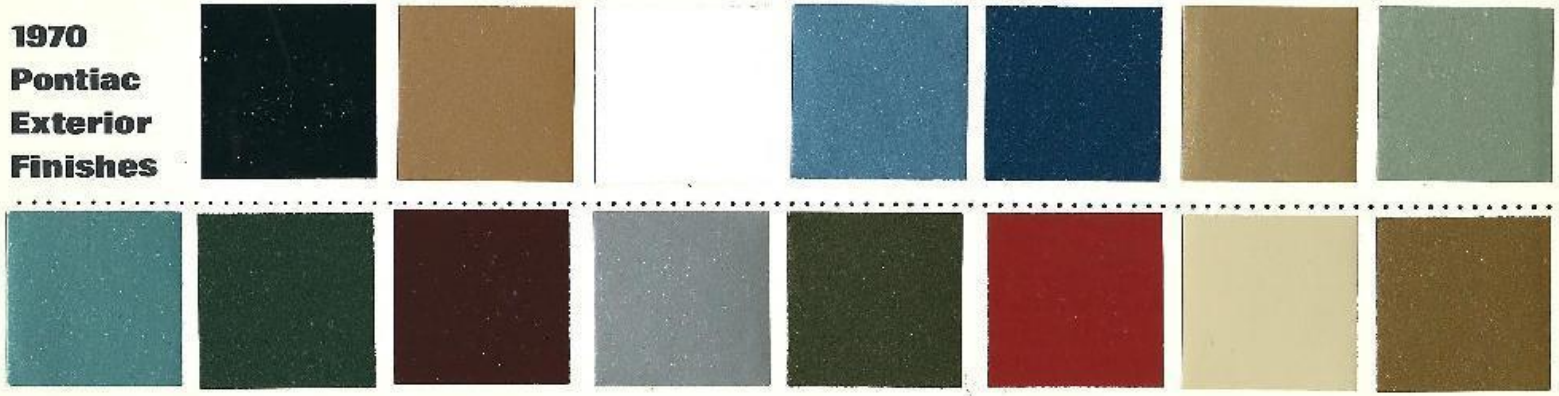
## 1970 Pontiac Exterior Finishes



**A** Starlight Black
Two-tone Combinations
**C, D, H, P**

**B** Palomino Copper
Two-tone Combinations
**A*, C***
*(*upper only)*

**C** Polar White
Two-tone Combinations
**A, D, E, G, K, P**

**D** Bermuda Blue
Two-tone Combinations
**A, C, E**

**E** Atoll Blue
Two-tone Combinations
**A*, C, D**
*(*upper only)*

**G** Baja Gold
Two-tone Combinations
**A*, C**
*(*upper only)*

**H** Palisade Green
Two-tone Combinations
**A, C*, M**
*(*upper only)*

**K** Mint Turquoise
Two-tone Combinations
**A*, C**
*(*upper only)*

**M** Pepper Green
Two-tone Combinations
**A*, C*, H**
*(*upper only)*

**N** Burgundy
Two-tone Combinations
**A*, C***
*(*upper only)*

**P** Palladium Silver
Two-tone Combinations
**A, C**

**Q** Verdoro Green
Two-tone Combinations
**A*, C***
*(*upper only)*

**R** Cardinal Red
Two-tone Combinations
**A*, C***
*(*upper only)*

**Y** Sierra Yellow
Two-tone Combinations
**A*, C***
*(*upper only)*

**Z** Granada Gold
Two-tone Combinations
**A*, C***
*(*upper only)*



## 1970 Convertible Top Usage Chart

Pontiac Convertibles available: LeMans Sport (3767), GTO (4237), Catalina (5267) and Bonneville (6267).

