



PONTIAC
OR
TEMPEST

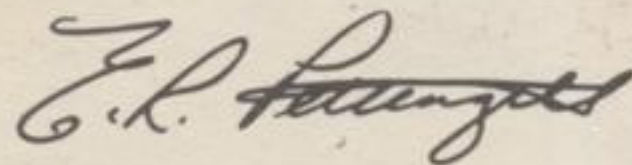
1966 Owner's Guide

We at Pontiac Motor Division would like to take this opportunity to thank you for selecting a 1966 Pontiac product as your new car. In so choosing Pontiac, you have selected a car that will afford you many hours of driving pleasure and pride of ownership with its enduring design and quality.

In order to obtain the maximum driving pleasure from your new car, may we suggest that you familiarize yourself with the contents of this booklet and follow its outlined recommendations.

As a registered "Pontiac Owner", your dealer's facilities—factory trained personnel, special tools and equipment are always ready to serve your every need. Periodic preventative maintenance as outlined in your Owner Protection Plan booklet will assure you of maximum durability, economy and enjoyment.

Sincerely,

A handwritten signature in dark ink, appearing to read "E. R. Pettengill". The signature is written in a cursive style with a large, decorative initial "E".

E. R. Pettengill
General Sales Manager

THE FIRST FEW HUNDRED MILES OF DRIVING

We recommend the following:

Avoid sustained high speed driving during the first 600 miles as shown in the schedule below:

First	200 miles	limit speed to 50 mph
Second	200 miles	limit speed to 60 mph
Third	200 miles	limit speed to 70 mph

The recommended car speeds for the first 600 miles of driving are intended for high gear operation only. Care should be exercised when operating in lower gears to avoid high engine speeds during the break-in period.

Avoid severe high speed stops and frequent brake applications during this 600 mile period to permit proper burnishing of brake linings and ensure conformity to drums. Slight roughness or pull during this period is not to be considered abnormal unless it persists beyond this interval.

Your new engine is filled with special oil for proper lubrication and it should not be drained out in less than 60 days or 6,000 miles, whichever comes first. During this period, oil consumption will be slightly higher than normal until the piston rings are fully seated.

Throughout the life of your car, drive moderately for a period of five to ten minutes after starting to allow time for the lubricants in the engine, transmission and rear axle to warm up, and thus provide good lubrication.



PONTIAC MOTOR DIVISION

GENERAL MOTORS CORPORATION

Litho in U.S.A.

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All information contained in this booklet is current as of the publication date. The right is reserved to make changes at any time without notice.

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KEYS

TO A NEW EXPERIENCE IN DRIVING

Keys & Key Numbers —Two sets of keys, each containing an octagonal key and an oval shaped key, are furnished with your new car.

The octagonal shaped key, locks and unlocks either front door and the ignition lock on all models as well as the tail gate on station wagon models.

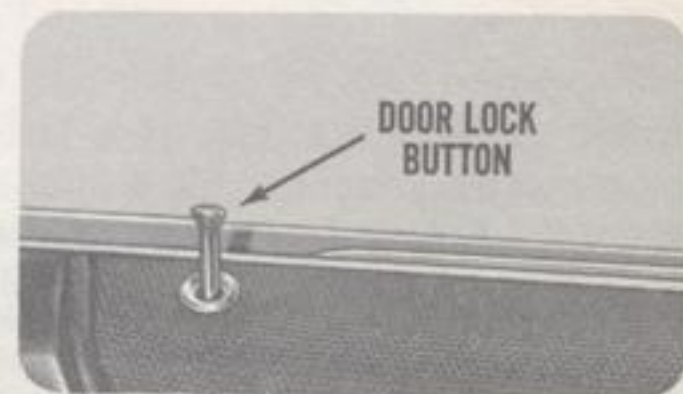
The oval shaped key is used in the glove compartment lock, the console door lock on all models so equipped, and the luggage compartment lock. A separate key is used with the dealer installed station wagon luggage compartment lock.

To prevent unauthorized persons from securing duplications of your keys, make a record of the key numbers which are located on the small metal inserts fastened to the keys. Then knock out the inserts and retain them in some safe place. If you require duplicate keys, they should be ordered from your local Pontiac dealer, giving him the numbers listed on the metal inserts.

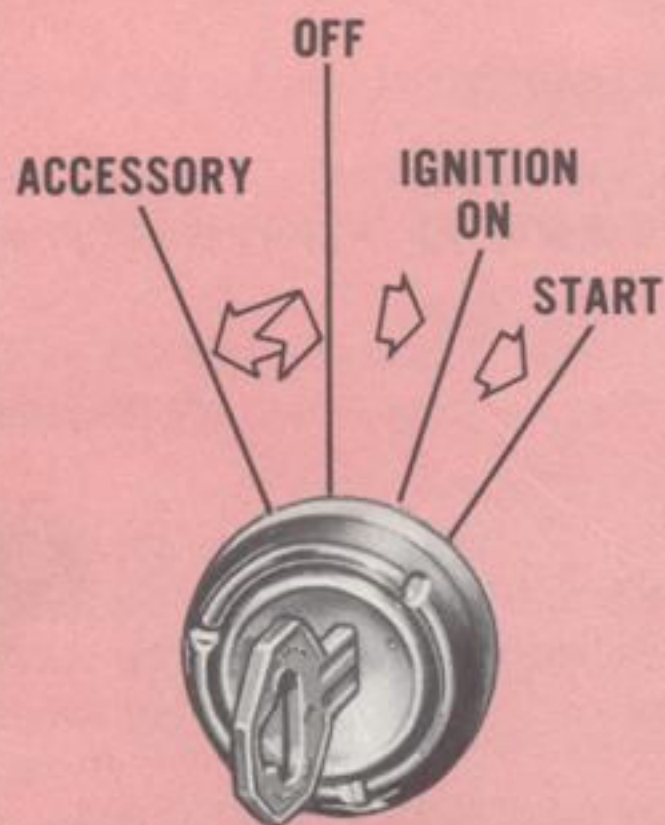
Door Locks—Front and rear doors can be locked from the inside by pushing down on the small button near the window of each door.

All doors can be locked from the outside by simply depressing the interior button, depressing the outside door handle plunger and closing the door. Once closed, release the plunger and the door is locked. For Vacuum Door Lock operating instructions see page 28.

The front doors can also be locked, in the usual manner, by using the octagonal shaped key.



Note: Riding with the door lock button depressed also minimizes chances of the doors opening in a collision.



Warm Up—Racing the engine or driving at high speeds before the engine is warm is harmful and causes unnecessary wear. Oil needs time to warm up and circulate fully and efficiently between moving parts. Let the engine idle momentarily after starting and drive at moderate speeds for 5-10 minutes. This is particularly important in cold weather.

Ignition Switch—(Pontiac and Tempest)—The four position ignition switch located on the instrument panel (lower edge, right side of the steering column) is operated by the octagonal shaped key. The Accessory position can only be engaged by pushing in on the ignition key and turning it to the left. The Accessory position enables you to operate all electrical accessories that are controlled through the switch without having the engine running or the ignition switch in the “ON” position. NOTE: Do not leave ignition switch in the “ignition-on” position as this may possibly cause ignition point failure.

INSTRUCTIONS FOR STARTING YOUR NEW CAR

Automatic and Manual Transmission

When starting your car equipped with a manual transmission, in addition to depressing the clutch pedal, place the shift lever in the “Neutral” position before engaging the starter. Automatic transmission equipped units are so designed that the starter will operate only when the selector lever is in either the Neutral (N) or Park (P) position.

The starter operates when the ignition key is turned to the full “right” position. NOTE: To prevent possible starter damage, release the key as soon as the engine starts.

Engine Cold—Depress the accelerator pedal to the floor once and release. This sets the automatic choke. Engage the starter and release the key as soon as the engine starts. Once the engine is running smoothly, lightly tap the accelerator pedal to reduce the fast idle speed. Whenever starting at temperatures below 0° F., it may be necessary to hold the accelerator pedal down slightly.

Engine Warm—Depress accelerator pedal approximately half way to the floor. Engage starter. Release key as soon as the engine starts. Should the engine “flood”, hold the accelerator pedal to the floor while starting. Do Not Pump The Accelerator At Any Time.

Passing Speed—On Pontiac models with the selector lever in Drive (D), the transmission will automatically downshift with a partial application of the accelerator pedal at speeds below 35 mph. At speeds between 35 mph and 75 mph, the transmission will downshift when the accelerator is depressed to the floor. On Tempest models, depress the accelerator to the floor at speeds below approximately 75 mph.

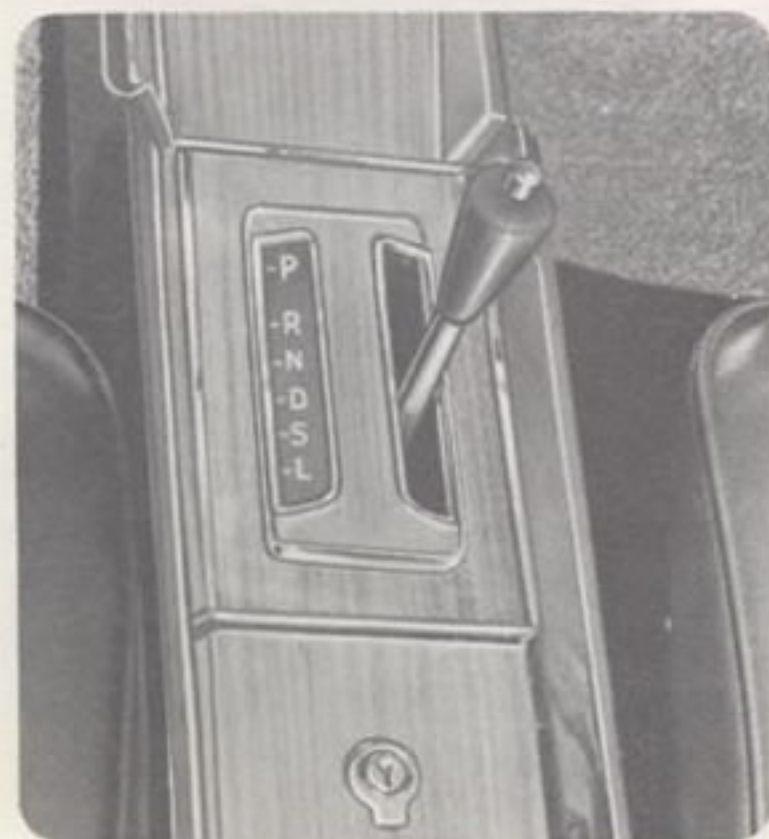
Rocking the Car—If it becomes necessary to rock the car to free it from sand, mud or snow, move the selector lever from “D” to “R” in a repeat pattern while simultaneously applying moderate pressure to the accelerator. For this purpose, “R” position may be engaged at speedometer readings below 5 mph. Do not race engine. Avoid spinning wheels when trying to free the car from sand, mud or snow.

Automatic Transmission Emergency Starting—Your Pontiac or Tempest equipped with an automatic transmission cannot be started by pushing or towing. In the event of battery failure, use jumper cables from another battery to start the engine.

Caution: To prevent damage to the electrical system, never connect booster batteries in excess of 12 volts and connect positive to positive and negative to negative.

Car Storage—If you plan to store your vehicle for sixty days or longer, consult your dealer for recommendations that will prevent damage to the engine and chassis.

Towing Car with Automatic Transmission—Unless the transmission is inoperative, the car may be towed in Neutral (N) at speeds up to 35 mph for distances less than 50 miles. Disconnect the propeller shaft from the transmission or tow the car with the rear wheels off the ground if the transmission is not functioning properly or for higher speeds or longer distances. When towing, do not raise the car too high so that the opposite end could be damaged by dragging on the ground.



PONTIAC

AUTOMATIC TRANSMISSION

(Pontiac and Tempest)

The operating ranges for the automatic transmission with steering column shift are shown on an indicator located on the instrument panel on Pontiac models and on the steering column on Tempest models. On units equipped with an optional floor shift console, the operating ranges are shown on the console. With the console shift, it is necessary to depress the release button on the shift lever to engage or release the Park (P) position, and to engage the Reverse (R) or Low (L) position.

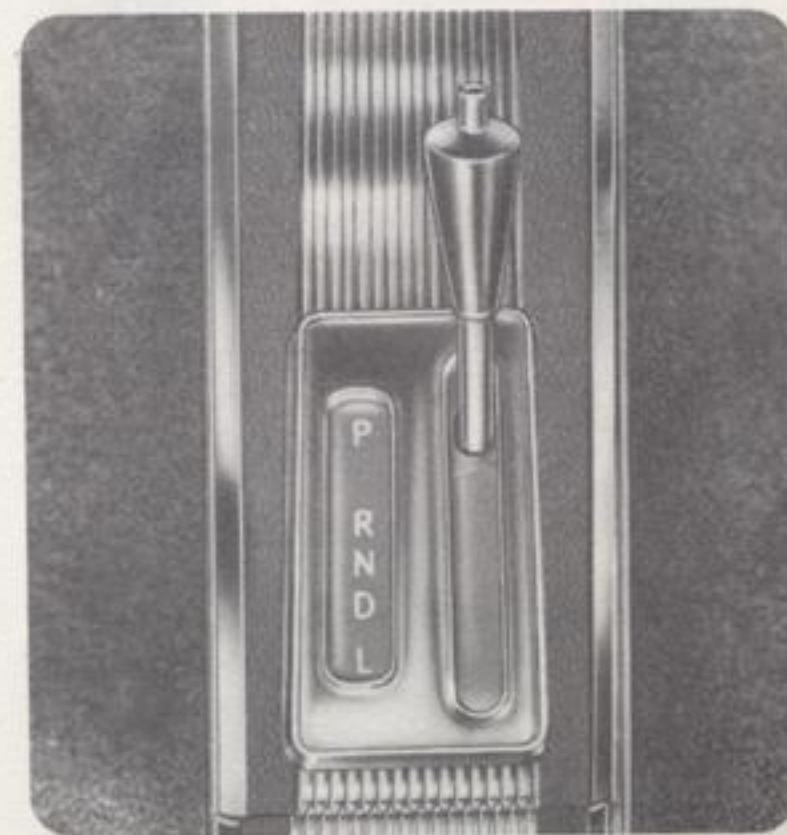
The engine can only be started in Neutral (N) or Park (P). After starting, select the desired operating range as described below:

- P** Park—For starting and/or holding the car in locked position.
- R** Reverse—For backing the car.
- N** Neutral—For starting engine.
- D** Drive—For all normal forward driving.
- S** Super—(Pontiac Turbo Hydra-Matic models only). For engine braking when descending moderate grades.
- L** Low—For engine braking when descending steep grades when road signs require use of "low gear".

Automatic Transmission Operating Cautions

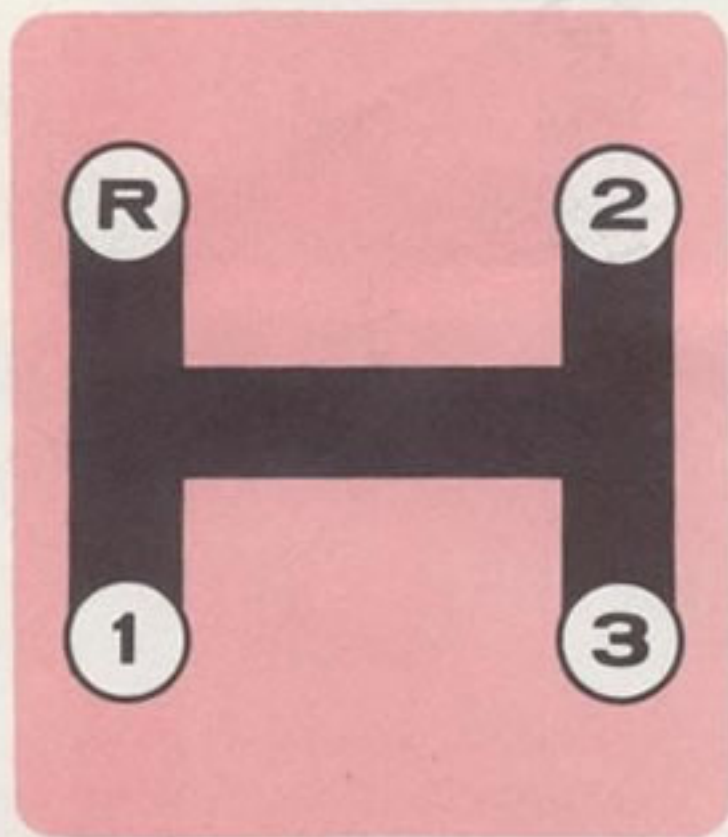
- 1.** Accelerating the engine with brakes applied and transmission in "D", "L", "R" or "S" can damage the transmission.
- 2.** Use brakes and/or Park (P) position to hold car on grade for prolonged periods instead of speeding up engine with transmission in gear.
- 3.** Do not shift to Low (L) or Super (S) on slippery pavement with car in motion. Avoid use of Low (L) at speeds above 60 mph.
- 4.** Always bring car to complete stop before engaging Park (P) or Reverse (R). See special instructions of rocking car on page 5.
- 5.** Do not coast in Neutral (N) at any time.
- 6.** When leaving the vehicle, place selector lever in Park (P) position, apply parking brake firmly and shut off engine.
- 7.** Never work under the hood with the engine running and the transmission in any position other than "Park" (P).

Speedometer—The calibration of the speedometer or Odometer is dependent upon the proper given gear selection for combination of axle ratio and tire size. If either of these are changed the speedometer driven gear should be checked by your dealer to insure proper calibration.



TEMPEST

MANUAL TRANSMISSION



Note: When shifting gears, move the lever easily and delay slightly before completing the shift. This will allow time for the transmission synchronizers to coordinate gear speeds, minimizing shift effort and prolonging transmission life.

For smoother performance at slow speeds, the transmission can be downshifted from third to second while the car is in motion by depressing the clutch pedal and manually moving the gearshift lever to the second position.

Pontiac and Tempest Three-Speed Manual Transmission—The three-speed manual transmission is standard equipment on all models. It incorporates three forward speeds and reverse. The shift pattern for the manual transmission is the familiar “H” pattern as illustrated.

For smooth, efficient transmission operation, the following detailed shift procedures are recommended for your Pontiac or Tempest.

FIRST GEAR (LOW)—Depress the clutch pedal, shift into first (1), and smoothly release the clutch pedal while simultaneously pressing on the accelerator pedal. First gear should always be used to start the car moving. Both Pontiac and Tempest have fully synchronized first gears and may be shifted into first with the car in motion. In the event the car is completely stopped and it is difficult to shift into first, release the clutch momentarily and then shift into first. Gear motion is required for the synchronizer to work properly.

SECOND GEAR—As the car gains speed, depress the clutch pedal, release the accelerator and move the gearshift lever into second gear. Release the clutch pedal and depress the accelerator pedal as above. Avoid starting from a stop in second gear as this practice may cause clutch slippage, thereby reducing clutch life.

THIRD GEAR (HIGH)—As the car continues to gain more speed, shift into third gear in the same manner described above. Slowly release the clutch pedal and depress the accelerator. Third gear is the cruising gear for all normal driving. NEVER use third gear to accelerate from a stop.

TO STOP—Release the accelerator pedal and depress the brake pedal. Just before the car stops, depress the clutch pedal along with the brake pedal and move the gearshift lever into Neutral.

NEUTRAL—For use when starting or idling the car. NEVER coast in Neutral. This practice is illegal in many states.

REVERSE—Operate Reverse as first gear but always at a slow speed. The car must be brought to a complete stop before shifting into Reverse.

Pontiac and Tempest Four-Speed Fully Synchronized Manual Transmission—

The four-speed fully synchronized manual transmission is optional on all models. It has four fully synchronized forward speeds and one non-synchronized reverse speed. The shift pattern illustrated on the shift knob is the modified "H" pattern.

SHIFTING THE TRANSMISSION—First gear is selected by depressing the clutch pedal and moving the lever to first gear, the No. 1 position. Since the four-speed manual transmission is fully synchronized, first gear can be engaged while the car is operating at speeds less than 20 mph. Move the shift lever easily, delaying slightly to allow the transmission synchronizers to coordinate gear speeds.

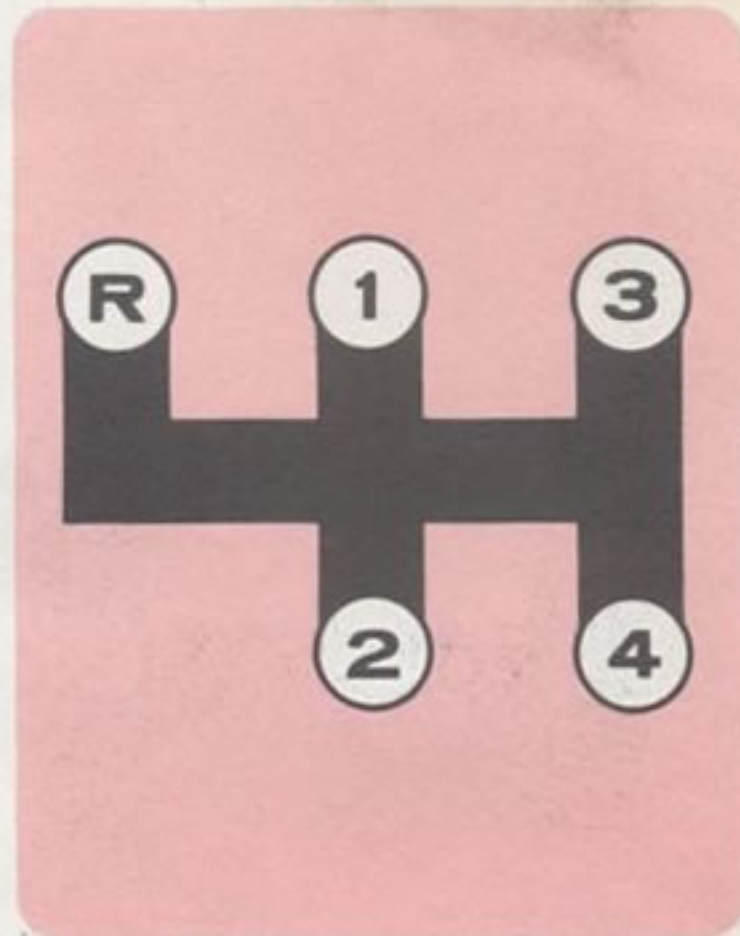
For actual shifting procedures, follow the instructions given for the three-speed manual transmission on page 8.

