safari). Inclined-plane front seat adjustment. All-vinyl side trim with Metco film insert on Parisienne models. Front and rear armrests (except Pathfinder models). Distinctive two-spoke recessed-hub steering wheel, with full-circle horn ring. Enclosed steering column. Top-mounted rearview mirror. Two sun visors (one on Pathfinder models). Floor carpets in Laurentian models, vinyl-coated rubber in Strato-Chief models, black rubber in Pathfinder models. Rubber mat and liner in luggage compartment, linoleum covered load space floor in all Station Wagons. Spare wheel and tire, bumper jack, and wheel wrench stowed in right side of luggage compartment (under load space in Station Wagons).

WINDOWS AND BRIGHT TRIM: Safety glass in all windows (except Convertible rear window). One-piece curved panoramic windshield with slanting pillars and bright metal reveal molding. Crank-operated side windows. Full-view rear window with bright metal reveal molding (wraparound glass in liftgate for all Station Wagons). Crank-operated front-vent windows. Bright metal side window outline moldings on all Laurentian models and Strato-Chief sedan models. Bright metal drip rail cap moldings on Laurentian and Strato-Chief Safari models. Two-speed electric dual windshield wiper standard on V8 models, vacuum-booster type standard on 6-cylinder models.

INSTRUMENT PANEL AND CONTROLS: Wraparound instrument panel with distinctive circular gauge arrangement. Bright metal script identification above glove compartment. Chrome-

capped control knobs (plastic for Pathfinder models). Instruments grouped conveniently in front of driver. Two ashtrays on all Laurentian Series. Single ashtray Strato-Chief and Pathfinder Series. Key locked glove compartment (automatically lighted except in Pathfinder models). Radio speaker grille centred in top of instrument panel. Instruments: Twin circular gauges; one for speedometer, odometer, country beam indicator and left turn signal indicator; the other for temperature, right turn signal indicator, fuel gauge, generator and oil pressure lights. Light switch controls headlights, parking lights, instrument panel lights. Windshield wiper control, starter-ignition switch handy to driver on lower instrument panel. Lighted selector quadrant for automatic transmission on steering column. Optional* radio and heater-defroster controls at right of driver. Control knob for air vents under the instrument panel. Fingertip release for foot-operated parking brake. Directional signal and shift levers on steering column. Electric clock standard in Laurentian models, cigarette lighter standard in all except Pathfinder models.

PONTIAC POWER TEAMS FOR 1958

Available on —Laurentian —Strato-Chief —Pathfinder	Horse-Power	Displ. Cu. In.	Comp. Ratio (to 1)	Carb. or Fuel Injection	Transmission
"Super Astro-Flame" V8	280	348	9.5	Triple 2-Barrel	Turboglide Synchron-Mesh
"Astro-Flame" V8	250	348	9.5	4-Barrel	Turboglide Powerglide Synchron-Mesh
"Power Chief" V8	250	283	9.5	Fuel Injection	Turboglide Synchron-Mesh
"Super Strato-Flash" V8	230	283	9.5	4-Barrel	Turboglide Powerglide Synchron-Mesh
"Strato-Flash" V8	185	283	8.5	2-Barrel	Turboglide Powerglide Synchron-Mesh
"Strato" Six	148	261	8.5	Single-Barrel	Powerglide Synchron-Mesh

TRANSMISSION

TURBOGLIDE: Five-element torque converter with pump, three turbines, and dual-pitch stator controlled by accelerator pedal. Two turbine-operated planetary gear sets. Single forward "Drive" range, built-in Grade Retarder, power reverse, and positive parking

lock. P-R-N-D-GR selector sequence shown by lighted quadrant on steering column. Engine starts in either "Park" or "Neutral." Oil cooler integrated in engine cooling system.