**Top Color Code Number:** 1 White 2 Black 5 Sandalwood 7 Dark Gold

**Black Interior Trim Numbers: 252, 258, 268, 538, 539, 568**

| | |
|---|---|
| A—1,2 | M—1,2,5 |
| B—1,2,5 | N—1,2 |
| C—1,2 | P—1,2 |
| D—1,2 | Q—1,2,5 |
| E—1,2 | R—1,2 |
| G—1,2,5,7 | Y—1,2,5,7 |
| H—1,2,5 | Z—1,2,5,7 |
| K—1,2 | |

**Sandalwood Interior Trim Numbers: 257, 267, 537, 567**

| | |
|---|---|
| A—1,2,5 | M—1,2,5 |
| B—1,2,5 | N—1,2,5 |
| C—1,2,5 | P—1,2 |
| D—1,2 | Q—1,2,5 |
| E—1,2 | R—1,2 |
| G—1,2,5,7 | Y—1,2,5,7 |
| H—1,2,5 | Z—1,2,5,7 |
| K—1,2 | |

**Saddle Interior Trim Numbers: 255, 535, 565**

| | |
|---|---|
| A—1,2,5 | M—1,2,5 |
| B—1,2,5 | N—1,2 |
| C—1,2,5 | Q—1,2,5 |
| E—1,2 | R—1,2 |
| G—1,2,5,7 | Y—1,2,5,7 |
| H—1,2,5 | Z—1,2,5,7 |

**Blue Interior Trim Number: 250**

| | |
|---|---|
| A—1,2 | E—1,2 |
| C—1,2 | P—1,2 |
| D—1,2 | |

**Green Interior Trim Numbers: 256, 536, 566**

| | |
|---|---|
| A—1,2 | M—1,2,5 |
| C—1,2 | Q—1,2,5 |
| G—1,2,5,7 | Y—1,2,5,7 |
| H—1,2,5 | Z—1,2,5,7 |

**Red Interior Trim Number: 254**

| | |
|---|---|
| A—1,2 | R—1,2 |
| C—1,2 | |

**Brown Interior Trim Number: 563**

| | |
|---|---|
| A—1,2 | M—1,2,5 |
| B—1,2,5 | N—1,2,5 |
| C—1,2 | Q—1,2,5 |
| G—1,2,5,7 | Y—1,2,5,7 |
| H—1,2,5 | Z—1,2,5,7 |

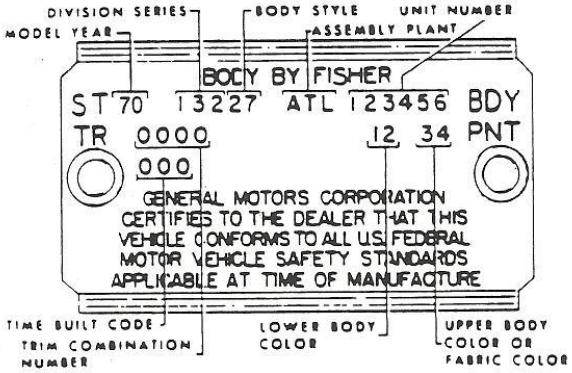
# 1970

## EXTERIOR COLORS AND CODES

| | | |
|---|---|---|
| Starlight Black | 19 | A |
| Palamino Copper | 63 | B |
| Polar White | 10 | C |
| Bermuda Blue | 25 | D |
| Atoll Blue | 28 | E |
| Baja Gold | 55 | G |
| Palisade Green | 45 | H |
| Mint Turquoise | 34 | K |
| Pepper Green | 48 | M |
| Burgundy | 79 | N |
| Palladium Silver | 14 | P |
| Verdoro Geen | 47 | Q |
| Cardinal Red | 75 | R |
| Sierra Yellow | 50 | Y |
| Granada Gold | 58 | Z |
| Orbit Orange | 60 | T |

## CORDOVA TOP COLORS AND CODES

| | |
|---|---|
| White | 1 |
| Black | 2 |
| Sandalwood | 5 |
| Dark Gold | 7 |
| Dark Green | 9 |