PUSHING TO START—Your manual transmission equipped car can be started by pushing in an emergency. **However, due to the possibility of damage to bright metal chrome parts, this practice is not recommended.**

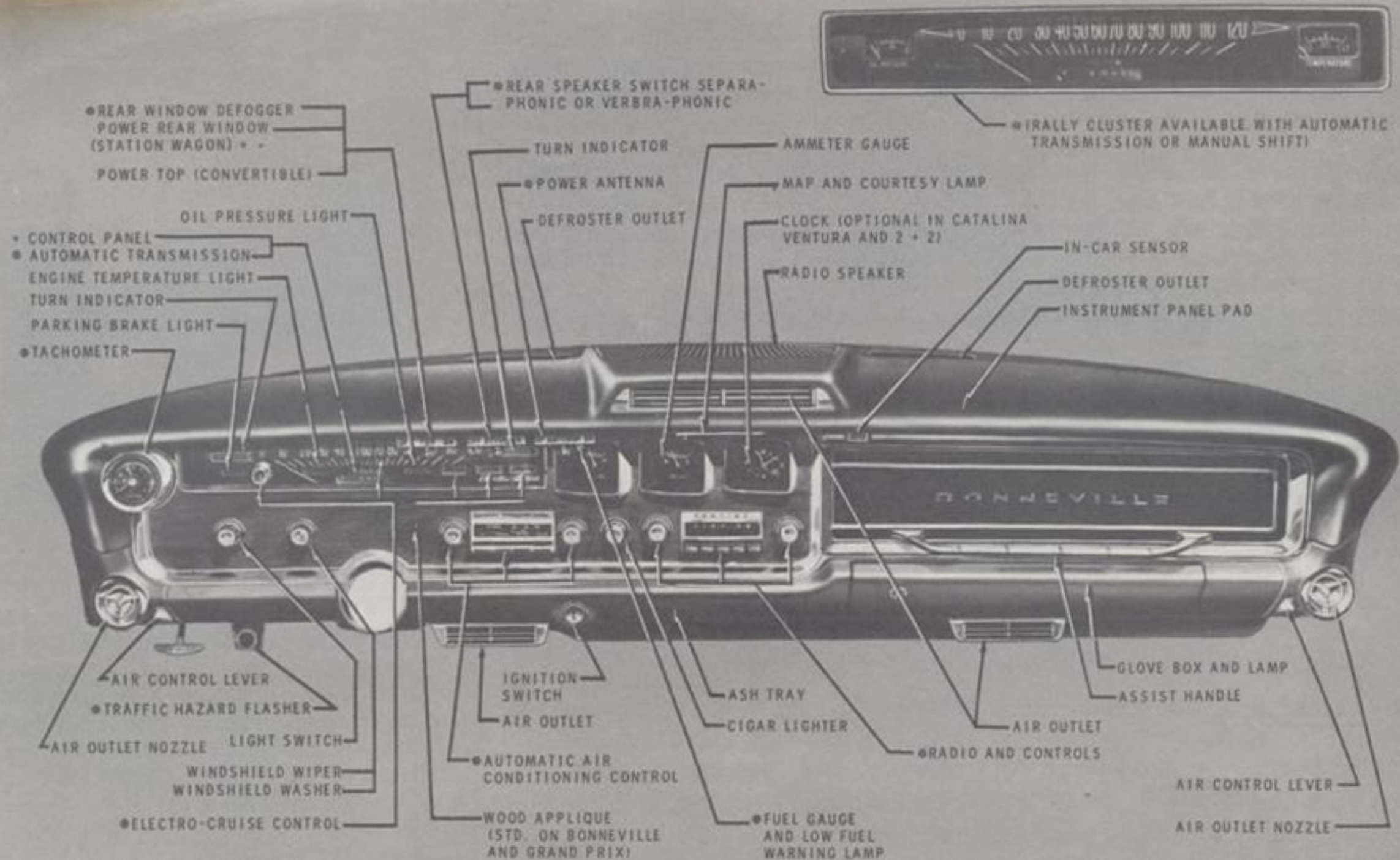
1. Turn on ignition key and depress the clutch pedal.
2. Place the gearshift lever in second or third gear.
3. When the car reaches approximately 15 mph, slowly release the clutch. After the engine starts, depress the clutch pedal and run the engine at a fast idle until warm. Then proceed as normal.

Manual Transmission Operating Cautions—Pontiac and Tempest

1. Do Not "Speed Shift", allow time between shifts for the transmission synchronizers to coordinate.
2. Do not use second, third or fourth gear to accelerate from a stop.
3. Always place gear selector in Neutral and set the foot brake when starting the engine.
4. Never leave vehicle unattended with the engine running.
5. Always set parking brake firmly before leaving the car.
6. Do not coast in Neutral.
7. Never "ride" the clutch pedal as this will cause excessive slippage with resultant wear on the clutch parts.



Clutch Pedal Adjustment—Three- and four-speed manual transmissions—The pedal should be adjusted at normal service maintenance so that it has some free travel before the clutch actually begins to disengage. The pressure of one finger should be enough to push the pedal in about $\frac{3}{4}$ " to 1" before the resistance of clutch springs is felt. If there is little or no "pedal (fork) lash", the clutch may be slipping, which will cause it to wear out faster. If there is too much "pedal lash", the clutch may not disengage completely, causing gear shifting trouble. When "pedal lash" is less than $\frac{1}{2}$ " or more than $1\frac{1}{4}$ ", an adjustment should be made by your Pontiac dealer.

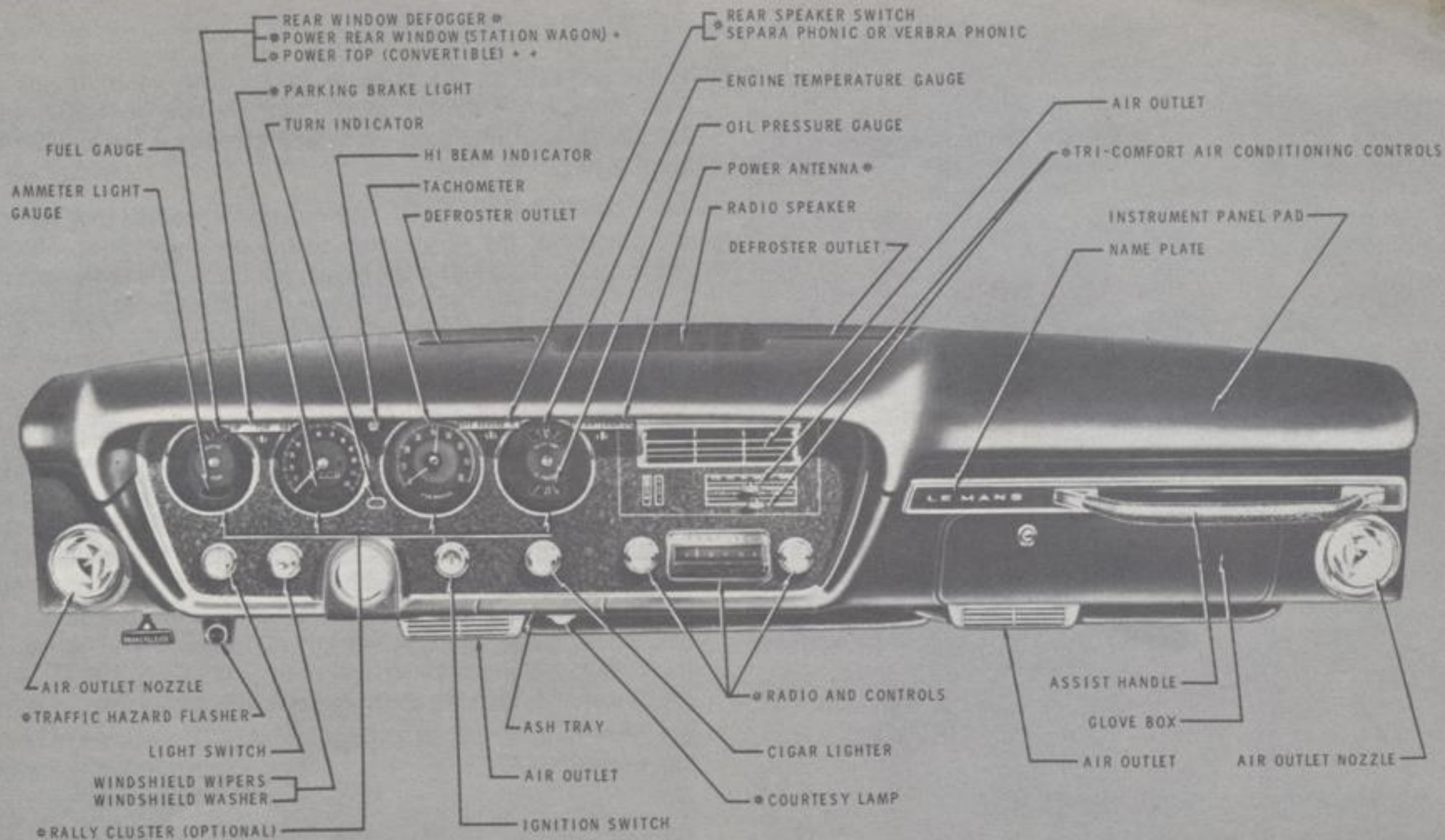


• INDICATES OPTIONAL EQUIPMENT

• EXCEPT CONSOLE

• • STANDARD ON BONNEVILLE STATION WAGON AND CATALINA 3-SEAT STATION WAGON

PONTIAC



* INDICATES OPTIONAL EQUIPMENT

+ STATION WAGON AVAILABLE ON TEMPEST AND TEMPEST CUSTOM ONLY.

+ + OPTIONAL ON TEMPEST CUSTOM ONLY, STANDARD ON LEMANS AND GTO

TEMPEST

Fuel Gauge—The fuel gauge, in operation only when the ignition switch is on, relays the fuel capacity contained in the tank back to the driver. The far left mark on the gauge indicates empty (E), while the far right indicates full (F). When the gauge first registers empty (E), a reserve of 1 to 2 gallons still remains in the tank. For additional care-free driving, a fuel warning light is available as an optional item.

Ammeter (Pontiac Gauge—Tempest Light)—The ammeter indicates battery charge or discharge. If the pointer or light (red) should indicate discharge while driving, other than at idle speed or speeds up to 25 mph, if lights and accessories are operating, take your car to an authorized Pontiac dealer for servicing. When the battery is close to fully charged, the battery gauge (Pontiac) will indicate a very low rate of charge. With the ignition switch in the accessory position the battery light (Tempest) will glow dimly.

Water Temperature Light—A red light located on the instrument cluster will appear should the engine overheat. If this happens, stop the car and allow engine to cool; then proceed to nearest service station to remedy cause. For checking purposes (to insure light is operative), the red light appears while cranking the engine.

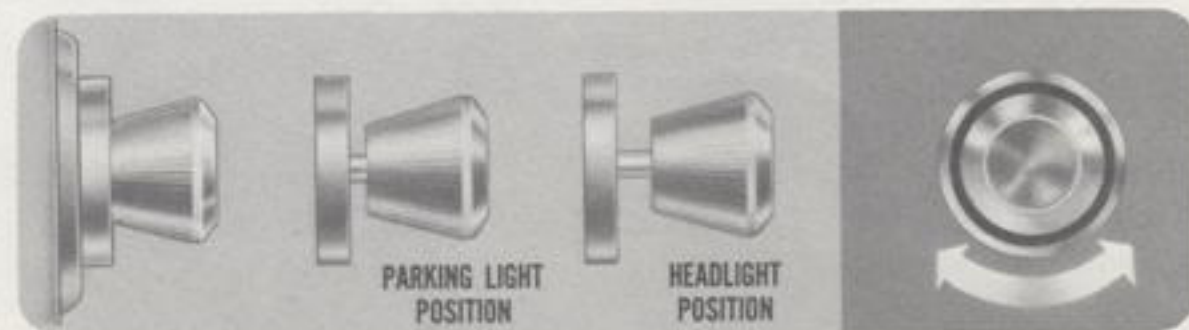
Temperature Gauge—(Optional)—The temperature gauge indicates the temperature of the coolant which under normal engine operation should be 180° or above. If the gauge should indicate hot, over 250°, take immediate action to find the cause.

Oil Pressure Light—When the ignition is turned on, the red oil warning light appears until the engine is running. Thereafter, the light should not show unless there is insufficient oil pressure, or engine idle speed is below normal.

If the red light should come on at any time while driving (other than momentarily at idle speed), stop immediately and investigate for the cause of the low oil pressure, possibly a low oil level in the crankcase.

Oil Pressure Gauge (Optional)—Under normal engine operating conditions, the oil pressure should be 20 to 40 psi. Should the pressure, as indicated on the gauge, fall below this range (other than at idle) immediately turn the engine off and investigate the cause for the drop in pressure. Engine oil pressure should not fall below 5 psi, even at idle.

Headlight, Dome Light and Instrument Panel Light Switch—The headlight switch controls the headlights, parking light, interior lights and the instrument panel lights. The parking lights are illuminated when the switch is pulled out to its middle position. The headlights are illuminated (parking lights turn off) when the switch is in the full out position. Instrument panel, license plate, and tail lights are on in both positions. Clockwise and counterclockwise movement of the switch controls the brightness of the instrument panel lights. When turned to the end of its clockwise travel, the instrument panel lights will go off. Conversely, to operate the dome light, turn the control switch counterclockwise to the end of its travel.



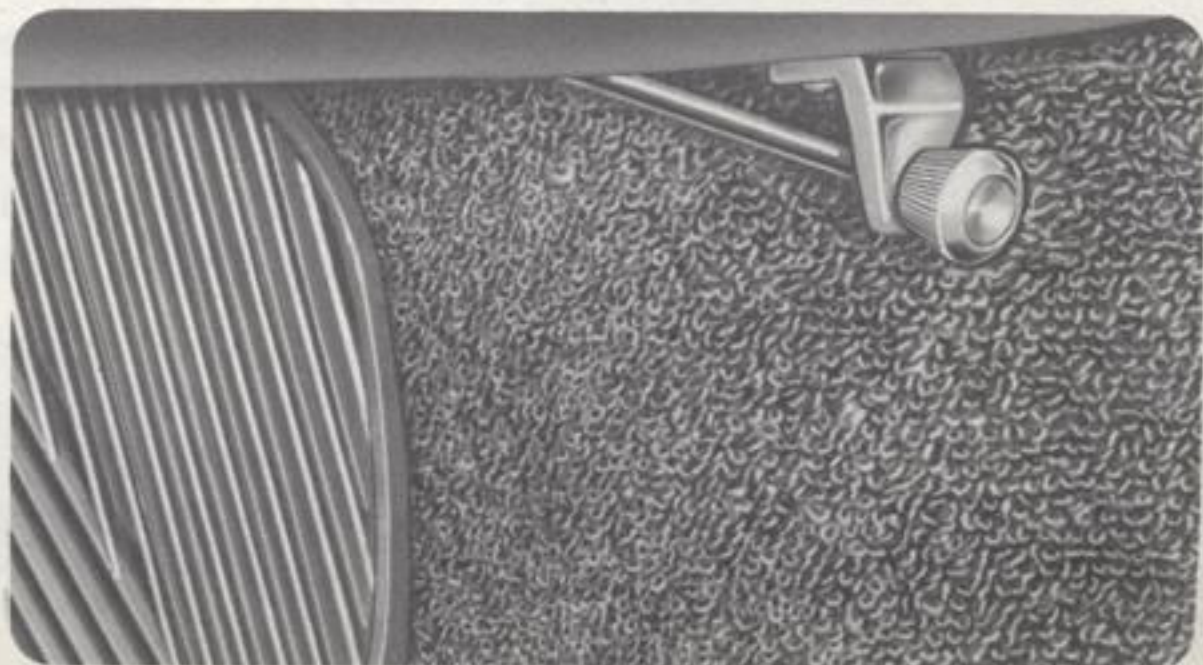
Windshield Wiper/Washer Control—All models are equipped with electric windshield wipers. To engage, simply turn the control knob clockwise.

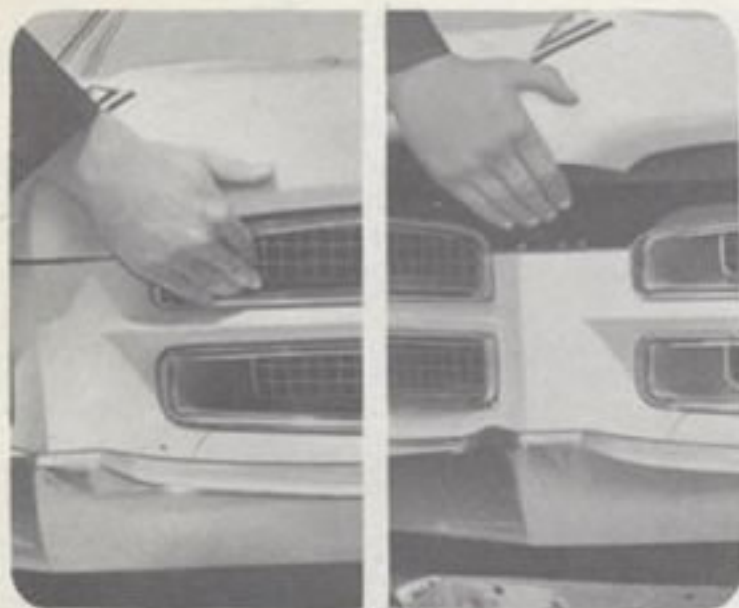
The windshield washers are controlled with the button located in the wiper control knob. For washer action simply depress the button thus simultaneously engaging the wipers. After the washer action stops, the wiper control knob must be turned counterclockwise to shut off wipers. G. M. Windshield Washer Solvent is recommended for use in the washer reservoir located under the hood to the left of the engine (right on Tempest V-8). Observe directions on the container to prevent paint damage and freezing during cold weather.

Caution: Do not use radiator antifreeze in windshield washer as this will cause paint damage.

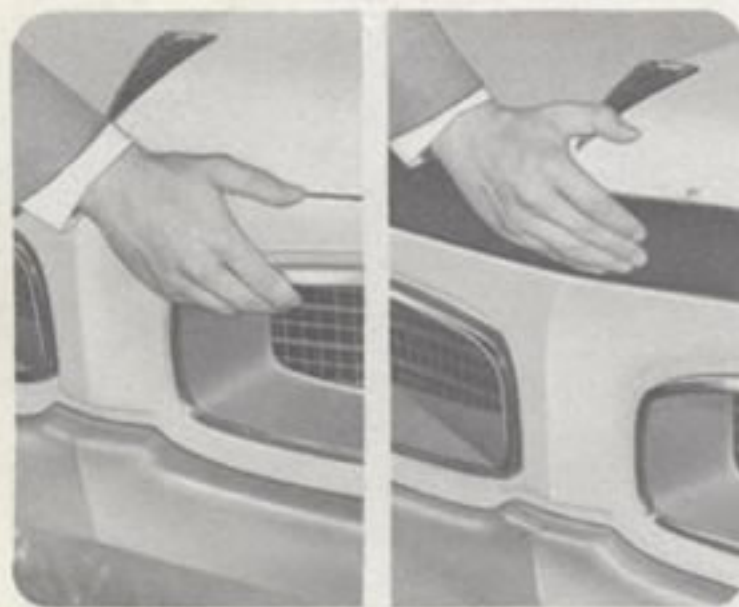
Sun Visor Adjustments—In order to properly position the sun visor in the front upper portion of the windshield, simply grasp the visor by the edge and pull it downward. To position the visor at the side window, rotate it in its socket positioning it in the desired location.

Cowl Vents and Controls—All models are equipped with air vents located in the right and left cowl panels (except for air conditioned models). Individual controls enable passengers or the driver to regulate the flow of fresh air for additional driving pleasure.





PONTIAC



TEMPEST

Hood Latch—The hood latch release lever is located in the upper section of the left front grille panel, and as an added safety feature, your car is equipped with a safety catch located between the hood and grille bar. This safety catch prevents the hood from raising to the full open position in the event the hood release lever becomes disengaged while the car is moving. To open the hood, PONTIAC AND TEMPEST, move the release lever to the right (as indicated in the illustration). With the hood partially raised, release by pulling the safety catch located between the hood and grille bar, then raise the hood.

Cigar Lighter—The cigar lighter, standard equipment in your new car, is designed to operate quickly and efficiently with a minimum of effort. Simply depress the lighter and it will automatically heat and snap out, ready for use. Avoid holding the lighter in by hand while it is heating as damage to the heating element may result.