POWERGLIDE: Three-element torque converter (pump, turbine, and stator) with automatically controlled planetary gears in "Drive" range, manually selected for "Low" and "Reverse." Positive parking lock. P-R-N-D-L selector sequence shown by lighted quadrant on steering column. Engine starts in either "Park" or "Neutral." Oil cooler integrated in engine cooling system.

SYNCHRO-MESH: 3-speed all helical gear high torque capacity. Synchro-Mesh with needle-bearing mounted countershaft, hardened shot-peened gears, rounded ends on sliding gear teeth and smooth-action cam and roller shift mechanism. Gear ratios matched to engine.

CHASSIS

FRAME AND SUSPENSION: Low, rigid tunnel-centre X-built Aero-Frame (steel plate girder reinforcements top and bottom for Convertible). Full Coil suspension with four coil springs, double-acting life-sealed shock absorbers and built-in leveling control. Independent front suspension with self-adjusting spherical-joint steering knuckles. Four-link rear suspension with rugged control arms above and below axle. Ride stabilizer bar on V8 models.

WHEELS AND TIRES: 14" wheels, 7.50 x 14 4-ply rating low-pressure tubeless tires (8.00 x 14 4-ply rating tires on Convertible and Station Wagon models).

BRAKES: Hydraulic self-energizing Jumbo-Drum brakes with bonded linings. 11" diameter drums with cast alloy iron braking surfaces. Foot-operated mechanical parking brakes, finger-tip release.

STEERING: Forward-mounted Ball-Race recirculating ball-nut steering gear, balanced relay linkage. Overall ratio 23:1.

REAR AXLE AND PROPELLER SHAFT: Hypoid, semi-floating rear axle with banjo-type housing. Axle ratio matched to power team: Powerglide and Turboglide 3.36:1, Synchro-Mesh 3.55:1. Two-section tubular propeller shaft and three permanently lubricated universal joints with rubber-mounted centre bearing.

FUEL TANK: Fuel tank with filter screen is vented to speed filling. 16½ Imp. gallon tank capacity (14½ Imp. gallons for Station Wagons).

ELECTRICAL SYSTEM: 12-volt electrical system, 54-plate battery (53-ampere hour rating at 20 hours). 30-ampere generator with sealed voltage and current regulator.

FACTORY INSTALLED OPTIONS*: Linkage-type hydraulic power steering. Low-pedal vacuum power brakes. Electric power window lifts and seat adjustment (Laurentian and Strato-Chief models). Shade-Lite tinted glass. Ever-Level suspension (not available with Fuel Injection V8 or Strato-Six engines). Outside air heater and defroster. Manual or push-button radio and antenna. Instrument panel pad. White sidewall tires. Oversize 8.00 x 14 4-ply rating tires. Heavy-duty front and rear coil springs. Heavy-duty battery. Safe-T-Track rear axle. Heavy-duty clutch for Strato-Six and Strato-Flash V8 engines. Dual exhaust system for Strato-Flash V8 and Super Strato-Flash V8. Oil filter.

*Optional at Extra Cost



1958 PONTIAC

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LAURENTIAN SERIES

The Parisienne Convertible—sleekest model in the Laurentian line—is rakishly low, more than seventeen feet long. Four simulated louvers on the front fenders, a plaque at the flair of the side molding, and parallel indentations sweeping forward from the trunk lid name plate help make the Parisiennes immediately identifiable.



The Parisienne Convertible

The Parisienne Sport Coupe will steal your heart—here's handling and performance of the sports-type car with dream car flair and customized passenger comfort. The low, horizontal grille is topped by dual twin headlamps and rises above the heavy bumper, with its massive parking and signal lamps. If you like the best of the new—this is for you!