## FOLDING TOP COLORS AND CODES

| | |
|---|---|
| White | 1 |
| Black | 2 |
| Sandalwood | 5 |
| Dark Gold | 7 |

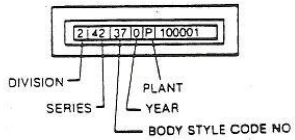
## INTERIOR TRIM COLORS AND CODES

| | |
|---|---|
| Blue | 250 |
| Saddle | 255 |
| Green | 256 + |
| Sandalwood | 257 |
| Black | 258 |
| Brown | 253 + |
| Red | 254 |
| Sandalwood | 267* |
| Black | 268* |

* Bench seat interior
+ Not available in 1970 convertible models

## ASSEMBLY PLANT CODES

| | |
|---|---|
| P | Pontiac |
| Z | Freemont |
| B | Baltimore |
| G | Framingham |
| A | Atlanta |
| R | Arlington |




Example of plate shows the first 1970 GTO (42) series hardtop (37) style built at Pontiac plant (P).

## 1970 PONTIAC POWER TRAIN - GTO

| Trans-mission Type | Item No. | Car Order Engine Code | Engine Size (Cubic Inches) | Carb. | Eng. Codes ID | Eng. Codes UPC | Trans. Codes ID | Trans. Codes UPC | Horse Power | Comp. Ratio | Standard Axle* | Econ. Axle | 3.08 | 3.31 | 3.55 | 3.90 | 4.33 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3 SPEED | 1 | 345 | 400 | 4 bbl | WT | Std | DG | Std. | 350 | 10.25 | 3.55 (Exc. w/air) 3.23 (w/air) | 3.23 | A | | | A-N-C-H | A-N-C-H-S |
| 3 SPEED | 2 | 348 | 400 Ram Air III | 4 bbl | WS | L74 | DG | M13 | 366 | 10.5 | 3.55 (Exc w/air) 3.23 (w/air) | | | | | A-N-C-H | A-N-C-H-S |
| 3 SPEED | 3 | 344 | 455 | 4 bbl | WA | L75 | DG | M13 | 370 | 10.5 | 3.31 | | | | A | | |
| 4 SPEED | 4 | 345 | 400 | 4 bbl | WT | Std | DJ DL | M20 M21 | 350 | 10.25 | 3.55 (Exc. w/air) 3.23 | 3.23 | A | | | A-N-C-H (M21 only) | A-N-C-H (21 only) |
| 4 SPEED | 5 | 348 | 400 Ram Air III | 4 bbl | WS | L74 | DJ DL | M20 M21 | 366 | 10.5 | 3.55 (Exc. w/air) 3.23 (w/air) | | | | | A-N-C-H (M21 only) | A-N-C-H M21 only) |
| 4 SPEED | 6 | 347 | 400 Ram Air IV (N/A w/air) | 4 bbl | WW | L67 | DJ | M20 | 370 | 10.5 | 3.90 (N/A w/air) (H) | | | | | | A-N-H-S |
| HYDRA-MATIC | 7 | 344 | 455 | 4 bbl | WA | L75 | DP | M21 | 360 | 10.00 | 3.31 | | | | A | | |
| HYDRA-MATIC | 8 | 345 | 400 | 4 bbl | YS | Std. | PY | M40 | 350 | 10.25 | 355 (Exc w/air) 3.23 (w/air) | 3.23 | | | | A-N-C-H-S | A-N-C-H-S |
| HYDRA-MATIC | 9 | 348 | 400 Ram Air III | 4 bbl | YZ | L74 | PD | M40 | 366 | 10.5 | 3.55 (Exc w/air) 3.23 (w/air) | | | | | A-N-C-H-S | A-N-C-H-S |
| HYDRA-MATIC | 10 | 347 | 400 Ram Air IV (N.A w/air) | 4 bbl | XP | L67 | PD | M40 | 370 | 10.5 | 3.90 (N/A w/air) (H) | | | | | | A-N-H-S |
| HYDRA-MATIC | 11 | 344 | 455 | 4 bbl | YA | L75 | PR | M40 | 360 | 10.00 | 3.07 | | | A | | | |

*NOTE: Whenever Trailer Group is ordered the Trailer Group Axle supersedes the normal Standard Axle. See last page of Power Train Chart for Trailer Group.