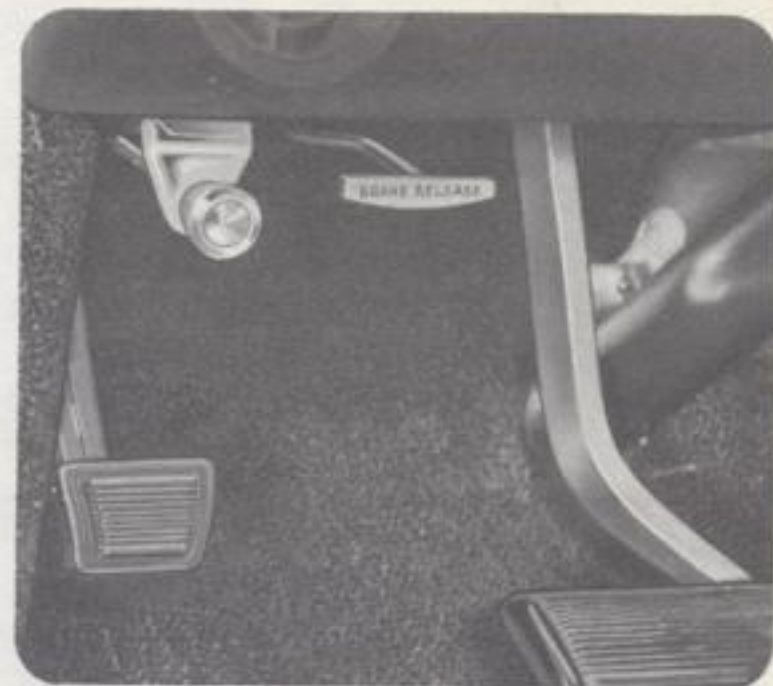
Ash Tray Removal —(Pontiac and Tempest)—The ash tray, within easy reach of all passengers, slides open on ball bearings which make opening and closing fingertip easy and pleasant. The ash tray also features a positive release tab for quick removal and cleaning.

Dimmer Switch —(Pontiac and Tempest)—The foot dimmer switch, located to the left of the brake pedal, enables you to raise or lower the headlight beams. The HIGH BEAM red-indicator light, in the middle of the instrument cluster, is illuminated when the high beams are on.

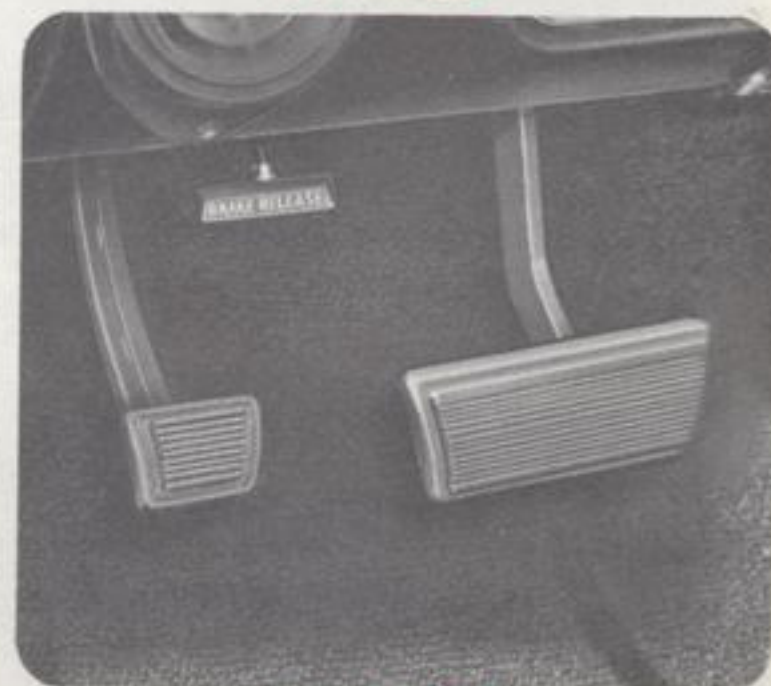
Self-Adjusting Brakes—All Pontiac and Tempest models are equipped with self-adjusting brakes which eliminate periodic brake adjustments. The self-adjusting mechanism is actuated, as needed, when the car is moved in reverse and the brakes are applied. It is possible, however, for excessive brake pedal travel to develop if the required reverse movement with the brake application is not part of the owner's driving pattern. Should this occur, the car should be driven backward and forward with the brakes applied at the end of each directional movement, until the brake pedal travel is back to normal. If this procedure fails to restore pedal travel, or if any abnormally rapid increase in pedal travel is experienced, immediate inspection should be made by your authorized Pontiac dealer. Care should be exercised to assure that the full brake pedal travel is not obstructed by improper floor mats or other interfering material under the pedal. Brake linings should be inspected periodically for wear. The frequency of this inspection depends upon driving conditions, such as traffic or terrain, and also the driving techniques of individual owners. Your Pontiac dealer is best qualified to advise you as to how often this inspection should be performed. When brakes require relining, use G.M. replacement linings or equivalent. For brake inspection intervals, refer to page 6 of the Owner Protection Plan Booklet.

Parking Brake Release—When applying the parking brake, firmly depress the foot pedal located under the left hand end of the instrument panel next to the left cowl kick pad. Once activated the brake may be released by pulling out the handle located above the pedal. The efficiency of the parking brake mechanism is directly affected by the rear brake lining condition. Periodic inspection of the rear brake linings, parking brake mechanism operation and adjustment is recommended for safe operation.

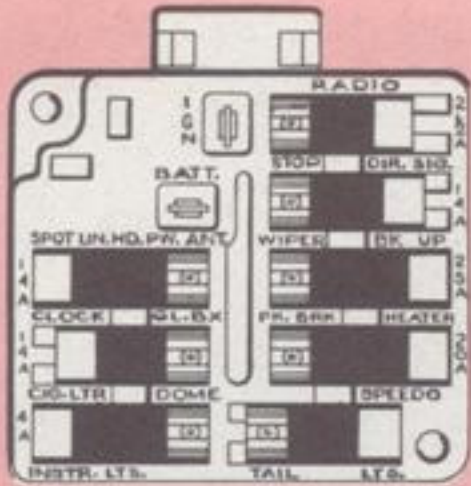
Seat Adjustment—Move the small lever found on the left side of the front seat, forward on Pontiac and rearward on Tempest, then with slight forward or rearward pressure, move the seat to the desired position. Release the lever to lock the seat.



PONTIAC



TEMPEST



Fuse Block—The fuse block, on all models, is mounted under the instrument panel to the left of the steering column. For fuse specifications, see pages 53 and 55.

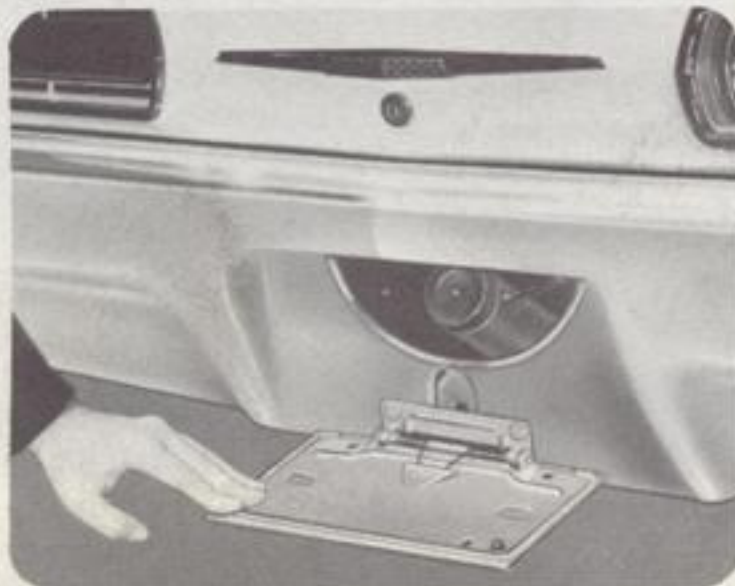
Rear View Mirror Adjustment—The standard rear view mirror has an optional position which may better serve your operating needs. By rotating the mirror 180° or upside down your field of vision may be substantially improved. Height adjustments may also be made by adjusting the pivot arm behind the mirror. The day-night, non-glare mirror, however, must not be rotated 180° due to its design characteristics. Its controls, which must always remain at the bottom, have a rotating motion which activates the mechanism.



Directional Signals—The ignition switch must be in the “ON” position in order for the directional signals to be operational. The lever on the left side of the steering column should be moved upward for signaling a right turn and downward for a left turn. This action causes the front signal light and rear stop light to flash on the side of the car toward which the turn is to be made.

A green light on the speedometer face flashes to indicate proper operation of the front and rear signal lamps. If the indicator light remains on and does not flash, check for a burned-out signal lamp bulb. If the indicator fails to light when the lever is moved, check the fuse and indicator bulb.

If the system is not functioning properly, a legal hand signal should be given, since failure to indicate a turn is considered a moving traffic violation in many states. Always signal for a turn at a reasonable distance before actually making it. NOTE: On gradual turns it may be necessary to return the lever manually.



Fuel Filler—On all models, except Station Wagon, the gasoline filler cap is located behind the rear license plate. Pull out on the top of the plate to open. The Station Wagon model fuel filler is located on the left rear quarter panel.

Seat Belts Provide . . . Added Security and Comfort—Front and rear seat belts, factory installed, are standard equipment on all models. Proper usage and care of these belts will provide added security to driver and passengers in case of sudden, unexpected stops.

Fastening the Seat Belt—After the driver has positioned the front seat to his satisfaction, grasp the buckle and the latch of your individual belt assembly and position the belts around your hips (never use the same seat belt for more than one person at any given time). Insert the latch into the open end of the buckle until an audible snap is heard. Make sure the latch to buckle connection is secure and adjust the belt firmly to your hips by pulling on the end of the belt protruding from the buckle. For retractor equipped belts, pull retractor half of belt to a solid stop to make sure that the belt webbing is completely unwound from the retractor drum, then connect the belt and make the necessary adjustments at the buckle for proper fit. When using seat belt retractors, be sure to avoid any of the following unsafe conditions: (A) Wearing a seat belt loosely or with slack in the system, and (B) Wearing the belt with the webbing wound around the retractor drum.

Releasing the Seat Belt—To release the belt, simply depress the release tab located in the center of the buckle.

Care of Seat Belts—Keep belts clean and dry. Clean with a mild soap solution and lukewarm water. Keep sharp edges and damaging objects away from belts. Periodically inspect belt, retractor, and floor for damage that could materially lessen the effectiveness of the belt installation and replace all of the inadequate parts. Do not bleach or re-dye belts as this may cause severe loss of strength.



DELUXE SEAT BELT SHOWN

HEAT AND VENTILATION

Circ-L-Aire Heater—Your new car is equipped with a Circ-L-Aire Heater. It will provide you with excellent cold weather heating and defrosting. To obtain the optimum in heater performance, carefully follow these recommendations:

PONTIAC

Select Control Knob—The select control knob (left) allows you to select the comfort range incorporated within your heater. By turning the control knob in a clockwise motion, you may regulate the normal heating range front and rear, de-icing range or completely shut off the system.

OFF—Shuts the system completely off, no air flow or heating.

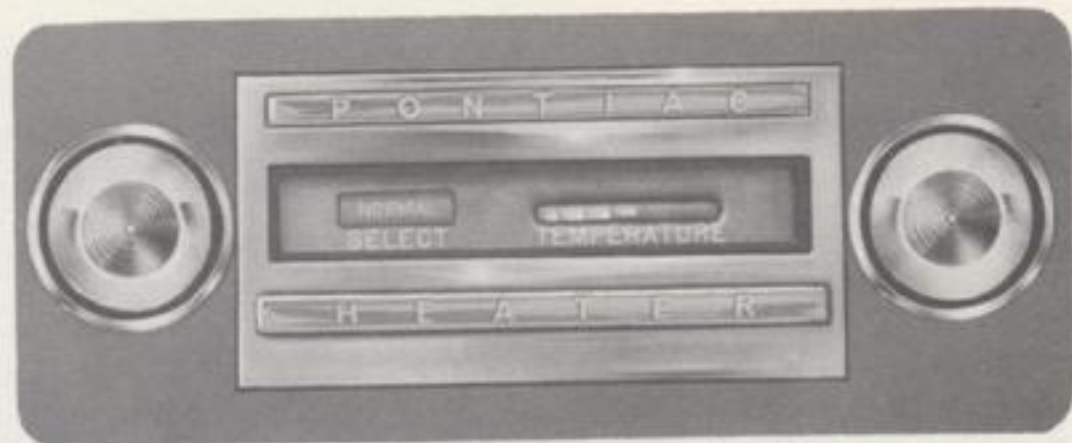
NORMAL—Operates heating system normally.

REAR—Increases air flow circulation to the rear seat by providing for a higher blower range.

DE-ICE—Delivers maximum heat toward the windshield, with the temperature control knob in the maximum clockwise position.

Temperature Control Knob—The temperature control knob (right) regulates the temperature of the air discharged from the heater and defroster outlets. The blower speed is directly controlled by the number of red indicator marks appearing in the temperature window. As you increase the temperature in the car by adjusting the temperature control knob clockwise, the blower speed will increase proportionally.

When entering a cold car, turn the temperature control knob to the maximum clockwise position, with the red indicator marks covering the entire window opening. This position will furnish you with the maximum heat output and blower speed (once the engine warms-up). Once the temperature inside the car has risen to the desired level, adjust the knob counterclockwise to maintain the desired temperature and blower speed.



PONTIAC HEATER

SETTING YOUR HEATER CONTROLS

	SELECT CONTROL KNOB (LEFT)				TEMP CONTROL KNOB (RIGHT)
	OFF	NORMAL	REAR	DE-ICE	
Normal Driving		X			as required
Windshield De-icing or Defogging				X	as required
Slow Driving			X		as required
Avoid Outside Objectionable Odors	X				Automatically OFF
Rear Seat Heating			X		as required

TEMPEST

Air Control—The air control lever (upper) regulates the air flow from the heater and defroster outlets. When the lever is in the “Off” position, the air flow is cut off. When the lever is in the “Normal” position, the air flow is at the maximum. By moving the lever to the extreme right position maximum air flow is directed towards the windshield for de-icing purposes.

Caution : When the lever is set at normal, it is important that it is centered under the locating mark as shown in the illustration. A detent has also been provided at this location.

Temperature Control—The temperature control lever (lower) regulates the temperature of the air discharged from the heater and defroster outlets. Moving the lever from the left to right increases the temperature.

Blower Control Switch—The blower control switch, located on the left side of the heater control panel, provides speed control of the blower either “Off”, “Lo”, “Med” or “Hi”. To adequately provide heat to the rear seat area, it is necessary that the blower switch be set at the “Med” or “Hi” position.

VENTILATION — PONTIAC AND TEMPEST

Vent Ducts—Two fresh air vents, located on the lower cowl panels, are controlled by separate knobs located on either end of the instrument panel. They provide ventilation by regulating the amounts of outside air entering the car.

Vent windows are also part of your ventilation system. They can be adjusted to provide circulation of outside air in the car.



Note: Under adverse weather conditions, window defogging or windshield de-icing may be improved by opening a window approximately $\frac{1}{8}$ inch and opening the vent panels slightly. When the glass is free of fog or ice, close the windows. When driving in extremely cold weather, clear any snow from hood and cowl; this will help reduce formation of frost or ice on the inside of the windshield during initial operation.

SETTING YOUR HEATER CONTROLS

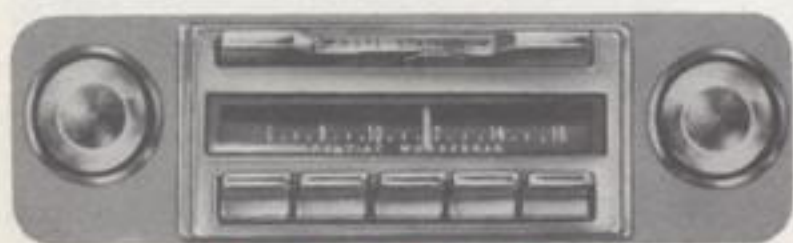
TEMPEST HEATER

	AIR	TEMP	FAN
Normal Driving— No Rear Seat Passengers	Normal	as required	LO, MED
Normal Driving— Rear Seat Passengers	Normal	as required	MED, HI
Windshield De-Icing	De-Ice	HI	HI
Slow Driving	Normal	as required	MED, HI
Avoid Outside Objectionable Odors	OFF		OFF

To provide draft free heater operation, window vent panes must be kept closed.

ACCESSORIES

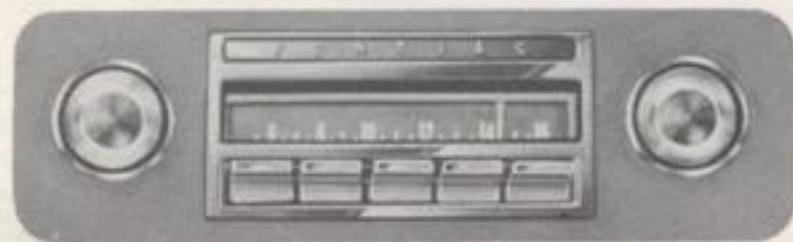
RADIOS



Pontiac Wonder Bar



Pontiac AM-FM



Pontiac Super Deluxe

Control Knobs—All Pontiac and Tempest radios have the following controls:

LEFT HAND KNOB

The left inner knob turns the set on and off and controls the volume. The left outer knob (TONE) changes the tone from bass to treble when moved clockwise. A center detent is provided for maximum tone position on some radios.

RIGHT HAND KNOB

The right hand knob manually selects radio stations.

Super Deluxe AM Radio—The Super Deluxe radio receiver is equipped with five push buttons that can be pre-set to automatically select favorite stations by simply pushing any one of the buttons.

AM-FM Radio—In addition to the conventional controls, the AM-FM receiver has a slide switch just above the dial to select either the AM or FM band.

Satisfactory FM reception is limited by the distance from the transmitter and the strength of the station. If reception becomes erratic or noisy, select another FM station that is geographically closer, or switch to the AM section of the receiver.

Adjusting the Push Buttons

1. Turn the radio receiver on.
2. Pull selected push button out.
3. Manually tune to the desired station.
4. Push button in and release.
5. The push button will always return to this "preset" point on the dial until it is reset.



Tempest Deluxe



Tempest Manual

Antenna—For optimum radio performance, the antenna mast should be set to 31" or approximately 2 to 2¼ extensions for metropolitan areas or fully extended in rural areas. On cars equipped with AM-FM radio, extend antenna to approximately 31".

Power Antenna Control —(Pontiac and Tempest)— The power antenna is controlled by a manually operated power antenna switch located on the instrument panel. The antenna may be either raised or lowered by moving the control switch to the desired position. A clicking sound tells you when the antenna has reached the end of its cycle, either up or down.

Sepra-Phonic Speaker —(Pontiac and Tempest)— The speaker is controlled by a manually operated speaker switch located on the instrument panel. Its operation is controlled by placing the switch in the following positions.

Left—front speaker

Middle—front and rear speaker

Right—rear speaker

Verbra-Phonic Speaker System—(Pontiac and Tempest)—The Verbra-Phonic speaker delays sound projection from the rear speaker by 25-35 thousandths of a second to simulate the acoustics of a fine concert auditorium. The speaker system is controlled by a switch located on the instrument panel and gives both front and rear conventional or Verbra-Phonic speaker control.

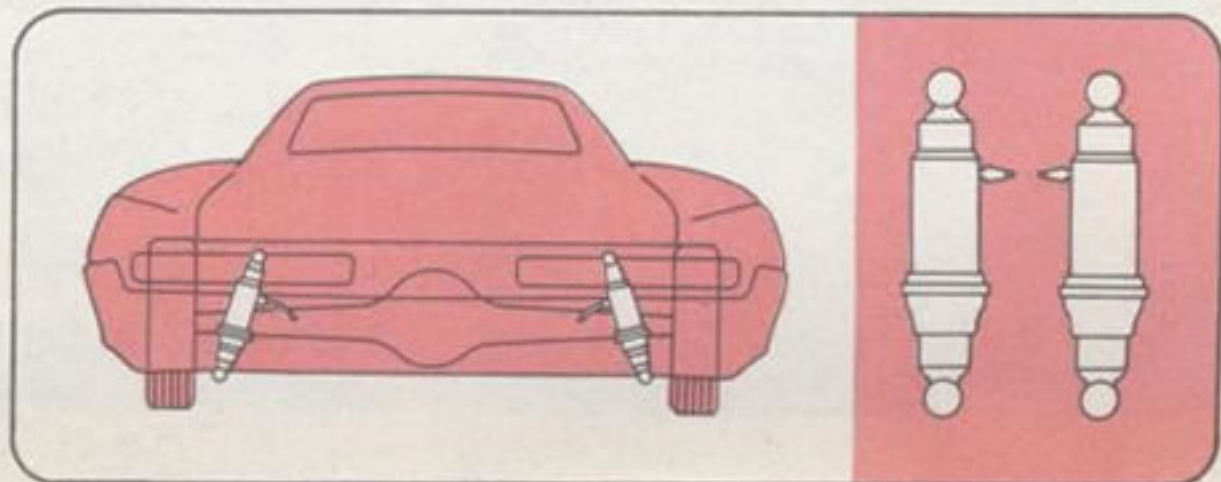
The control switch pattern is as follows:

LEFT POSITION—front speaker on and reverb unit off;

MIDDLE POSITION—reverb unit on; and **RIGHT POSITION**—rear speaker on and reverb off. The speaker switch should be in the front or rear position when the radio is "off" to avoid noise from road vibration thru the reverb unit.



Superlift Shock Absorbers—(Pontiac and Tempest) Superlift Shock Absorbers, as an optional item, let you control the level of your car under heavy load conditions with air. They allow you to maintain the correct road height at all times and assure complete and safe control. Under load conditions the system can be inflated to a maximum of 90 lbs. However when empty, for best ride characteristics a minimum of 10 lbs. should be retained.