The Parisienne Sport Coupe



Laurentian Sport Sedan



Laurentian 2-Door Sedan



Laurentian Sport Coupe



Laurentian 4-Door Sedan

Bold new missile-type side molding treatment with its intriguing applique in gleaming chrome highlights, immediately sets this luxury Pontiac series apart as something elegant and exclusive. Much longer, lower, wider, every one of these 1958 Laurentians is the most eye-catching car in its modest price range, thanks to "New Direction" styling. They're boldly new in get-up-and-go, and in deep-down riding comfort, too. Powered by flashing new V8's and the thrifty Strato-Six. In '58, more than ever before—you'll like Laurentian!

There's glamour aplenty inside your '58 Laurentian Sport Sedan. New Direction Styling lends an air of modern luxury. Wide choice of rich and colorful nylon-faced pattern cloths and leather-grain Vinyls in shades that complement exterior colors. Sidewalls are of leather-grain Vinyl, deep pile rayon carpet covers the floor.

Smartly modern and ever so convenient is the instrument panel of your new '58 Laurentian. Instruments and appointments are grouped in a series of circles along the recessed control panel, backed by a textured aluminum plate. Note the 2-spoke steering wheel with its "Deep Dish" safety design.





Tastefully finished in every detail, the Strato-Chief Instrument Panel is a gracious complement to the attractive interior. And, as in every series, you'll find electric windshield wipers an added fine-car feature standard on all V8's, and vacuum type with booster pump on Sixes.

Whether you choose a Strato-Chief Sedan or Coupe, you're bound to feel the thrill of Pontiac's New Direction Styling, so beautifully evident right back to the tip of the sculptured rear fenders. Cushioned on new optional Ever-Level air suspension—or New Quadra-Poise suspension—that floats you over the roughest roads. The twin tail lamps, integrally styled, are featured with chrome ports for backup lamps below. The lance-like side moldings flare at the rear fender to accommodate three decorative stars and the Strato-Chief nameplate.



Strato-Chief 2-Door Sedan

STRATO-CHIEF SERIES

Strato-Chief 4-Door Sedan



Pathfinder 4-Door, 6-Passenger Safari



Pathfinder 2-Door, 6-Passenger Safari



Laurentian 4-Door, 6-Passenger Safari



Here they are, the boldest quartet of Station Wagons you've ever seen! From the glamorous Laurentian to the thrifty-priced Pathfinder, there's rakish new styling outside and new spaciousness inside. They're all set for loads—and loads of fun. In all models the 3-passenger rear seat can be folded to serve as an extension of the load platform. New features have been added—the compartment is wider and longer, nestled on a longer wheelbase—broader side doors and wider end gates help make loading and unloading easier. Choose the car with the dual personality—Pontiac Safari for 1958.

PONTIAC *Safari* STATION WAGONS



Strato-Chief 4-Door, 6-Passenger Safari



Want high style at low cost? Look no farther than the shapely Pathfinders! With high-fashion interiors upholstered in rich good taste, using durable nylon-faced rectangular pattern cloth and leather-grain Vinyl.

You've never had it so rich for such a down-to-earth price. With all new body, new chassis, new styling and improved Strato-Six, the 1958 Pathfinders combine new beauty with performance. Luxurious, yet simple, styling marks this budget series, with its liberal use of stainless steel and chrome. It has Pontiac's floating new ride, too, with solid comfort and quiet that only Fisher Body experts can impart. These low-priced beauties put Pontiac luxury within the reach of all.