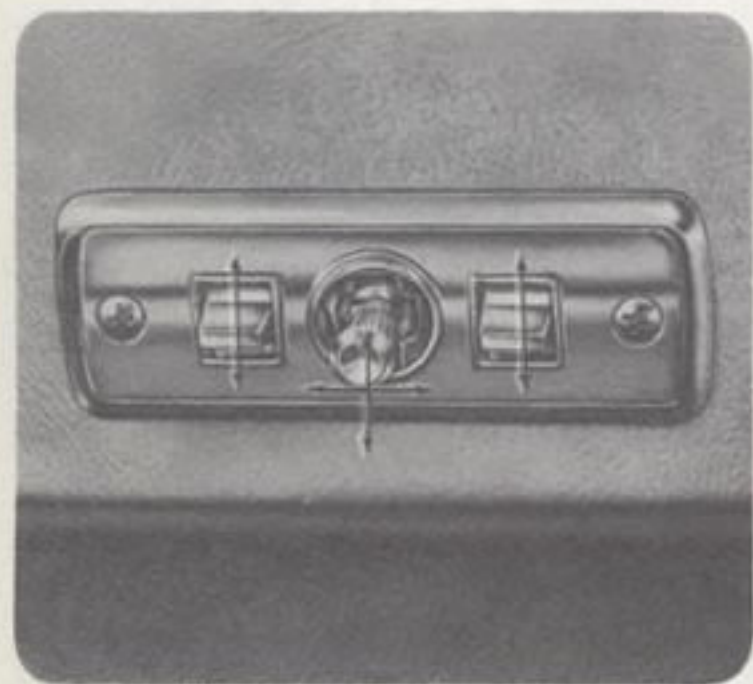


Wonder Touch Power Steering—(Pontiac and Tempest)—Wonder touch power steering offers superb ease in handling, parking, and getting into or out of tight places. Assist is provided by a hydraulic pump driven by the engine. When the engine is not running, there is no power assist and the car is controlled by manual steering. In the event the engine stalls, the car can be safely steered manually; however, much greater effort is required.

Wonder Touch Power Brakes—(Pontiac and Tempest)—Cars equipped with power brakes utilize engine vacuum to reduce the braking effort to much less than is required with regular brakes. Built-in vacuum reserve will supply two or more power assisted brake applications after the engine has stopped. After this, additional foot pressure will be needed for brake response.

Power Seat—(Pontiac Six-Way) (Tempest Four-Way) The electrically-operated front seat assembly can be moved forward, rearward, upward, downward, or tilted (six-way) by means of an electrically-operated seat control switch. The large center control knob controls movement of the entire seat assembly. The smaller forward control knob on Pontiac controls the vertical movement of the front of the seat assembly causing the seat assembly to "tilt". In the same manner, the rear control knob controls vertical movement of the rear of the seat assembly. To obtain maximum vertical travel, it will be necessary to engage the center vertical control until the limit of travel is reached, then engage the smaller forward or rear control knob to complete the maximum travel.

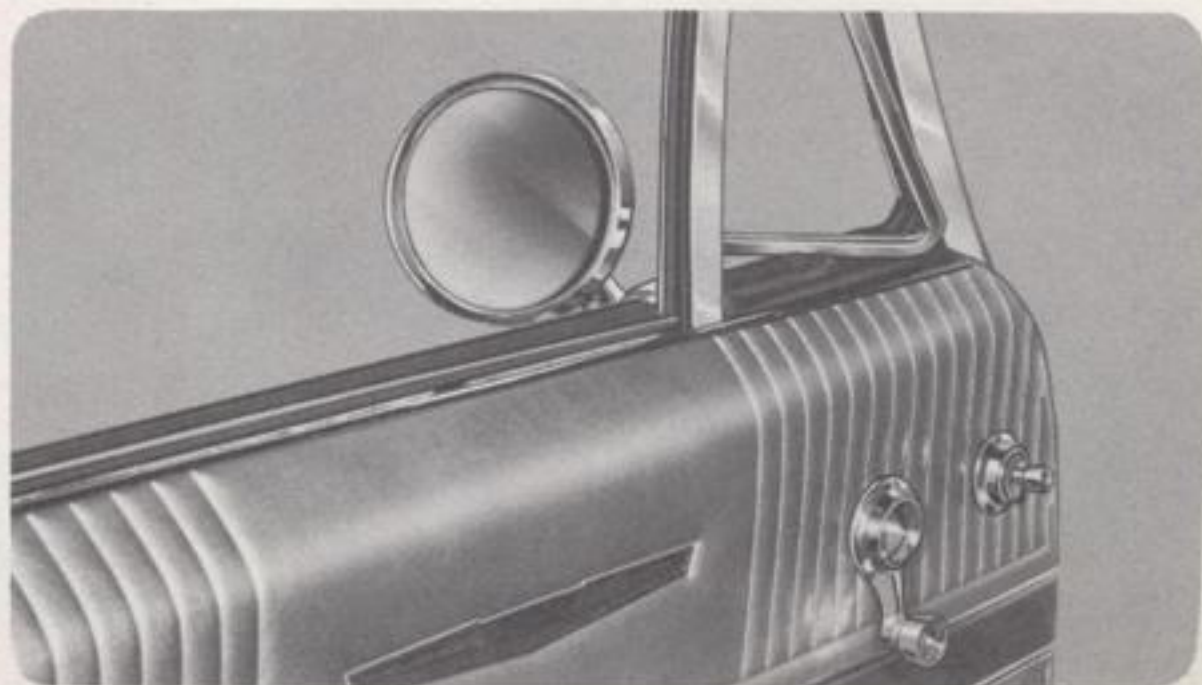
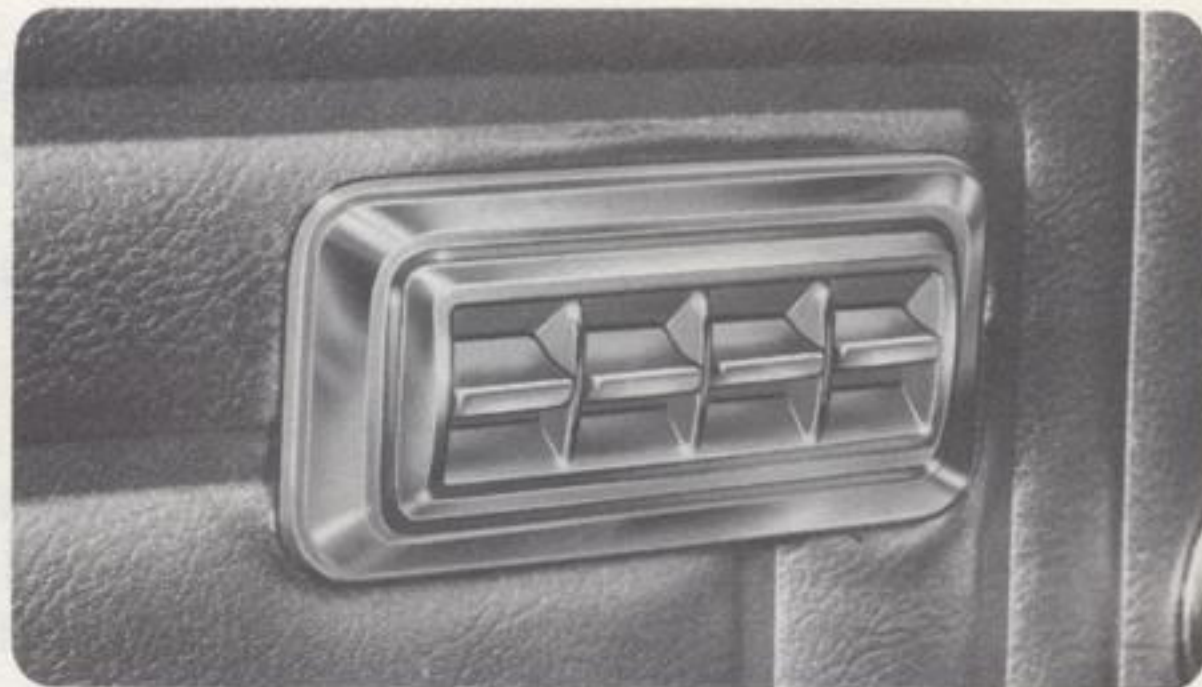
Power-Tilt Electric Bucket Seat—(Pontiac)—The Power-Tilt Electric Bucket Seat switch is located on the left hand side of the bucket seat cushion side trim panel. Simply move the switch in the desired direction of travel; once attained, release, thus locking the seat in position.



Power Windows (Pontiac and Tempest)—All vertical moving windows (except the Station Wagon tailgate window) are controlled by the power window control switch located on the left front door. Individual switches are provided under each window for passenger use. Press switch upward to raise the window and down to lower. The master controls from the left to right are: left front, right front, left rear and right rear. The power vent windows are operated by switches located directly under the vent windows. Movement of the switch to the forward position opens the window, while rearward movement closes it.

Remote Control Outside Mirror (Pontiac and Tempest)—The remote control lever for the outside rear view mirror is located on the forward section of the interior door trim panel. Simply move the lever in the desired direction to adjust the position of the mirror.

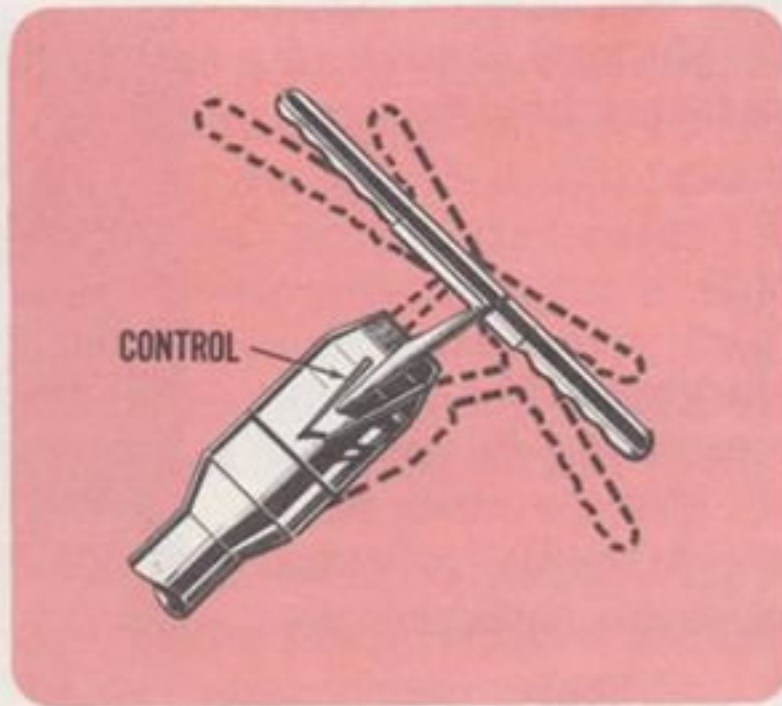
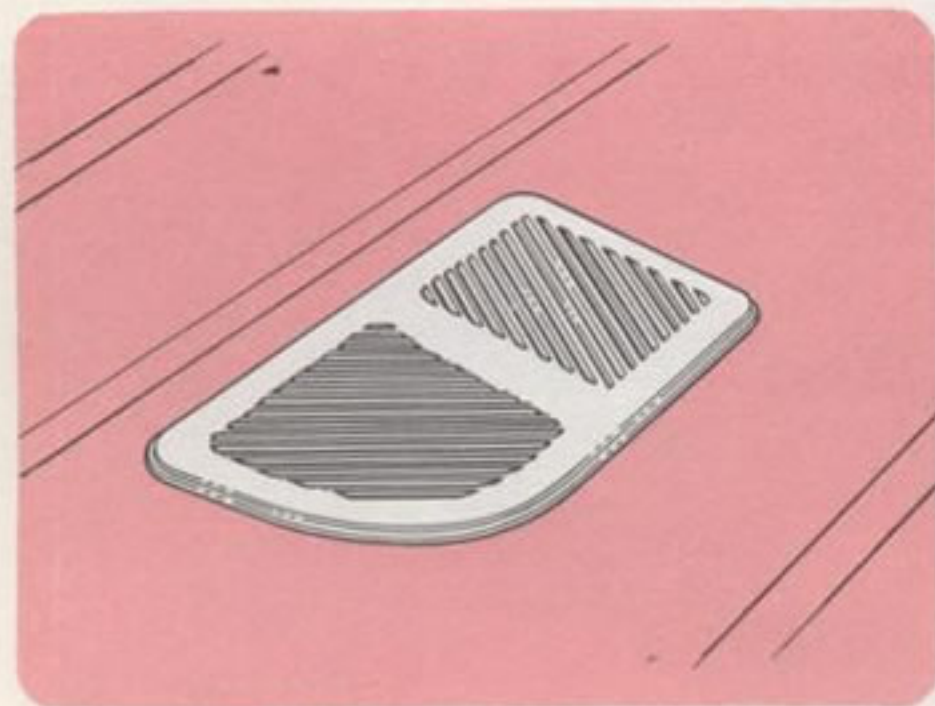
Parking Brake Warning Light—The parking brake warning light is located in the lower left corner of the speedometer dial (Pontiac), and on the instrument cluster (Tempest). When the parking brake is applied and the ignition switch is turned to the “on” or “accessory” position, the indicator light glows red as a reminder to disengage the brake before moving the car.





Electric Clock—(Pontiac and Tempest) Automatic regulation is built into the setting device of the electric clock. If the clock gains time, pull the stem out and turn the hands counterclockwise to the correct time. If it loses time, turn the hands clockwise to the correct time. An automatic self adjusting speed feature is built into the clock and operates when the clock is manually adjusted to reset the time.

Rear Window DeFogger —(Pontiac and Tempest)— The rear window defogger mounted under the rear package shelf provides for rapid defogging of the rear window. The blower control switch, located on the instrument panel is manually controlled and may be set either to the high or low position depending upon the amount of airflow needed.



Tilt Steering Wheel (Pontiac and Tempest)—Drivers can experience maximum steering wheel positioning comfort with Pontiac's tilt steering wheel. The wheel can be adjusted by lifting the lever located on the left side of the steering column, placing the wheel in the desired position and releasing the lever. There are seven different positions of adjustment; 5°, 10° and 15° above center, center, and 5°, 10° and 15° below center.

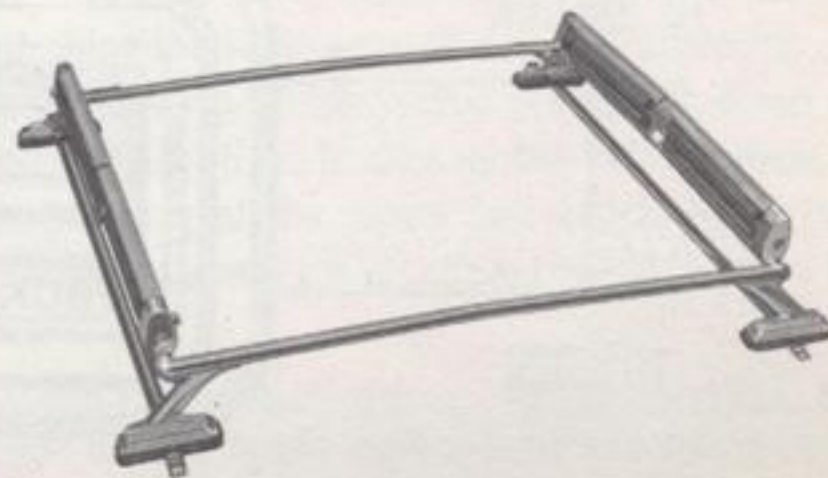
In order to provide easy entry and/or exit from the car, the wheel can be moved to its uppermost 15° position.

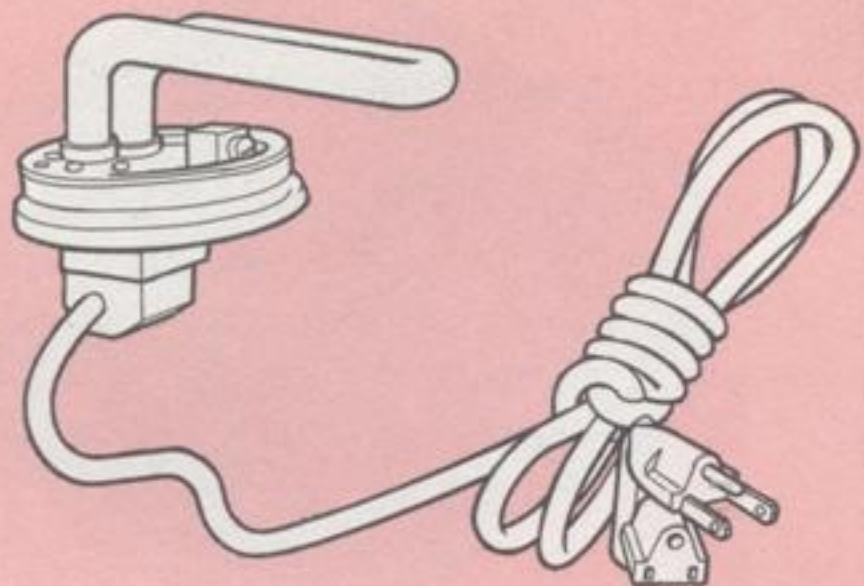
Tachometer—An engine tachometer (Pontiac) dash mounted or (Tempest) rally cluster mounted is available with any transmission, as optional equipment. Its purpose is to indicate engine speed in revolutions per minute (R.P.M.). The red hand can be manually set as desired.

Roof or Deck Lid Ski Carrier —(Pontiac and Tempest)— A roof or deck lid ski carrier, available on all models except Safari, is designed to retain your skis safely and securely while enroute to or from your destination. For added security, a lock has been included with your carrier.

Safe-T-Track Differential —(Pontiac and Tempest)— The Safe-T-Track Differential assures the necessary amount of pull when very low traction conditions are encountered at one wheel. It compensates for this loss of traction by smoothly transferring the torque from one rear wheel to another.

Removal of Stratio-Seatback Headrest—To remove the Stratio-Seatback-Headrest, first raise the seat to the full up position. Secondly, grasp the headrest firmly and lift straight up until the support bars are free from the seat.



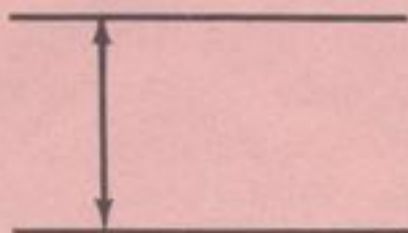


Engine Block Water Heater -(Pontiac)—An electric preheater for engine coolant helps provide fast starts and quick heater action in severe cold weather. Overnight, a single unit will raise the engine coolant temperature from 0°F to 50°F, dual units will raise the temperature to 90°F. The unit is operated with a cord that plugs into a standard house electrical outlet.

Vacuum Control Door Locks (Pontiac)—A vacuum controlled door lock system, offered as an optional item on all Pontiac models, is operated by an actuator switch located on the left hand front door trim pad. By depressing the actuator switch to the “lock” position, all doors in the vehicle will lock simultaneously. Conversely, by lifting the actuator switch, all door locks will release. Other doors may be operated manually, independent of the system, even though the doors have been previously locked.

If the engine is shut off, the vacuum storage source may provide up to 3 door lock operations. By starting the engine, the vacuum system will immediately recharge.

TO UNLOCK



TO LOCK



Traffic Hazard Flasher (Pontiac & Tempest)—a traffic hazard flasher, available as an optional safety item, flashes distress signals so that other motorists can pass safely, or stop and offer a helping hand.

A separate “red” knob, installed on the instrument panel activates both directional signals (front and rear simultaneously) with a brilliant flashing action. Other motorists are alerted instantly that you are stalled in traffic or have made an emergency stop.

ELECTRO CRUISE-SAFEGUARD SYSTEM—The Electro Cruise-Safeguard System combines automatic control of car speed and visual speed warning. Although an integral unit, each system may be operated independently, thus giving the driver an indication of his speed as well as accurate control of it over a wide range of operating conditions. Within engine limitations, a speed range of 30 to 85 miles per hour can be accurately held.

How To Operate

SPEED SETTING—Rotate the pointer adjustment knob, located on the left side of the speedometer face, so that the pointer is positioned at the desired cruise speed.

ENGAGEMENT—The Electro Cruise System may be engaged by pressing and releasing the speed control knob. If the vehicle is moving at or above the set speed, an amber "CRUISE" light will come on and the Electro Cruise System will maintain the vehicle at the set speed. If the vehicle is moving below the set speed, when the knob is pressed, a red "AUTO" light will come on and the automatic control of the vehicle speed will not be attained until it is accelerated to the set speed. When the desired speed is reached, the red "AUTO" light will go out and the amber "CRUISE" light will signify the automatic control of the vehicle speed.

Vehicle speed may be increased for highway passing by pressing the accelerator pedal. The system will return to the set speed when the accelerator pedal is released. The set pointer position may be changed at any time and will immediately influence the vehicle speed when the "CRUISE" light is illuminated.



DISENGAGEMENT—By pressing the brake pedal the system will disengage and return to the red "AUTO" condition previously described. However, re-engagement of the system is not necessary. Simply accelerate to set speed and the system will once again maintain the vehicle's automatic speed control. The Electro Cruise System will disengage and return to the Safeguard setting whenever the ignition switch is turned to the "Off" position. Once the system has been disengaged, and re-engagement is desired, adhere to the instructions in the previous paragraphs.

The Safeguard System, a speed warning light, through an integral part of the Electro-Cruise System is designed to indicate when the desired set speed level has been attained. It has no function in automatically controlling the vehicle speed and is in operation at all times except when the Electro-Cruise System is engaged. When such is the case a red "SPEED" light flashes as the vehicle speed approaches the speed setting of the yellow ball and is continuously illuminated if the vehicle speed exceeds the set speed by more than a few miles per hour.

To remove the Electro-Cruise System from normal operation, once engaged, simply pull out the speed control knob and rotate the set pointer to the extreme right hand side of the speedometer dial. This will make the system inoperative and return it to the safeguard position.

AIR CONDITIONING



The Pontiac and Tempest Air Conditioning system offers a new concept of year-round comfort, for all seasons and climates, day or night, in rain, or in brilliant sunshine. Combining the heater and air conditioner into an integrated package gives you complete comfort regardless of the weather outside the car.

AIR OUTLETS

As dictated by comfort requirements, heated air is introduced into the car at the foot level, where it sweeps the floor. Upper levels in the car are progressively cooler, to give a pleasant sensation to the upper body and face of the passengers. If snow or sleet interferes with vision, then heated air can be directed toward the windshield for clear vision and safer driving. In warmer weather, refrigerated and dehumidified air enters the interior of the car through five outlets, which have been improved in terms of passenger cooling, particularly for the rear seat. (A) Air outlets at the ends of the instrument panel, with individual passenger controlled shut-off valves (Pontiac only), can direct cooled air to suit the occupant's wishes. (B) The center outlet (high in the center of the instrument panel) contains a rotary vaned valve that can be vertically adjusted to direct air flow to the rear seat area. (C) Two smaller outlets are located below the instrument panel for lap and body cooling of the driver and front passenger.

Note: For proper operation of the air conditioning system, car windows should always be closed except for the first two or three minutes for a fast cool down.

Operate your air conditioning system for five minutes at least every month, *even during the winter*, to check for proper functioning. If the system is not operating normally, turn the unit off immediately and have your Pontiac dealer check the refrigeration system.

REGULATING YOUR PONTIAC AIR CONDITIONER

Six push buttons allow you to select heating or cooling or to shut off the entire system.

De-Ice—Maximum air flow through defroster outlets, some air flow through heater outlet, blower automatically on "HI", temperature as set by temperature knob.

Heater—Maximum air flow through the heater, some air flow through the defroster outlet, blower speed will be as selected, temperature as set by the temperature knob.

Off—No air flow, no heating, no cooling.

Vent—A ventilation device which provides constant flow of outside air through the air conditioning outlets. Higher blower speeds can be used to give increased air flow. The air can be heated, if desired, by adjustment of the temperature control knob.

Outside—Cooled and dehumidified outside air enters the car through the air conditioning outlets. Refrigeration operates continuously, with blower speed and temperature as selected.

Inside—For maximum air cooling performance. Inside air recirculates through the car, with outside air added. Refrigeration operates continuously, with blower speed and temperature as selected.

Blower Control (Left Knob)—Controls four blower speeds LO, 2, 3, and HI. The blower always operates at one of the four speeds when either air conditioning or the heater is in use.

Temperature Control (Right Knob)—Regulates the temperature of the air entering the car, whether coming through the heater or air conditioning outlets. With the knob in the full clockwise

position, and the dial opening showing all red bars, maximum heating or minimum cooling results. If the "outside" or "inside" button is depressed, the air conditioner is still operating at "full cold" for maximum dehumidification of incoming air. However, the air is reheated to whatever degree you wish. As the knob is rotated

counterclockwise, the dial opening shows a progressively increasing area of blue color, to indicate increased cooling or less heating. Maximum cooling or minimum heating is obtained when the temperature control knob is turned fully counterclockwise.

PONTIAC		AIR CONDITIONING AND HEATER CONTROLS						
		CONTROL BUTTONS					KNOBS	
	DE-ICE	HEATER	OFF	VENT	OUTSIDE	INSIDE	BLOWER	TEMPERATURE
Mild or Damp Weather					in		2 or 3	as required
Fast Cool Down Hot Weather						in	HI	fully counter-clockwise
Slow Driving Hot Weather						in	HI	as required
Fast Driving Hot Weather					in	or in	3 or HI	as required
Heating Normal Driving		in					LO or 2	as required
Rear Seat Heating		in					3 or HI	as required
Windshield De-Icing	in						HI Automatically	as required
To Avoid Objectionable Odors Cold Weather			in				Automatically OFF	
Warm Weather						in	LOW	as required
Mild Weather Ventilation				in			as required	as required

REGULATING YOUR TEMPEST AIR CONDITIONER

Air Control Lever (Upper)—The air control lever provides six positions which allow you to select heating or cooling, or to shut off the entire system. The lever must be depressed whenever going from one position to another.

Temperature Control Lever (Lower)—The temperature control lever regulates the temperature of the air entering the car whether heated or refrigerated. Movement of the lever from the left (maximum cool) to the right (maximum heat) increases the temperature.

Blower Control—Provides control for four blower speeds: 1, 2, 3, and 4. The blower always operates at one of the four speeds when either the air conditioner or the heater is in use.

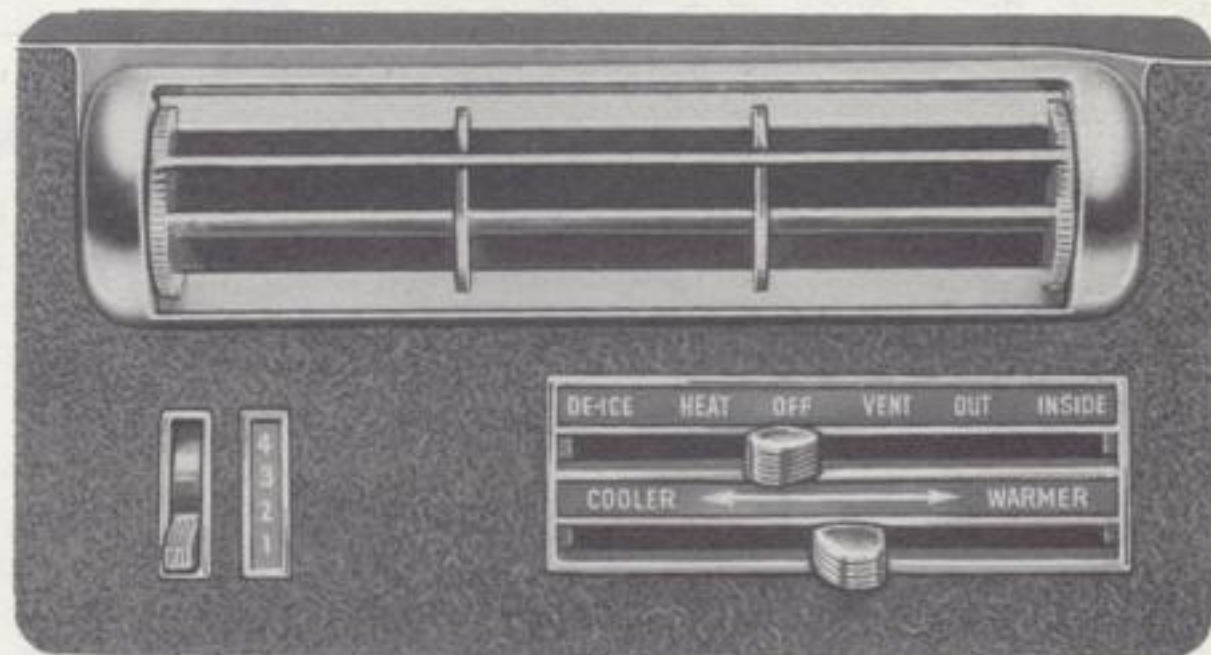
POSITION FOR AIR CONTROL

De-Ice—Maximum air flow through defroster outlets, some air flow through heater outlet, temperature as set by temperature lever.

Heater—Maximum air flow through heater outlet with lever set on locating mark, some air flow through defroster outlets, blower speed as selected, temperature as set by temperature lever.

Off—No air flow, no heating, or cooling.

Vent—A ventilation device which provides constant flow of outside air through the air conditioning outlets. Higher blower speeds can



be used to give increased air flow. The air can be heated, if desired, by adjustment of the temperature control lever.

Outside—Cooled and dehumidified outside air enters the car through the air conditioning outlets. Refrigeration operates continuously, with blower speed and temperature as selected.

Inside—For maximum air cooling performance. Inside air recirculates through the car, with outside air added. Refrigeration operates continuously, with blower speed and temperature as selected.

TEMPEST

AIR CONDITIONING AND HEATER CONTROLS

LEVER CONTROL POSITIONS

	DE-ICE	HEATER	OFF	VENT	OUTSIDE	INSIDE	BLOWER	TEMPERATURE
Mild or Damp Weather					X		2 or 3	as required
Fast Cool Down Hot Weather						X	4	maximum left
Slow Driving Hot Weather						X	4	as required
Fast Driving Hot Weather					X	X	3 or 4	as required
Heating Normal Driving		X					1 or 2	as required
Rear Seat Heating		X					3 or 4	as required
Windshield De-Icing	X						4	as required
To Avoid Objectionable Odors							Automatically OFF	
Cold Weather			X					
Warm Weather						X	1	as required
Mild Weather Ventilation				X			as required	as required



WARNING

CARBON MONOXIDE

Avoid inhaling exhaust gases when any concentration of these are present in the air, i.e., in a garage, in congested traffic, or when parked closely behind a vehicle with its engine running. Exhaust gases may have strong odors which normally should give warning of their presence. However, the exhaust gases from some vehicles may not be so noticeable under certain conditions and the senses of people react differently. Exhaust gases contain a percentage of carbon monoxide which is a poisonous gas that by itself is tasteless, colorless, and odorless.

AUTOMATIC TEMPERATURE CONTROL

Automatic Temperature Control, an optional extra cost item offered in conjunction with the Pontiac air conditioning system, provides thermostatically controlled interior temperature and offers a new level of personalized comfort. With this control the driver can set the desired interior comfort level on a dial located in the air conditioning control panel. The system will maintain the set comfort level automatically regardless of the weather, and requires little or no change in setting to compensate for changes due to outside weather conditions.

Automatic Temperature Control is beneficial in summer or winter. In hot weather, it will cool the car rapidly to the pre-set comfort level, and then modulate cooling to whatever degree is required to maintain comfort without the driver having to operate the controls. In mild weather the driver has comfortable in-car conditions, still without having to reset the controls. In cold weather, the system will heat the car quickly to the desired temperature, then level out to maintain the pre-set comfort level.

NOTE: Automatic Temperature Control, utilizing the air conditioning and heater units, modulates to maintain the pre-set temperature level thus producing constant passenger comfort. When the setting is changed, allow time for the unit to stabilize at the new comfort level.

Manual controls on the control panel permit the driver to exercise some individual control over the automatic equipment.

AIR CONTROL PUSH BUTTONS

There are four push buttons which allow selection of automatic heating or cooling, turning the entire system off and to de-fog or de-ice the windshield.



Off—Turns off all electrical power (except sensing circuits) and closes all air valves from outside the car.

Normal—Turns on the Automatic Temperature Control System. Most driving will be in this position.

De-Fog—Automatic control continues, however, most of the discharged air is directed to the windshield. For use if fog appears on the windshield, due to sudden rain, or entry into the car with wet clothing.

De-Ice—For icing conditions—most of the heated air is directed to the windshield.

Temperature Control (Right Knob)—Regulates the temperature of the air entering the car, whether heated or cooled. Once set, the control requires little or no change in setting from day to day or season to season. Other drivers, however, may change the setting to suit their personal comfort.

Blower Range Control (Left Knob)—Permits selection of two ranges of air flow, “High” or “Low”. Air flow varies automatically in either range, as comfort requirements change.

“High” range will give the most uniform comfort throughout the car, especially with passengers in the rear seat.

“Low” range will result in less air noise and air motion in the car, however, at a possible cost of uniform comfort.

When operational, the Automatic Temperature Control System causes changes in three areas of the car. The obvious changes being temperature of discharged air, volume of discharged air, and

location of air discharge, either low in the car in cool or cold weather, or higher in the car during mild or hot weather.

In addition to the control features built into the Automatic Temperature Control System, individual passengers will find that varying the setting or aiming of the instrument panel outlets will further permit them to enjoy the ultimate in automotive comfort.

Note: After initial settings are made, it is not necessary to turn the system “OFF”. The Automatic Temperature Control System will automatically operate whenever the car is started; starting almost immediately in warm weather, but delaying operation in cold weather until heat is available from the engine cooling system. Engagement of the De-ice button overrides the automatic control system and directs maximum available heat toward the windshield.

PONTIAC

AIR CONDITIONING—AUTOMATIC TEMPERATURE CONTROL

	CONTROL BUTTONS				KNOBS	
	OFF	NORMAL	DE-FOG	DE-ICE	BLOWER RANGE	TEMPERATURE
Mild or Damp Weather		in			HI*	as required
Hot Weather Driving		in			HI*	as required
Heating		in			HI*	as required
Windshield De-Fogging			in		HI*	as required
Windshield De-Icing				in	Automatically Higher	
To Avoid Objectionable Odors Cold Weather	in				Automatically OFF	
Warm Weather		in			LO	set at 65°

*LO Blower Range may be selected if only front seat passengers are in the car, or if passengers are extremely susceptible to air flow or blower noise. Note that maximum performance in either hot or cold weather is not obtained with this blower setting.

FUEL REQUIREMENTS

In selecting the gasoline for use in your Pontiac or Tempest it is best to choose a brand of proven dependability and quality marketed by a reputable refiner. The fuel octane recommended for your car depends upon the type of engine installed in your car and its immediate compression ratio.

Use of a fuel which is too low in quality will result in "spark knock". This so called "spark knock" is a variable rate of combustion after spark ignition which results in an audible noise. Severe or continuous spark knock when accelerating or climbing hills may result in a condition of pre-ignition which is combustion prior to normal ignition and can result in severe engine damage such as destroying a cylinder head gasket or cracking the head of a piston. Since Pontiac Motor Division regards engine damage caused by the use of low octane fuels as engine misuse, and is not responsible for the damage under the terms of the manufacturer's New Vehicle Warranty, you should select a gasoline of the recommended rating.

Note: The octane ratings of gasolines will vary in different parts of the country with changes in altitude.

If engine "spark knock" persists after using the prescribed fuel for your car, it may be necessary to change to a higher grade of gasoline or have your Pontiac dealer retard the spark advance to eliminate the knock or reduce it to a safe level.

Your engine usually will operate efficiently under most conditions using the proper grade of fuel indicated below.

PONTIAC

ENGINE	COMPRESSION RATIO	FUEL
2 Bbl, 389 Cu. In.	8.6:1	Regular
2 Bbl, 389 Cu. In.	10.5:1	Premium
4 Bbl, 389 & 421 Cu. In.	10.5:1	Premium
Tri-Power, 389 & 421 Cu. In.	10.75:1	Premium
HO (high output engines) All	10.75:1	Premium

TEMPEST

ENGINE	COMPRESSION RATIO	FUEL
Six Cylinder 1 Bbl.	9.0:1	Regular
Six Cylinder 4 Bbl.	10.5:1	Premium
Eight Cylinder 2 Bbl.	9.0:1	Regular
Eight Cylinder 4 Bbl.	10.5:1	Premium
GTO	10.75:1	Premium

DRIVING TIPS FOR MAXIMUM GASOLINE MILEAGE

1. Drive at a steady speed if at all possible. Unnecessary acceleration and deceleration causes abnormal gasoline usage.
2. Avoid sudden stops. A certain percentage of gasoline is lost upon acceleration after each brake application.
3. When making an extended stop, turn off the engine. Idling consumes about one half gallon of gasoline per hour.
4. Avoid "jack rabbit" starts. A larger percentage of gasoline is used under these conditions than under moderate acceleration.
5. Drive at moderate speeds. Gasoline consumption is proportionately greater at high speeds.
6. Proper engine tune-up is important. It is impossible to expect maximum gasoline economy from an out-of-tune engine. Pontiac Guardian Maintenance Service, available at your Pontiac dealer helps keep your engine in top running condition.
7. Spark plugs which are worn or dirty can result in a loss in gasoline mileage.
8. Proper tire inflation also plays an important part in fuel economy. Not only does under inflation cause excessive tire wear but also a needless waste of gasoline.
9. The use of higher viscosity engine oil than recommended will increase engine friction and waste gasoline. Use only the recommended engine oil as required under specific atmospheric temperature requirements.
10. If most of your driving is done at altitudes in excess of 3500 feet, your Pontiac dealer can adjust your carburetor in order to improve your gasoline economy.

OPERATION IN A FOREIGN COUNTRY

In many areas of the world fuels with sufficient octane ratings are

not available, therefore, before taking your car outside of the continental limits of the United States or Canada, it is advisable to ascertain the octane ratings available in the countries you propose to visit. This should be done because there is a possibility that the best available fuels are so low in octane quality that excessive knocking and severe engine damage may result from their use. Such information can be secured for most foreign countries by writing the Pontiac Motor Division, Service Department, 196 Oakland Avenue, Pontiac, Michigan 48053, and giving:

1. The compression ratio of your engine.
2. The Vehicle Identification Number.
3. The engine serial number.
4. The country or countries in which you plan to travel.

If you plan to drive your car in any area where the fuel octane ratings are insufficient, it is suggested that you contact your Pontiac dealer for further information. There are internal engine mechanical modifications that must be made to lower the fuel octane requirements of the engine in your car. These alterations are strictly owner responsibility.

Failure to make the necessary changes to your car and subsequent operation under conditions of continuous or excessive knocking constitutes engine misuse for which Pontiac Motor Division is not responsible, under the terms of the manufacturer's New Vehicle Warranty.

After arriving in a foreign country, contact the nearest Authorized General Motors Dealer for brand names of the best fuels available and advice as to where they may be purchased.

Fuel Volatility — Gasolines sold in winter time have a high volatility for fast starting. When these gasolines are used during unseasonably hot days, they may cause vapor-lock, surging, or stalling. If you've experienced these difficulties, inquire as to whether your fuel source has adjusted the volatility of its fuel for summer conditions.

ENGINE OIL RECOMMENDATIONS

The crankcase of your new car was filled at the factory with a high quality, maximum service, break-in oil especially formulated to ensure proper lubrication of all engine components during the break-in period. This oil should be changed after 60 days, or 6,000 miles, whichever occurs first. Succeeding oil changes should be made at 60 day intervals, under favorable driving conditions (over 10 mile average per trip), but never to exceed 6,000 miles. Useful oil life depends primarily upon its quality. The use of proper engine oil and a systematic, rigidly adhered to oil change program is your best assurance of continuous engine reliability and performance. To give long life with low oil consumption and without loss of compression, your new engine is equipped with specially engineered piston rings. To promote proper lubrication during the break-in period, these rings allow oil to flow freely on the cylinder walls. Therefore, oil consumption may be higher during the break-in period than afterward.

Oil control on existing high performance 2+2, 421 H. O., and GTO engines has been developed to suit the lubrication required by the higher engine output and speed potential. This design provides necessary oil for upper cylinder wall and valve train component lubrication proportional to the power and performance demands of the driver. Consequently a higher rate of oil consumption is normal on this type of engine to assure adequate engine lubrication and will be highest on those cars which are called upon to deliver maximum performance more frequently.

To ensure long engine life, driving conditions play an important part in oil change intervals. Under adverse driving conditions, dusty roads, short trips or cold weather driving, engine oil should be changed at more frequent intervals to prevent excessive oil contamination.

Regular oil changes are an important part of your Guardian Maintenance service. By following the important recommended services as outlined in your "Owner Protection Plan" booklet, you are assured maximum performance and satisfaction from your new car.

OIL FILTER RECOMMENDATIONS

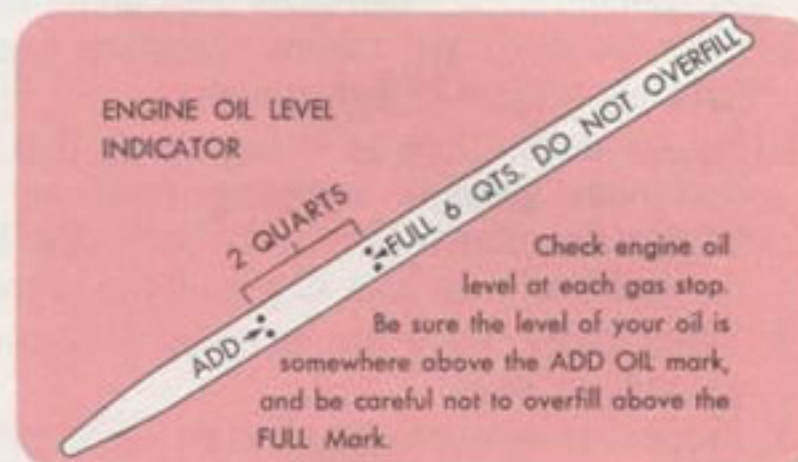
Clean oil put into the engine is subject to contamination and deterioration from a number of sources. Products of combustion (including water) enter the crankcase past the piston rings. Oil, exposed to the intense heat on the cylinder walls and pistons breaks down into carbon and partly burned residues. These particles have a tendency to collect and settle as sludge and varnish on the engine surfaces. Therefore, a good oil filter, properly installed and serviced, increases engine life for it removes from your engine these solid particles that increase wear and prevent non-lubricative substances in the oil from forming harmless engine deposits.

So that you may enjoy increased, trouble-free engine life, Pontiac Motor Division strongly recommends that

Note: Use an oil which according to the label on the can, is (1) included for service MS and (2) passes car maker's tests or meets General Motors Standard GM-4745M.

Atmospheric Temperatures Expected	Recommended SAE Viscosity No.	Acceptable Alternate
Above Freezing +32°F or Above	20W	10W-30
Below Freezing 0°-32°F	10W	10W-30
Below Zero	5W	5W-20

NOTE: All engines equipped with tri-power require the use of SAE #30 oil in the summer (above 32°F.) and SAE 5W-20 oil in the winter (below 32°F.).



8-CYLINDER

you install a new oil filter at 6,000 miles and then each six months or 6,000 miles thereafter, under normal driving conditions.

LUBRICATION RECOMMENDATIONS

All suspension pivot joints and steering linkage connections are lubricated with a long-life lubricant and sealed when assembled. Under normal driving conditions, the Pontiac chassis should be lubricated yearly or at 30,000 miles and the Tempest yearly or at 12,000 miles with the specially formulated Pontiac chassis grease. If conventional chassis lubricant is used, relubrication at 6 months or 6,000 miles is necessary to ensure trouble-free performance.

The throttle linkage, cable, parking brake linkage, manual transmission linkage and body parts requiring attention should be lubricated as required with each oil change. Your Pontiac dealer knows of these requirements and with his highly trained staff is well equipped to handle any and all lubrication problems that may arise.