Pathfinder 2-Door Sedan

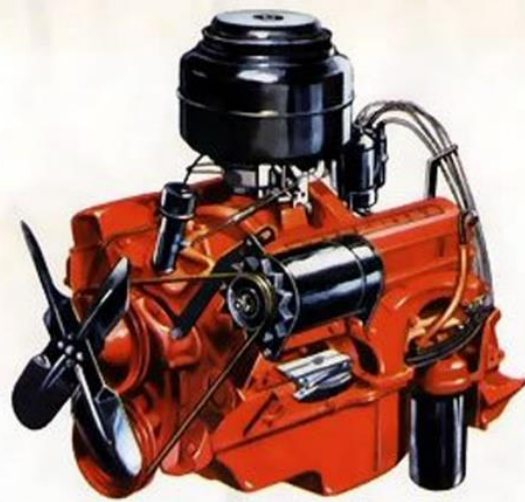
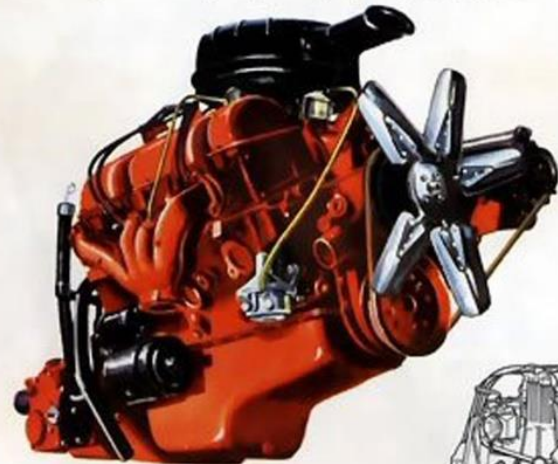
PATHFINDER SERIES



Pathfinder 4-Door Sedan



STREAMLINED "STRATO-SIX". For downright economy and peak performance, you can't beat the "Strato-Six," standard engine on all 1958 Pontiacs. With its compression ratio of 8.5 to 1 and 148 h.p. to draw on, the Strato-Six stands out as a winner for 1958.

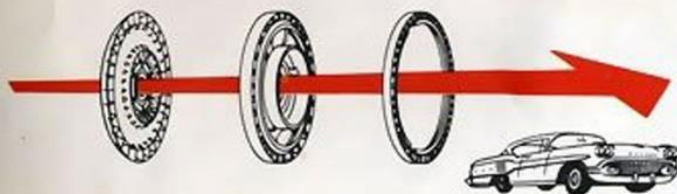


"STRATO-FLASH 283" V8'S*—for dramatic peak performance a choice of two new, compact 283-cu.-in. V8's. The Super Strato-Flash V8 developing 230 h.p., has a 4-barrel carburetor and high compression ratio of 9.5 to 1. The Strato-Flash V8 developing 185 h.p., has 2-barrel carburetion and a compression of 8.5 to 1. These Strato-Flash 283's can be teamed up with Synchro-Mesh or optional Powerglide or Turboglide transmissions.



POWER CHIEF FUEL INJECTION V8*. Instant throttle response . . . sensational smoothness . . . quicker starts . . . top torque . . . even greater fuel efficiency . . . all yours in the Power Chief Fuel Injection V8, available in every '58 model!

PONTIAC POWER LINE UP OF 1958



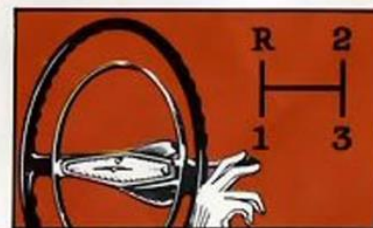
TURBOGLIDE*

The finest, most modern automatic drive in the field—gives you *three* turbines for an unbroken sweep of motion! It's infinitely s-m-o-o-t-h . . . you'll never feel a hint of a shift. You flick to "Drive" and—that's it. No "Low"—just one position for all normal going. To ease you safely down hills there's a Grade Retarder that saves your car's brakes.

*Extra-Cost Option

POWERGLIDE*

Ever-popular and twice as efficient, this automatic transmission is bound to win new praise in this year's Pontiac. It's now more rugged than ever—bringing smooth automatic get-away, safer pick-up for passing, and thrilling acceleration . . . all without the effort of physical shifting.



SYNCHRO-MESH*

Time-proved, efficient, economical—here is the finest in standard shifting with new gear ratios in V8's to give you greater performance. You'll enjoy that easy "shift feel" that is characteristic of this famous 3-speed transmission—for either mighty "V8" or thrifty "Six."