POSITIVE CRANKCASE VENTILATION

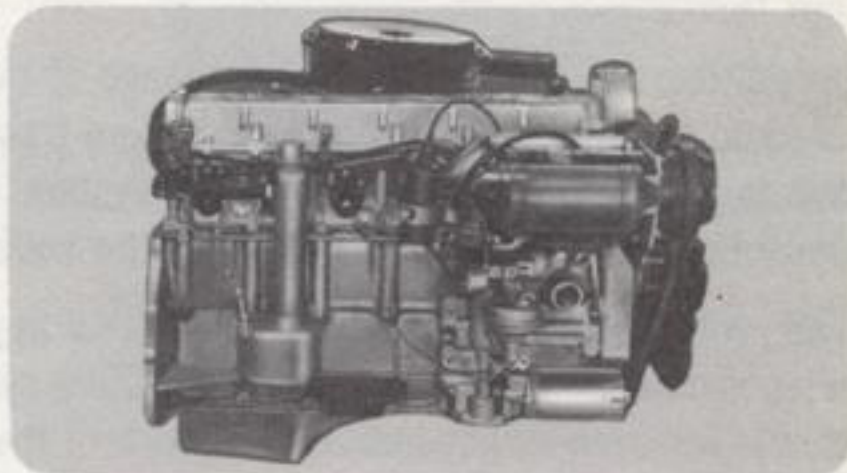
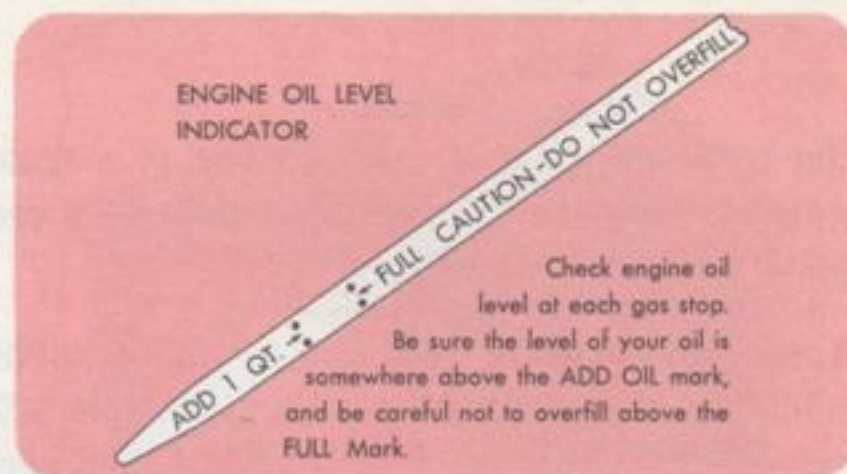
The Positive Crankcase Ventilation System (PCV) makes an important contribution to the reduction of air pollution. Fuel fumes which bypass the piston rings and enter the crankcase consist of unburned hydrocarbons that are almost thirty times greater in concentration than exhaust emissions. The PCV re-cycles these hydrocarbon emissions back to the intake manifold to be burned, thereby reducing crankcase emissions.

In order to retain the advantage of the Positive Crankcase Ventilation System and properly protect your engine from sludge formation, the system and the crankcase breather should be checked at each oil change interval. Replace the PCV valve and blow out the hoses every 12 months or every 12,000 miles, whichever occurs first.

AIR INJECTION REACTOR

The Air Injection Reactor, an air pollution control system (standard equipment on most cars delivered in California), is entirely separate from the Positive Crankcase Ventilation System. It is designed to reduce air pollution caused by engine exhaust gases by "treating" the unburned hydrocarbon and carbon monoxide as they are expelled from the combustion chamber into the exhaust manifold. A sealed bearing pump, driven by the engine compresses, distributes and injects clean filtered air at the exhaust port of each cylinder. Here it combines with the unburned hydrocarbons and carbon monoxide at high temperatures in a chemical reaction, producing a "treated" exhaust that is below the maximum allowable level for air pollution from this source. This does not reduce the danger of inhaling any concentration of carbon monoxide in a confined area. See Page 33 for carbon monoxide warning.

The Air Injection Reactor System requires no special maintenance other than an annual belt inspection and adjustment. The annual engine tune-up recommended for normal engine efficiency, operation, and performance is important for the A.I.R. system's continued effectiveness.



6-CYLINDER

CAUTION: If the positive crankcase ventilator valve should become clogged, the engine idle will be adversely affected. Therefore, if the engine idle becomes too slow or rough, the ventilator valve should be checked before any carburetor adjustments are made to compensate for the trouble.

COOLING SYSTEM

The cooling system of your Pontiac is a sealed pressure type unit, designed to maintain efficient engine operating temperature. It requires little care except for maintaining an adequate coolant level.

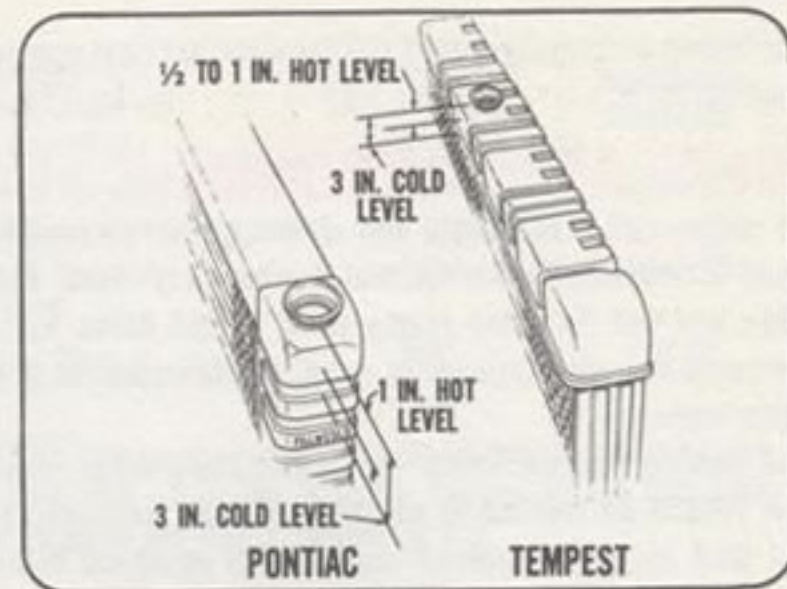
When manufactured, your Pontiac was equipped with enough Pontiac Ethylene Glycol type inhibited engine coolant to give you ample protection to 20° F. below zero (—20° F.), for a period of two years or 24,000 miles. It is not necessary to drain the coolant for summer driving because it has been especially formulated to last 24 months in the cooling system of your new car.

Unless there is some evidence of leakage or overheating, the engine coolant level should be checked only at oil change intervals. More frequent checking can result in some coolant loss due to a pressure release within the system. Eventually this loss of coolant and corrosion protection will result in a dilution of the coolant and a breakdown in the protection level.

The coolant level on the Pontiac should be approximately one inch below the bottom of the filler neck with a hot engine. If the cooling system is checked with a cold engine, the level should be three inches below the bottom of the filler neck. The Tempest coolant level should be approximately ½" to 1" below the bottom of the filler neck with a hot engine, and if checked with a cold engine, the coolant level should just cover the tube ends. **DO NOT OVERFILL.**

Your cooling system must be drained and flushed with water every 24 months or 24,000 miles and refilled with enough NEW Ethylene Glycol type engine coolant to provide adequate freeze protection for the lowest temperature expected in the area in which the vehicle will operate, and at least down to 0° F. (for corrosion protection).

A solution of water and Glycol based coolant represented as meeting GM 1899-M should be used. If an additional two year protection is desired, use the special Pontiac Ethylene Glycol type coolant.



Note: Special "Pontiac Ethylene Glycol type engine coolant is released under the following part numbers: 1050027—1 qt. can, 1050028—1 gal. can

If for any reason water is used as a coolant in an emergency, it is extremely important that Pontiac Cooling System Protector and Water Pump Lubricant be added to the cooling system as soon as possible. This material is available at your Pontiac dealer under Part No. 1050030. If any other cooling system protector is used, be certain it is labeled to indicate that it meets General Motors Specification GM 1894-M. It should be recognized that this is only a temporary measure. The manufacturer intended that permanent type coolant solution be used year around in the cooling system of your Pontiac.

If necessary to drain the cooling system completely for any reason, use the drain located on the bottom of the radiator, right rear for Tempest and left rear for Pontiac, and the plugs on the sides of the engine block.

Caution: A pressure radiator cap is used to conserve coolant. When removing, rotate the cap to the left very slowly. If a hissing noise is heard, stop and allow pressure to decrease before removing cap completely. Pressure caps of other than the factory approved type should not be used.

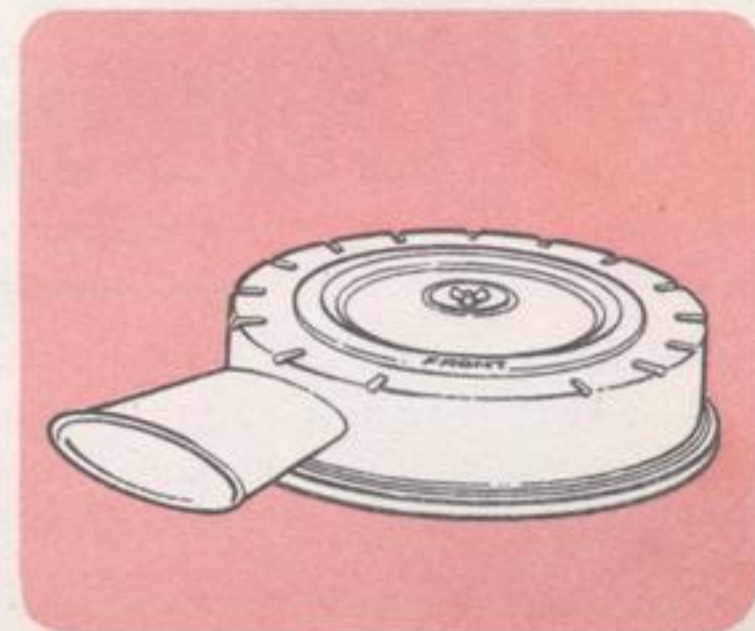
Battery Care—Care of your battery is very simple but extremely important. It should receive the following attention:

1. Check the fluid level of each cell regularly. If low, add DISTILLED water to bring the level to the bottom of the split ring in the cell filler well. NEVER OVERFILL.
2. Keep battery clean. Brush clean with ammonia or baking soda and water solution, brush off with clean water. Apply petroleum jelly to terminals.
3. If battery performance becomes questionable, have your PONTIAC dealer test the battery.

Caution: Some batteries give off highly explosive gas, never expose the top of the battery to open flame or an electric spark. Also, avoid getting electrolyte on clothing or other fabrics.

Air Cleaners—A combination air cleaner/silencer is used on all models. These units filter air entering the carburetor to keep abrasive dust from being carried into the engine, and reduce air and induction noise.

1. The standard air cleaner on all 2-Bbl. and 4-Bbl. 8-cylinder engines, and all 6-cylinder 1-Bbl. and 4-Bbl. engines contains an oil moistened sponge-like material (polyurethane foam) which removes dust particles as air passes through. The polyurethane foam air cleaner element should be washed in solvent and re-oiled with SAE No. 30 engine oil every 12 months or 12,000 miles, whichever occurs first.
2. The tri-power, polyurethane foam air cleaner elements should be washed in solvent and re-oiled with SAE No. 30 engine oil every 12 months or 12,000 miles, whichever occurs first.
3. On Tri-Power units equipped with A.I.R. the polyurethane foam air cleaner element, located in the canister, should be washed in solvent and re-oiled with SAE No. 30 engine oil every 12 months or 12,000 miles, whichever occurs first.



NOTE: All of the air cleaners may need more frequent attention if the car is driven in abnormally wet or dusty areas, or under cold weather conditions.

MAINTENANCE SCHEDULE

Your 1966 car has been engineered for minimum owner maintenance. To insure that you continue to receive the optimum in performance and durability that has been built into your car, there are a few maintenance services which must be performed on a time or mileage basis, depending upon the amount of driving you do.

The quality of maintenance your new car receives is just as important as the regularity with which it is serviced. To provide nationwide quality in customer service, Pontiac dealers and the Pontiac Motor Division have cooperated in developing the "Guardian Maintenance Service" program. This program includes the training of both factory and dealer technicians at factory-dealer sponsored schools and is supported with a continuous follow-up of publications, films, charts and other service information. Therefore, no other service organization can possibly have as thorough a knowledge of servicing your Pontiac as your Pontiac dealer and his trained service personnel.

There are other important factors which contribute to Pontiac's "Guardian Maintenance Service" program. One being the use of genuine Pontiac Motor Division parts and accessories which, through precision manufacturing techniques, have the same high quality standard as the original equipment. Another factor is the use of Pontiac designed or approved tools, developed and tested for use by Pontiac dealers.

However, as stated earlier, "Guardian Maintenance Service" includes both **QUALITY AND REGULARITY** of service. Pontiac Motor Division, Pontiac dealers, and Pontiac trained service technicians provide the quality; it is up to you, as a Registered Pontiac Owner, to provide the regularity.

It is recommended that you return to your Pontiac dealer for service at the designated periods, as described in your "Owner Protection Plan Book."

The "Owner Protection Plan Booklet" is designed to provide you with a guide for obtaining proper service for your new Pontiac. If carefully followed, these recommendations can be your best source to many miles of motoring pleasure.

TUNE-UP—The requirements of engine tune-up will vary greatly with the type of car usage. We recommend that you discuss this matter with your Pontiac dealer in order to determine the requirements for your type of operation.

Your "Owner Protection Plan" booklet includes the recommendations for inspections of spark plugs, ignition points and ignition timing at yearly intervals.



APPEARANCE CARE

Washing—Preserve the original beauty of your new car's finish and protect the value of your investment by keeping it as clean as possible. Gasoline, tree sap, road tar, excretion from insects, and smoke from factory chimneys contain harmful chemicals and other foreign matter that may permanently damage the finish of your car if not washed off promptly. Frequent washing is very important in areas where salt or calcium chloride may come into contact with your car's finish.

Note: Extreme caution should be taken when using washing compounds on your car finish, as some will cause paint damage . . . such as spotting the paint.

Always use cold water in washing a car, never wash it in the direct rays of the hot sun, and always wait until the sheet metal surfaces are cool.

Care of Magic-Mirror Finish—All models have a Magic-Mirror finish, an acrylic lacquer finish of maximum durability and beauty. When removing road oils and tar from Magic-Mirror finishes, care must be exercised to use a cleaner that is not harmful to this finish. Ordinary tar and stain removers that were developed for cleaning regular lacquer may be harmful. When purchasing any cleaner, make sure the instructions on the container specifically state that the contents can safely be used on Magic-Mirror (acrylic lacquer). In areas where industrial chemical fallout and/or ocean spray is a problem, it is advisable to wash your car each week or at more frequent intervals if required and apply polish or wax to the paint and to all bright metal.

SPECIAL POLISHES AND WAXES

We recommend that your car be polished or waxed at the time of delivery and every four to six months thereafter. Properly applied polishes and waxes of known quality will help maintain the appearance of your car. Many Pontiac dealers offer various types of polishes or waxes which have proven of real value in maintaining a good paint finish.

If you plan on polishing your car, it is well remembered that the polishes and cleaners which do the job fastest and easiest are not necessarily the best. A polish containing a large amount of abrasive will do the job quickly but will also remove the paint and may etch or damage bright metal parts.

Bright Metal Parts—Wash these with lukewarm water and mild soap, not with a strong alkali solution, rinse thoroughly. Avoid use of bright metal polishes containing harmful abrasives.

Note: In severe cases, road oil and tar may be removed from bright metal parts by a chemical cleaner which is specified safe to use on all acrylic finish.

Chrome and Stainless Steel—A protective coating such as GM Chrome Gard, may be applied on clean chrome surfaces which are stain and rust free. If necessary, GM Chrome Cleaner and Polish may be used to remove rust from chrome plate parts before applying a protective coating.

Wash all bright metal parts frequently to alleviate the destructive forces of salt, calcium chloride, salt air, exhaust gases, and industrial fallout (which may be corrosive).

Walnut Wood Inserts—Care for the decorative wood parts of the instrument panel, console and steering wheel on models so equipped, as you would any fine furniture finish. Apply a high quality furniture wax at least every six months. Avoid the use of water on this finish as the panel may become discolored and adhesive loosened.

Beauty Care Inside Your Car—Dust and dirt particles that accumulate on the upholstery of your car should be removed periodically. For best results, stains should be removed from upholstery as soon as possible. Before attempting to remove spots and stains from upholstery fabric, determine as accurately as possible: (1) type of fabric or trim material. (2) nature and age of the stain. (3) effect of stain-removing agents on the color, structure, and general appearance of the fabric.



For cleaning: Use only neutral soap and water. Do not use volatile type cleaners such as gasoline, naphtha, lacquer thinner, etc., as damage to the color or the mat could result.

Carpet Floor Coverings—Carpets are cemented to form-fitting jute backings and are held securely in place by side sill mouldings.

When cleaning floor coverings, they should be vacuumed thoroughly first. If soil remains, use a volatile type cleaner. Repeat for heavily embedded stains. Extreme care should be taken to make certain that carpets are not "soaked" with the cleanser.

Note: Neutral soap and water may also be used, but at the risk of color removal. Make certain that carpets are thoroughly dry before closing all windows and door openings.

Cleaning Your Trim—A neutral non-alkaline soap with lukewarm water should be used to clean the following:

1. Fabrics.
2. Genuine Leather.
3. Coated Fabrics.
4. Convertible Tops.

Suds only should be applied to the above with a damp cloth, sponge, or soft brush and rubbed gently. The suds should then be removed with a clean, damp cloth or sponge. Finally, the surface should be wiped with a soft cloth.

In some cases of especially stubborn fabric stains, it may be necessary to use either GM Upholstery Cleaner or GM Upholstery Spotter which is available from your Pontiac dealer. Use as the label directs.

Caution: When cleaning fabrics, do not use a cleaning solvent . . . acetone, lacquer thinners, enamel reducers, nail polish remover, or any gasoline which is colored or which contains tetraethyl lead, laundry soaps or bleaches and reducing agents, such as Chloride of lime, Javelle water, Hydrogen peroxide, Sodium hydrosulphite, Potassium permanganate, Chloride or chloride water, Sulphurous acid (Sulphur dioxide), Sodium thiosulphate (Photographer's hypo). It is also important that you do not use too much cleaning fluid.

Leather Wrinkles—Genuine leathers have a natural tendency to wrinkle or crease. Such creases occurring in service do not detract from the wearing qualities. The best leather hides have inherent characteristics variously described as scars, horn marks, and briar scratches which in no way detract from quality or durability.

Grease and Oil—If grease has been spilled on the material, as much as possible should be removed by scraping with a dull knife or spatula before further treatment is attempted. Grease and oil stains may be removed by rubbing lightly with a clean cloth saturated with volatile cleaner. Be certain all motions are toward the center of the stain area to decrease the possibility of spreading the stain.

Candy—Stains resulting from chocolate can be removed by rubbing the stain with a cloth saturated with lukewarm water. (Candy stains other than Chocolate, use very hot water.) After the spot is dry, rub it lightly with a cloth dipped in a volatile cleaner.

Chewing Gum—Harden the gum with an ice cube, and scrape off particles with a dull knife. If gum cannot be removed completely by this method, moisten it with a volatile cleaner and work it from the fabric with a dull knife while gum is still moist.

Procedure for Cleaning Folding Top Material and Fabric Roof Cover Material—The top should be washed frequently with neutral (not caustic) soap suds, lukewarm water and a brush with soft bristles. Rinse top with sufficient quantities of clear water to remove all traces of soap. Do not use stiff bristle on convertible top rear window.

Important: care must be exercised to keep the soaps and cleansers from running onto body finish, as it may cause streaks if allowed to run down and dry.

If the top requires additional cleaning after using soap and water, a mild foaming cleanser can be used. Rinse the whole top with water, then apply a mild foaming type cleanser to the entire top. Scrub with a small soft bristle hand brush, adding water as necessary until the cleanser foams to a soapy consistency. Remove the first accumulated soilage with a cloth or sponge before it can be ground into the top material. Apply additional cleanser to the area and scrub until the top is clean. After the entire top has been cleaned, rinse the top generously with clear water to remove all traces of cleanser. If desired, the top can be supported from the underside during the scrubbing operations.

After cleaning a convertible top, always be sure the top is thoroughly dry before it is lowered. Lowering the top while it is still wet or damp may cause mildew and unsightly wrinkles.

Do not use volatile cleaners, household bleaching agents, or cleansers containing bleaching agents on the top material.

Note: Be sure that the glass rear window lies flat in the top well before fully lowering the top.

Convertible Top Rear Window—(Pontiac and Tempest)—The (Pontiac) convertible has an $\frac{1}{8}$ " thick tempered glass rear window. It provides the ultimate in visibility and durability since it does away with deformation and scratching. The window does not need to be removed and may be lowered readily with the top. It requires the same maintenance that the other glass normally receives.

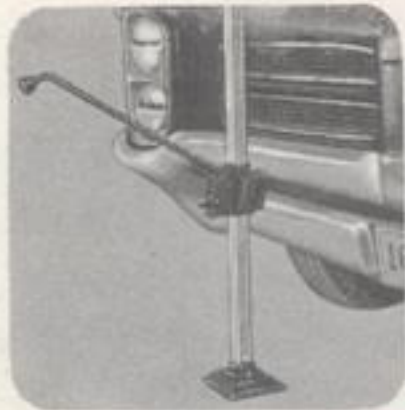
The (Tempest) rear window is pliable plastic. Due to the nature of the plastic window extreme care must be exercised in its maintenance. Do not use a scraper when removing frost, snow or ice; warm water may be used instead. Use care that this warm water does not contact the actual glass windows or windshield.

Caution: Never use solvents such as alcohol or volatile agents on the plastic window.



For removing minor surface scratches and certain types of soilage from convertible back windows, use the special plastic cleaner No. 1050171 available at your Pontiac dealer.

CHANGING WHEELS



Pontiac



Tempest

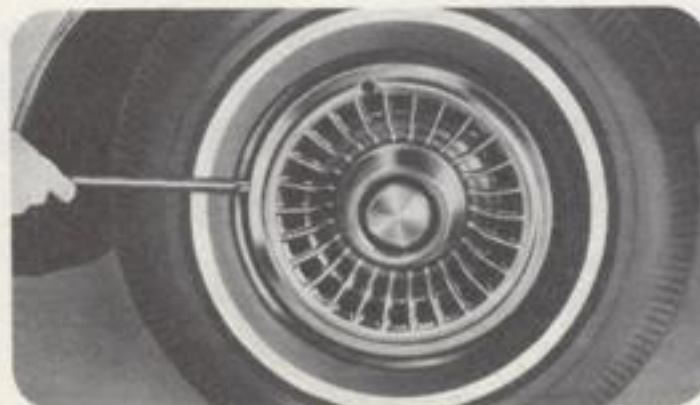
- 1) Set parking brake and place transmission in "Park", on a car equipped with an automatic transmission, or in reverse on a car with a manual transmission.
- 2) Place a block or stone under front and rear of the wheel which is diagonally opposite to the one being changed. Then remove the spare wheel, jack and jack handle from the car.
- 3) Remove hub cap or wheel disc by using the flat end of the combination jack handle and lug wrench. Loosen the wheel lug nuts by turning them counterclockwise on both sides, while the car is still on the ground.

Note: On cars equipped with aluminum wheels, carefully remove the trim ring and reinstall on spare wheel. Only four of these rings are supplied with this option.

- 4) Place the small lever on the jack frame in the "UP" position and locate the jack as follows:

FRONT BUMPER

Pontiac and Tempest—The hook on the jack frame should be firmly positioned in the slot on the bottom edge of the bumper, on the side to be raised.



Caution: Never run the engine on car equipped with Safe-T-Track differential when one wheel is raised.

For the sake of safety, NEVER work underneath a car when it is supported only by the bumper jack. Always use safety stands at the frame to support the car.

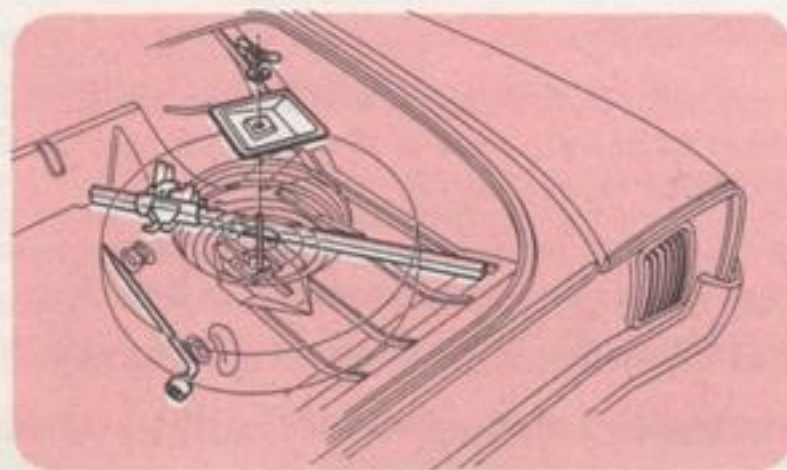
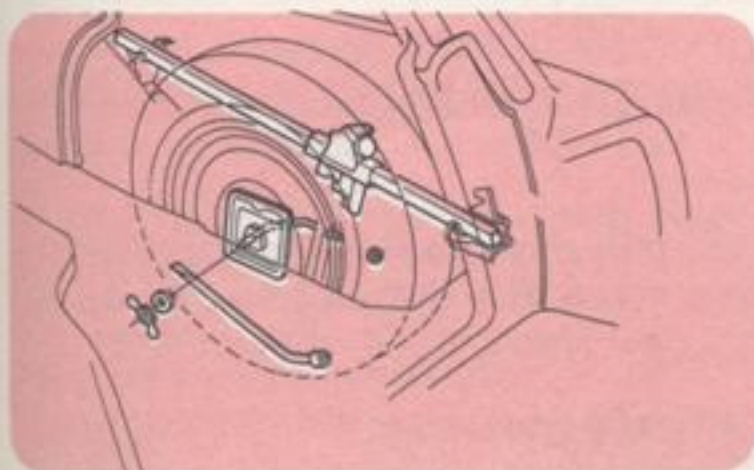
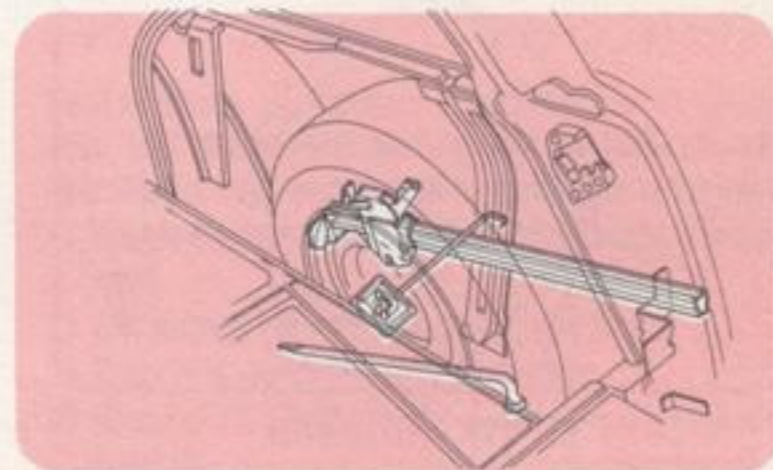
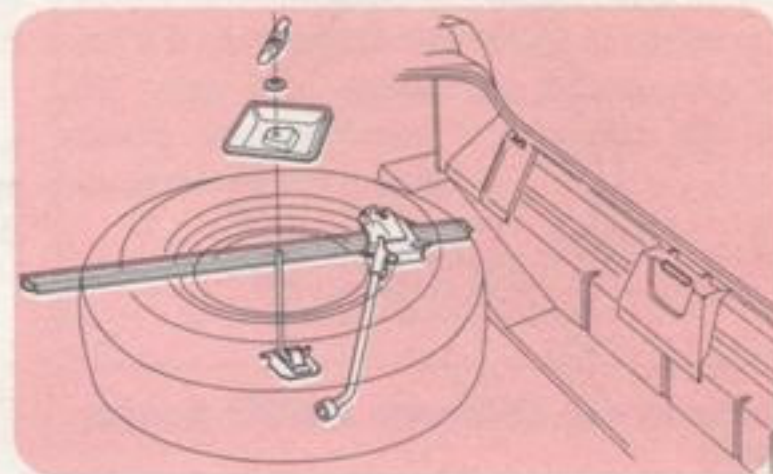
REAR BUMPER

Pontiac and Tempest—The hook on the jack frame should be firmly positioned in the slot on the bottom edge of the rear bumper, on the side to be raised.

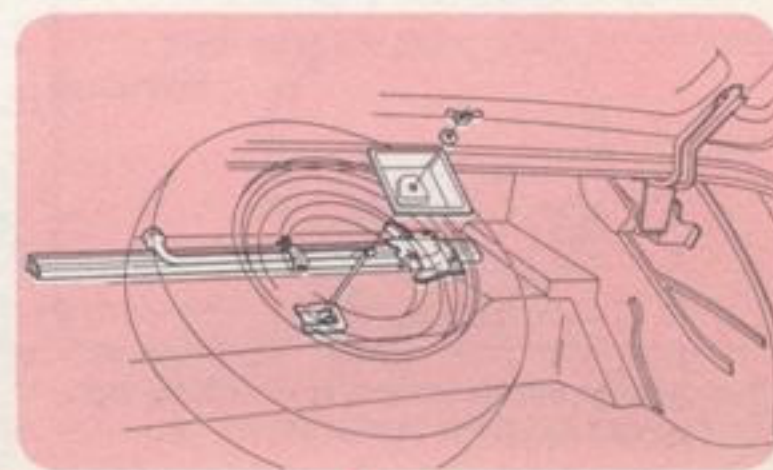
- 5) Insert the jack handle into the jack and proceed to raise the tire off the ground. Check the stability of the car on the jack and then remove the lug nuts and wheel.
- 6) Install the spare wheel and tighten the lug nuts clockwise (on both sides) finger tight.
- 7) Place small lever on jack frame in "DOWN" position and lower the car. Fully tighten the wheel lug nuts, reinstall the hub cap or wheel disc and remove the jack.

Note: When reinstalling wheel discs, care should be exercised to avoid any possible damage. Position the disc on the rim aligning the valve stem and valve stem hole. Using a soft rubber mallet, tap lightly around the outer diameter, avoiding any excessive pressure. If a soft rubber mallet is not available, defer reinstallation of the wheel disc until assistance of a service station having the necessary equipment is available.

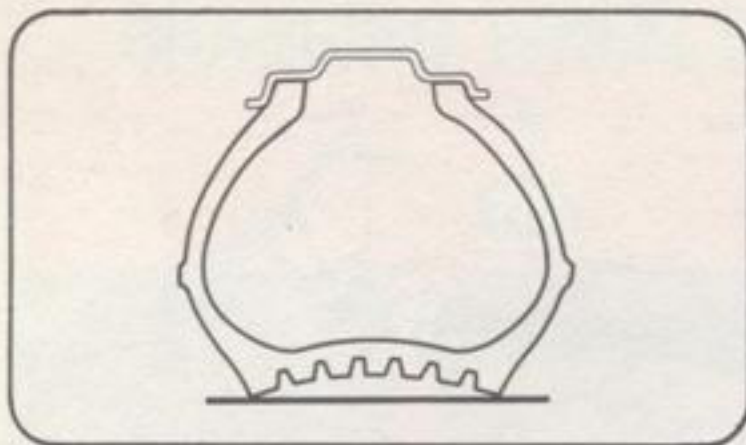
- 8) Replace jack and wheel in proper storage position and secure tightly to prevent rattling.



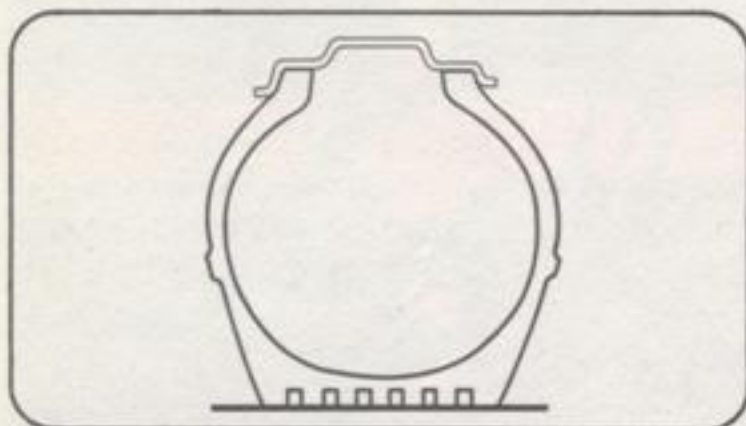
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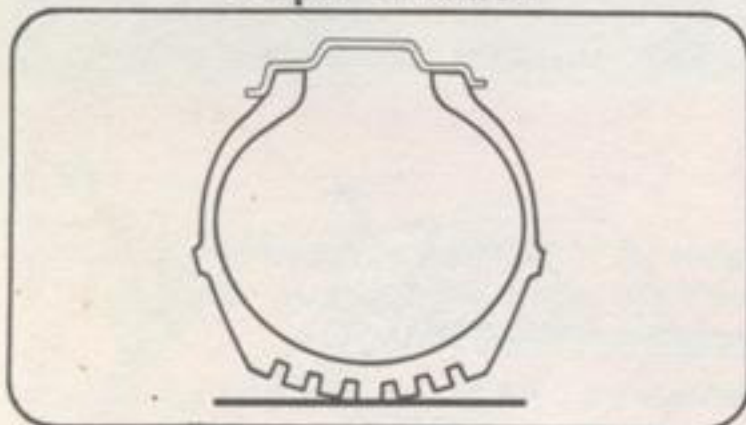
Pontiac



Under-Inflation will promote heat and abnormal wear.



Proper Inflation



Over-Inflation will adversely effect your tires, and the durability and riding comfort of your car.

TIRES—The factory installed tires on your Pontiac or Tempest are selected to provide the best all around tire performance for all normal operation. They are designed to operate satisfactorily with loads up to and including the specified full rated load capacity of your automobile when inflated as recommended in the tire inflation pressure table that follows.

INFLATION PRESSURE—To ensure the proper tire inflation pressures for your particular requirements, follow the recommendations in the tire inflation pressure table. Keep tires properly inflated, and check inflation pressure periodically. This will ensure you of the best tire life and riding comfort, over the full range of driving conditions. When loads above average are carried, use inflation pressures recommended for full rated loads.

VEHICLE CAPACITY RATING AND RECOMMENDED TIRE INFLATION PRESSURE (PSI Tires Cool)

	AVERAGE LOAD		FULL RATED LOAD*	
All Body Styles Except Station Wagons	1 to 5 Passengers (750 lbs.)		TOTAL 1100 lbs. 6 Passengers and 200 lb. Trunk Load *Bucket Seat Equipped Models 5 Passengers and 350 lb. Trunk Load	
	Inflation Pressure 6 Cylinder 8 Cylinder	Front 24 24	Rear 24 22	Front 28 28
Station Wagons 2 Seat 3 Seat	1 to 5 Passengers (750 lbs.) 1 to 5 Passengers (750 lbs.)		TOTAL 1200 lbs. 6 Passengers and 300 lb. Additional Load 6 Passengers and 300 lb. Additional Load or 8 Passengers Without Additional Load	
	Inflation Pressure (All Station Wagons)	Front 22	Rear 26	Front 24

1. Tire inflation pressures may increase as much as 6 pounds per square inch (psi) when hot.
2. For continuous high speed operation increase tire inflation pressures 4 pounds per square inch over the recommended pressure up to a maximum of 32 pounds per square inch cool for 4 ply rating tires, or 40 pounds per square inch cool for 8 ply rating tires.
3. Cool tire inflation pressure: after vehicle has been inoperative for 3 hours or more, or driven less than 1 mile. Hot tire inflation pressure: after vehicle has been driven 10 miles or more at 60-70 miles per hour.
4. Station Wagon loads should be distributed as far forward as possible.
5. Station Wagons with luggage racks do not have a vehicle load limit greater than specified.

TIRE USAGE

PONTIAC MODELS	EQUIPMENT	TIRES	
		*STANDARD	*OPTIONAL
All Models Except Station Wagon	Without Air Cond. or Trailer Provision	8.25 x 14	8.55 x 14 8.55 x 14 (8 ply rating 4 ply)
All Models Except Station Wagon	With Air Cond. Without Trailer Provision	8.55 x 14	8.55 x 14 (8 ply rating 4 ply)
Station Wagon	Except Trailer Provision	8.55 x 14	8.55 x 14 (8 ply rating 4 ply)
All Models	#Trailer Provision (Special Order) Class I (Except Air Cond. Equipped Models and Station Wagons)	8.25 x 14	8.55 x 14 8.55 x 14 (8 ply rating 4 ply)
	Class I (With Air Cond. and Station Wagon)	8.55 x 14	8.55 x 14 (8 ply rating 4 ply)
	Class II (All)		
	Class III (All)		
	Extra Heavy Duty	8.45 x 15	8.45 x 15 (8 ply rating 4 ply)

*All Standard And Optional Tires Shown are 4 Ply Rating 2 Ply Unless Otherwise Specified.
#Trailer Provision Class Explanation May Be Found On Page 58.

TEMPEST MODELS	EQUIPMENT	TIRES	
		*STANDARD	*OPTIONAL
All Models Exc. Convertible, Station Wagon, 4-Door Hardtop & GTO	6 Cylinder Without Trailer Provision	6.95 x 14	7.35 x 14 7.75 x 14 (8 ply rating 4 ply)
All Models Except Station Wagon and GTO	6 Cylinder With Trailer Provision	7.35 x 14	7.75 x 14 7.75 x 14 (8 ply rating 4 ply)
Convertible and 4-Door Hardtop	6 Cylinder Without Trailer Provision	7.35 x 14	7.75 x 14 7.75 x 14 (8 ply rating 4 ply)
Convertible and 4-Door Hardtop	6 Cylinder With Trailer Provision	7.75 x 14	7.75 x 14 (8 ply rating 4 ply)
All Models Except Station Wagon and GTO	8 Cylinder (326 cu. in.) Without Trailer Provision	7.35 x 14	7.75 x 14 7.75 x 14 (8 ply rating 4 ply)
All Models Except Station Wagon and GTO	8 Cylinder (326 cu. in.) With Trailer Provision	7.75 x 14	7.75 x 14 (8 ply rating 4 ply)
Station Wagon	6 and 8 Cylinder With or Without Trailer Provision	7.75 x 14	7.75 x 14 (8 ply rating 4 ply)
GTO	(ALL)	7.75 x 14	7.75 x 14 (8 ply rating 4 ply)

*All Standard And Optional Tires Shown Are 4 Ply Rating 2 Ply Unless Otherwise Specified.
Minimum Tire Size To Be Used On Cast Iron Integral Wheel Option—7.35 x 14, On Rally Wheel Option—7.75 x 14.
NOTE: Tire Size Is Not Affected By Air Cond. Option.

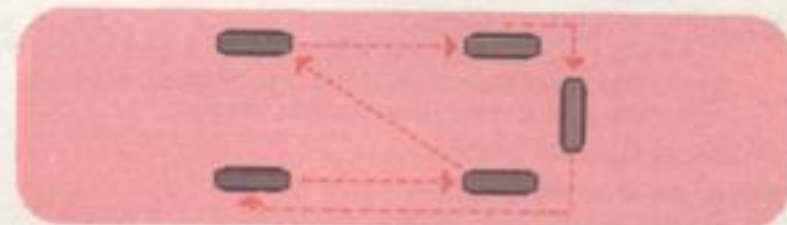
Optional Oversize and 8 Ply Rating Tires—Oversize or 8-ply rating tires are not necessary on passenger cars for normal requirements. However, an extra margin of tire service is available when these options are used at loads up to and including full rated load.

Optional oversize 4-ply rating and/or 8-ply rating tires are available on models as indicated in the table. On some models (example—station wagon), space limitations do not permit the use of a larger size tire; hence, the 8-ply rating tire is an available option.

In either case, these tires are applicable to extended operation at or near full rated load or for trailer towing when an extra margin of tire service is desired. However, use of a larger tire or an 8-ply rating tire should not be construed as permitting an increase in the full rated vehicle load over that specified in the table.

TIRE ROTATION

To minimize the possibility of tire noise and to equalize wear, it is recommended that the tires be rotated each 6,000 miles. Upon rotation, tire pressure must be adjusted (front and rear) in accordance with the recommendations on page 50.

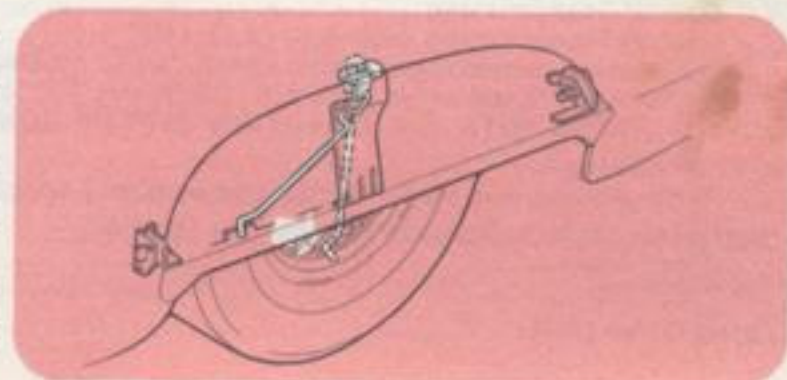


FENDER SKIRT REMOVAL AND REPLACEMENT

Fender skirts, as standard equipment on all Grand Prix and Bonneville and optional on Catalinas and Star Chiefs, may be removed in the following manner:

- 1) Locate the locking rod, bottom edge (center) fender skirt.
- 2) Lift locking rod and push away until free.
- 3) Once free, pull downward to release.
- 4) Grasp skirt, tilt downward and remove from fender brackets.
- 5) To re-install, reverse the procedure.

NOTE: When using tire chains the fender skirts must be removed.



GENERAL SPECIFICATIONS—PONTIAC

Wheelbase—		
Catalina, 2 + 2 and Grand Prix	121"	
Star Chief and Bonneville (except Station Wagon)	124"	
Catalina and Bonneville Station Wagon	121"	
Tread—Front		63"
—Rear	64"	
Maximum Overall Length—		
Catalina (except Station Wagon) 2 + 2 and Grand Prix	214.8"	
Star Chief and Bonneville (except Station Wagon)	221.8"	
Catalina and Bonneville Station Wagon	218.1"	
Maximum Overall Width		79.7"
Maximum Overall Height—		
Catalina and Star Chief	55.2"	
Bonneville	54.3"	
Grand Prix	53.9"	
2 + 2	54.4"	

Engine—		Standard 2 + 2 and Optional	Optional
	389 cu. in. (All)	421 cu. in. Exc. H.O.	421 cu. in. High Output (H.O.)
Type & No. of cylinders	V-8	V-8	V-8
Valve arrangement	Overhead	Overhead	Overhead
Valve lash	0"-Hydraulic	0"-Hydraulic	0"-Hydraulic
Bore and stroke	4 $\frac{1}{4}$ " x 3 $\frac{3}{4}$ "	4 $\frac{3}{32}$ " x 4"	4 $\frac{3}{32}$ " x 4"
Piston displacement	389 cu. in.	421 cu. in.	421 cu. in.
Compression ratio—			
Manual Trans. (except Bonneville and Grand Prix) std.	8.6:1	10.5:1	10.75:1
Manual Trans. (Bonneville and Grand Prix) std.	10.5:1	10.5:1	10.75:1
Reg. fuel engine Turbo Hydra-matic	8.6:1	—	—
Turbo-Hydrumatic	10.5:1	10.5:1	10.75:1
Tri Power	—	10.75:1	10.75:1
Taxable horsepower	52.8	53.6	53.6
Brake Horsepower			

Your Pontiac dealer can provide this information.

Recommended Idle Speed —	389 and 421 cu. in. exc. 421 H.O.	421 H.O.	*389 cu. in. with AIR
Manual Transmission	600 RPM	600 RPM	700 RPM
Manual Transmission with A.C. (A.C. off)	700 RPM	700 RPM	700 RPM
Automatic Transmission (Drive range, brake applied)	500 RPM	600 RPM	600 RPM
Automatic Transmission with A.C. (in Drive; A.C. off)	575 RPM	675 RPM	600 RPM

*EQUIPPED WITH AIR INJECTION SYSTEM CONNECTED AND OPERATING.

Ignition Timing—		6° BTDC
(With vacuum line disconnected and manifold opening covered)		
Distributor (except Optional Breakerless Ignition)—		28° to 32°
Dwell angle016"
Point gap		1-8-4-3-6-5-7-2
Firing Order (All)		

Spark Plugs—				
Normal Driving except trailer package, police and 421.....				AC 45S
Standard trailer package, police and 421 H.O.....				AC 44S
Extended high speed driving.....				AC 43
Gap.....			.035 (.033" to .038")	
Battery—				
Voltage & No. of plates per cell.....	*Regular Fuel SM	Premium Fuel SM & HM	Heavy Duty	
Amp. hr. rating @ 20 hr. rate.....	12-9 53	12-11 61	12-11 70	
	*Use a 61 amp. battery on regular fuel engine equipped with A.C.			
Capacities—				
Fuel (except Station wagon).....				26.5 gal.
Station wagon.....				24 gal.
NOTE: Use only an "anti-surge" vented gas cap on Station wagon.				
Cooling system (with heater).....				20 qts.
Engine crankcase (389 and 421 all).....				6 qts.
With filter change.....				7 qts.
Differential.....				4.5 pts.
Brake master cylinder—fill to ½" from top using fluid meeting SAE 70R3 specifications.				
Transmission—				
Manual 3-speed.....				5 pts.
Manual 4-speed.....				2.5 pts.
Turbo Hydra-Matic—				
Refill after draining.....				7 pts.
Refill after disassembly.....				22.5 pts.

FUSE AND CIRCUIT BREAKER SPECIFICATIONS:

Stop light and directional signal.....	14 amp. fuse
Dome and courtesy light.....	14 amp. fuse
Radio.....	2.5 amp. fuse
Glove compartment light, luggage compartment light.....	14 amp. fuse
Instrument panel light.....	4 amp. fuse
Heater, air conditioner blower and rear window defogger.....	20 amp. fuse
Electric wiper and back-up lights.....	25 amp. fuse
Headlights, headlight beam indicator and parking light.....	15 amp. C.B.
Power window regulator, power seat and power top motor.....	40 amp. C.B.
Cir-l-aire conditioner power.....	30 amp. fuse
Clock and cigar lighter.....	14 amp. fuse
Parking brake signal light, power antenna, Electro-cruise and safeguard speedometer.....	20 amp. fuse
Underhood and utility light.....	14 amp. fuse
Taillight and license plate light, stop light.....	14 amp. fuse/22 amp. C.B.
Tachometer.....	1 amp. fuse

GENERAL SPECIFICATIONS—TEMPEST

Wheel Base (All Models).....	115"
Tread—	
Front.....	58"
Rear.....	58"
Minimum Overall Length—	
All models except station wagon.....	206.1"
Station wagon.....	203.1"
Maximum Overall Width (All Models).....	74.4"
Maximum Overall Height—	
All series except G.T.O.....	54.1"
G.T.O.....	53.1"

Engine—			
Type & No. of cylinders.....	Line 6	V-8 8	G.T.O. 8
Valve arrangement.....	overhead	in-head	in-head
Valve lash.....	0"-Hydraulic	0"-Hydraulic	0"-Hydraulic
Bore and stroke.....	3 ⁷ / ₈ " x 3 ¹ / ₄ "	3 ²³ / ₃₂ " x 3 ³ / ₄ "	4 ¹ / ₁₆ " x 3 ³ / ₄ "
Piston displacement.....	230 cu. in.	326 cu. in.	389 cu. in.
Compression ratio—			
1 bbl. carburetor.....	9.0:1	—	—
2 bbl. carburetor (3-2 bbl. on G.T.O.).....	—	9.2:1	10.75:1
4 bbl. carburetor.....	10.5:1	10.5:1	10.75:1
Taxable horsepower.....	36.0	44.3	52.8
Brake horsepower.....	Your Pontiac dealer can provide this information.		

Recommended Idle Speed—			
Manual Transmission.....	6 Cyl.	8 Cyl. 2 Bbl. and 4 Bbl.	3-2 Bbl.
Manual Transmission with A.C.; (A.C. off).....	600 RPM	600 RPM	600 RPM
Automatic Transmission (Drive Range, brake applied).....	600 RPM	700 RPM	700 RPM
Automatic Transmission with A.C. (in Drive; A.C. off).....	500 RPM	500 RPM	600 RPM
	500 RPM	575 RPM	675 RPM

*Manual Transmission.....	700 RPM
*Manual Transmission with A.C.; (A.C. off).....	700 RPM
*Automatic Transmission (Drive range, brake applied).....	600 RPM
*Automatic Transmission with A.C. (in Drive; A.C. off).....	600 RPM

***EQUIPPED WITH AIR INJECTION SYSTEM CONNECTED AND OPERATING**

On 6-Cyl. engines with A.C. only, set hot idle speed and mixture to specifications and leave transmission in Drive, turn on A.C. for maximum cooling and adjust diaphragm plunger screw to obtain engine idle speed as follows:

	6 Cyl.	6 Cyl. with AIR
Manual Transmission.....	600 RPM	700 RPM
Automatic Transmission.....	575 RPM	600 RPM

Ignition Timing (at hot idle, vacuum line disconnected from distributor and opening cover)	Standard	Air Injection System		G.T.O.	
		6-Cyl.	326 cu. in.	4-Bbl.	3-2-Bbl.
6 cylinder.....	5° BTDC	5° ATDC	6° BTDC	6° BTDC	—
8 cylinder.....	6° BTDC	5° ATDC	4° ATDC	4° ATDC	4° ATDC

Distributor Dwell—	
6 cylinder.....	31°-34°
8 cylinder.....	28°-32°
Point gap (all).....	.016"

Firing Order—	
6 cylinder.....	1-5-3-6-2-4
8 cylinder.....	1-8-4-3-6-5-7-2

Spark Plugs—	
6 cylinder.....	AC 44S
8 cylinder	
326 cu. in.....	AC 45S
389 cu. in. G.T.O.....	AC 44S
8 cylinder high speed driving.....	AC 43
Gap (all).....	.035" (.033" to .038")

Battery—			
	*6 Cyl. Engine	*326 cu. in. Engine	326 cu. in. H.O. Engine 389 cu. in. G.T.O. Engine Transistor Ignition
Voltage and No. of plates per cell.....	12-9	12-9	12-11
Amp. hr. rating = 20 hr. rate.....	44	13	61
	*Use a 61 amp. battery on cars equipped with A.C.		

Capacities—	
Fuel (all).....	21.5 gal.
Cooling system (with heater)	
6 cylinder—	
Without A.C.....	13.5 qts.
With A.C.....	14.5 qts.
8 cylinder—	
Without A.C.....	20.5 qts.
With A.C.....	22.0 qts.

Engine crankcase			
			Filter Change
			Without With
6 cylinder.....			5 qts. 6 qts.
8 cylinder (all).....			6 qts. 7 qts.
Differential.....			3 pts.
Brake master cylinder—fill to ½" from top using fluid meeting SAE 70R3 specifications.			

Transmissions—	
Manual 3-speed.....	3½ pts.
Manual 3-speed (heavy duty).....	2¾ pts.
Manual 4-speed.....	2¼ qts.
Automatic (refill) approx.....	3 qts.

FUSE AND CIRCUIT BREAKER SPECIFICATIONS:

Stop light and directional signal.....	15 amp. fuse
Dome light, luggage compartment light, and spotlight.....	10 amp. fuse
Radio.....	2.5 amp. fuse
Instrument panel, clock, radio dial, heater, ash tray, shift indicator and tachometer lights.....	4 amp. fuse
Heater blower, parking brake light, power antenna, rear window defogger and air conditioner blower.....	20 amp. fuse
Back-up light, windshield wiper/washer, transmission downshift switch.....	20 amp. fuse
Headlight, headlight beam indicator, parking lamp.....	15 amp. C.B.
Power tailgate window, power top motor.....	40 amp. C.B.
Air conditioning (at master relay).....	30 amp. fuse
Cigar lighter, underhood light, glove box light, courtesy light.....	20 amp. fuse
Taillight and license plate light.....	10 amp. fuse
Tachometer.....	1 amp. fuse

LIGHT BULBS

LOCATION	BULB NUMBER	
	PONTIAC	TEMPEST
Ash Tray and lighter.....	1445	1445
Back-up light.....	1156	1156
Charge indicator (Ammeter).....	194	1895
Clock.....	1895	1895
Compass.....	1445	1445
Courtesy.....	90	89
Direction signal—		
Front.....	1157A	1157A
Rear.....	1157	1157
Indicator.....	194	1895
Dome.....	211	211
Electro-cruise indicators.....	1895	—
Electro-cruise low fuel indicator.....	1881	—
Engine temperature indicator.....	194	1895
Fuel gauge.....	1895	1895
Glove compartment.....	1891	1891
Headlamps.....	4001-4002	4001-4002
Headlamp beam indicator.....	194	1895
Heater control panel.....	1895	1895
Ignition switch.....	1445	—
Instrument cluster dials.....	194	1895
License plate.....	67	67
Luggage compartment.....	1003	1003
Map light.....	90	—
Oil pressure indicator.....	194	1895
Parking lights.....	1157A	1157A
Parking brake signal.....	1895	1895
Radio.....	1895	1895
Safeguard Speedometer—		
Over-speed indicator.....	1895	—
Low fuel warning light.....	159	1895
Spot Light.....	4404	4404
Stop Light.....	1157	1157
Tachometer.....	194	—
Tail Light.....	1157	1157
Transmission shift indicator.....	93	1445
Underhood.....	93	93

If difficulty is encountered in replacing a light bulb, your local Pontiac dealer will be glad to assist you.

PONTIAC AND TEMPEST LUBRICATION RECOMMENDATIONS

ITEM	LUBRICANT
Manifold Heat Control Valve	Graphite in alcohol
Power steering system and pump reservoir	G.M. power steering fluid Part No. 1050017—if not available use automatic transmission fluid, type A, AQ-ATF suffix A*.
Differential standard	SAE-80 or SAE-90 Multi-Purpose gear lubricant meeting requirements of MIL-L-2105B.
Differential Safe-T-Track	Lubricant Part No. 1050081*
Manual steering gear	Water-resistant EP chassis grease.
Manual Transmission	SAE-80 or SAE-90 Multi-Purpose gear lubricant meeting requirements of MIL-L-2105B.
Brake system and master cylinder	Delco Supreme 11 fluid or any SAE 70R3 fluid.
Clutch linkage (S-M only)	
A) Pivot points	Engine oil
B) Push rod to clutch fork joint, and cross shaft pressure fitting	Chassis grease
Manual transmission shift linkage, column shift	Engine oil
Shift linkage, floor console	Engine oil
Hood latch assembly	
A) Pivots and spring anchor	Engine oil
B) Release pawl	Light grease
Hood hinges	Engine oil
Accelerator linkage	Engine oil
Automatic transmission shift linkage	Engine oil
Chassis lubrication	Special Pontiac grease Part No. 1050411*
Automatic transmission	Automatic transmission fluid AQ-ATF, type A, suffix A.
Parking brake cables	Light grease
Front wheel bearings	High melting-point, water resistant grease.
Body door locks and strikers	Stick-type lubricant
Door hinge hold-opens	Light grease
Body door hinge pins, station wagon tail gate hinge and linkage, station wagon folding seat, fuel door hinge, rear compartment lid hinges	
Convert. front door-to-lock-wedge plates	Engine oil
Windshield washer solvent	Stick-type lubricant
	Part No. 1050001*—Pontiac approved solvent.

*All lubricants listed under Part Numbers may be obtained from your Authorized Pontiac Dealer.

Design Change—The Manufacturer has reserved the right to make changes in design or add any improvements on motor vehicles and chassis at any time without incurring any obligation to install same on motor vehicles and chassis previously purchased. Dealer reserves a similar right.

Glass—All glass used in the windshield is laminated safety plate glass. The glass used in all other windows is solid tempered safety plate glass.

Warranty—New Car Warranty, Service Policy, Tire Warranty, and Battery Warranty are fully outlined in your Owner Protection Plan booklet.

TRAILERS

*Class I —1,000 to 2,000 lbs. loaded weight. Tongue load up to 200 lbs. includes most medium-weight trailers of all kinds.

*Class II —2,000 to 3,500 lbs. loaded weight. Tongue load of 200 to 350 lbs. includes many travel and outboard cruiser trailers.

*Class III—3,500 to 5,000 lbs. loaded weight. Tongue load 350 to 500 lbs. (Note: loaded weight of the trailer should not greatly exceed loaded weight of car. When trailer loaded weight and tongue load indicate different classifications, loaded weight should be the determining factor in choosing equipment.)

*Society of Automotive Engineers' Classification
For additional trailer information contact your Pontiac Dealer.

IMPORTANT—The responsibility for minor adjustments, paint touch-up, elimination of squeaks or rattles rests with the selling dealer. While corrections under terms of the warranty may be performed by any Pontiac dealer, items related to the completeness of the pre-delivery inspection are properly the responsibility of the dealer who delivered your new car and should be brought to his attention at the time of delivery or immediately thereafter.

Any required paint touch-up is to be brought to the attention of your selling dealer within 90 days from the date of delivery.



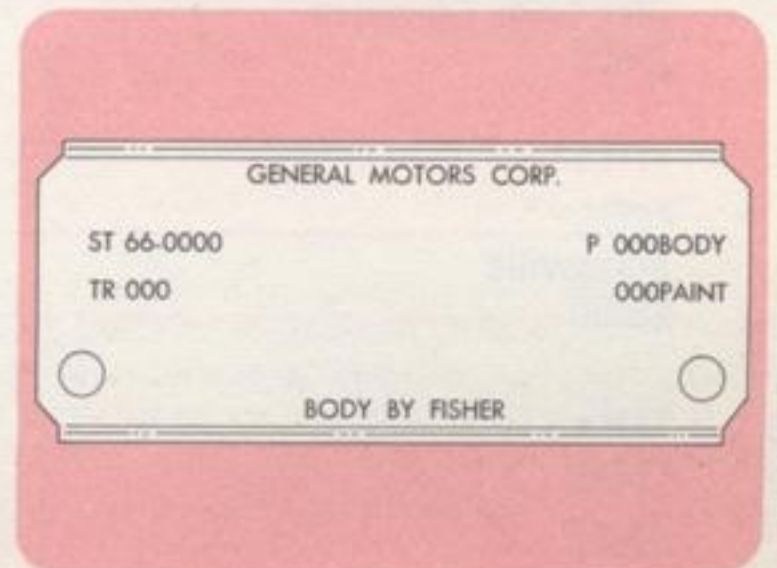
IDENTIFICATION INFORMATION

Vehicle Identification Number—The vehicle identification number is embossed on a plate attached to the left front door hinge pillar and can easily be seen when the driver opens the door. The number is also embossed on the Owner Identification and Car Information Plate located in the Owner Protection Plan booklet.

Body Identification Number—The body style number, body serial number, and paint and trim numbers are embossed on a plate affixed to the left side of the cowl just under the rear edge of the hood. These numbers are also embossed on the plates located in the Owner Protection Plan booklet.

Engine Serial Number—The manufacturer's motor vehicle identification number is located on a machined pad on the front right-hand bank of the engine block (8-cylinder) and on the head contact surface of the block behind the oil filler pipe (6-cylinder).

Key Numbers—The key numbers are located on the small metal knock-out inserts fastened to the key. To prevent unauthorized persons from securing duplications of your keys, make a record of the key numbers and knock out the inserts retaining them in a safe place. If you require duplicate keys, they should be ordered from your local Pontiac dealer, giving him the numbers listed on the metal inserts.



CAR MODEL IDENTIFICATION—PONTIAC

Series	Model	Style Number
Catalina 25200	2-Door Sedan	25211
	4-Door Sedan	25269
	Hardtop Coupe	25237
	4-Door Hardtop	25239
	Convertible	25267
	2-Seat Station Wagon	25235
	3-Seat Station Wagon	25245
2+2 25400	Hardtop Coupe	25437
	Convertible	25467
Star Chief Executive 25600	Hardtop Coupe	25637
	4-Door Sedan	25669
	4-Door Hardtop	25639
Bonneville 26200	Hardtop Coupe	26237
	4-Door Hardtop	26239
	Convertible	26267
	Custom 3-Seat Station Wagon	26245
Grand Prix 26600	Hardtop Coupe	26657

CAR MODEL IDENTIFICATION—TEMPEST

Series	Model	Style Number
Tempest 23300	Sports Coupe	23307
	4-Door Sedan	23369
	Station Wagon	23335
Tempest Custom 23500	Sports Coupe	23507
	4-Door Sedan	23569
	Hardtop Coupe	23517
	4-Door Hardtop	23539
	Convertible	23567
	Station Wagon	23535
LeMans 23700	Sports Coupe	23707
	Hardtop Coupe	23717
	4-Door Hardtop	23739
	Convertible	23767
GTO 24200	Sports Coupe	24207
	Hardtop Coupe	24217
	Convertible	24267

PONTIAC ZONE OFFICES

Atlanta, Georgia 30303

Fulton National Bank Bldg.
55 Marietta St., N.W.
523-5511

Boston, Chestnut Hill, Mass. 02167

220 Boylston St.
Woodsward 9-7411

Buffalo, New York 14203

10 Lafayette Square
856-9375

Charlotte, North Carolina 28203

1051 E. Morehead Street
P.O. Box 3547
375-6001

Chicago, Illinois 60611

Palmolive Bldg., 919 Michigan Ave. N.
DElaware 7-4300

Cincinnati, Ohio 45202

2228 Kroger Building
Parkway & Vine Sts.
241-7340

Cleveland, Ohio 44116

Westgate Tower Bldg.
20525 Center Ridge Rd.
333-3300

Dallas, Texas 75201

202 Sanford-Maple Building
2818 Maple Avenue
Riverside 2-8751

Denver, Colorado 80222

Suite 555
1111 S. Colorado Blvd.
757-6401

Houston, Texas 77005

P.O. Box 25165, 3121 Richmond Ave.
JACKSON 6-2201

Jacksonville, Florida 32207

Prudential Building, 841 Miami Rd.
359-2855

Kansas City, Missouri 64112

505 John Hancock Bldg.
800 West 47th St.
PL 3-7737

Los Angeles, North Hollywood, California 91602

Suite 405
10850 Riverside Drive
877-5481

Memphis, Tennessee 38103

2010 Sterick Bldg., 3rd & Madison St.
527-6347

Milwaukee, Wisconsin 53233

Equitable Building
1701 W. Wisconsin Avenue
DIVISION 2-2736

Minneapolis, Minnesota 55416

Suite 433, 3033 Excelsior Blvd.
WALNUT 7-9771

Newark, East Orange, New Jersey 07019

Liberty Mutual Building
240 S. Harrison St.
ORANGE 6-7500

New York, New York 10019

Coliseum Tower, 10 Columbus Circle
CIRCLE 7-4812

Oklahoma City, Oklahoma 73118

Suite 300, Penn Sq. Nat. Bk. Bldg.
1919 Penn Square
VICTOR 3-5501

Omaha, Nebraska 68131

4470 Farnam Street
553-8505

Philadelphia, Bala Cynwyd, Pa. 19004

One Bala Avenue
Bala Avenue at City Line
TENNYSON 9-3650

Pittsburgh, Pennsylvania 15220

Three Parkway Center
875 Greentree Road
922-5100

Pontiac, Michigan 48053

196 Oakland Avenue
332-8111

Portland, Oregon 97204

402 Standard Plaza
1100 S.W. Sixth Avenue
CAPITOL 6-2991

San Francisco, Burlingame, Calif. 94011

1819 Trousdale Drive
OXFORD 7-7661

St. Louis, Missouri 63105

510 Siteman Bldg., 111 S. Bemiston Avenue
VOLUNTEER 3-0440

Washington, Chevy Chase, Maryland 20015

315 Chevy Chase Center Building
35 Wisconsin Circle
OLIVER 2-2650

YOUR PONTIAC DEALER is the place to take your car when it needs service. He offers you these exclusive advantages . . . special Pontiac tools and equipment; an inventory of Genuine Pontiac Parts; men who are trained to service Pontiacs; and the latest servicing information from the factory. He regards you as a valued Customer and is most interested in seeing that you enjoy your new car and in helping you maintain it economically.

Wherever you travel throughout the United States there are Pontiac Dealers equipped, staffed and ready to handle your service needs. Consult the telephone directory (classified section) under Automobile Dealers for the Dealership nearest you. Should the occasion arise when assistance is needed beyond that provided by the Dealer, ask him to contact the nearest Pontiac Zone Office.





EVEN TIGERS NEED CARE!