### LEGEND

A - Available.
C - Cooling - H.D. Radiator - Code 701 Required
H - H.D. Safe-T-Track - Code 361 Required
N - Not Available with Air Conditioning
S - Speedo-Adapter - Code 591 Required.
Note. All special order axles are extra cost - see code 362. Items C, H and S are extra cost options.

### AXLE IDENTIFICATION

| Ratio | Sales Code Col. 37 | UPC Code | Non Safe-T-Track Code | Safe-T-Track Code |
|---|---|---|---|---|
| 3.07 (43:14) | R | GX1 | WT | XT |
| 3.08 (40:13) | F | GU4 | WE | XE |
| 3.23 (42.13) | G | GU5 | WF | XF |
| 3.31 (42:13) | T | GX2 | WU | XU |
| 3.55 (39:11) | W | HO2 | WH | XH |
| 3.90 (39:10) | P | GU8 | | XK |
| 4.33 (39.9) | S | GU9 | — | XM |

### ENGINE CODES

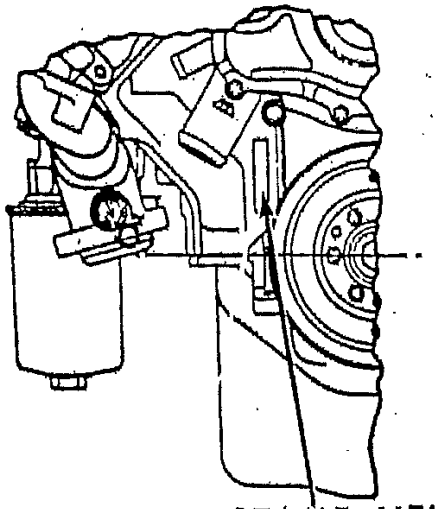
| ID | | UPC |
|---|---|---|
| WT | 400 4 bbl w/Man. Trans. | Std. |
| WS | 400 4 bbl Ram Air III w/Man. Trans. | L74 |
| WA | 455 4 bbl w/Man. Trans. | L75 |
| WW | 400 4 bbl Ram Air IV w/4 Spd. Man. Trans | L67 |
| YS | 400 4 bbl w/Turbo Hydra-Matic | Std. |
| YZ | 400 4 bbl Ram Air III w/Turbo Hydra-Matic | L74 |
| XP | 400 4 bbl Ram Air IV w/Turbo Hydra-Matic | L67 |
| YA | 455 4 bbl w/Turbo Hydra-matic | L75 |

### TRANSMISSION CODES

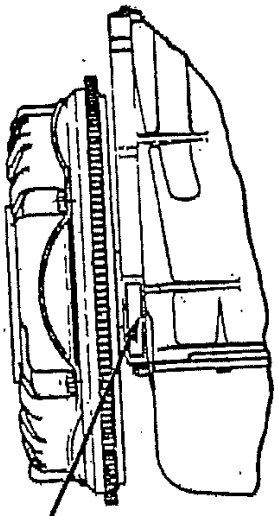
| ID | | UPC |
|---|---|---|
| DG | 3 Spd. Man. - H.D. Floor Shift | Std. |
| DJ | 4 Spd. Man. Trans. - Wide Ratio | M20 |
| DL | 4 Spd. Man. Trans. - Close Ratio | M21 |
| DP | 4 Spd. Man. Trans. - Close Ratio-W L75 | M21 |
| PY | Turbo Hydra-Matic | M40 |
| PD | Turbo Hydra-Matic Ram Air only | M40 |
| PR | Turbo Hydra-Matic L75 only | M40 |

**Beginning with the 1968 model year a partial vin number was stamped on the engine. Below is shown the location of this stamping.**

8-CYLINDER



6-CYLINDER



STAMP VEHICLE IDENTIFICATION NUMBER CONSISTING OF THE FIGURE 2 FOLLOWED BY THE LAST 8 DIGITS OF THE CAR SERIAL NUMBER.

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AMA–40A
1970

# AMA Specifications—Passenger Car

The information contained herein is prepared, distributed by, and is solely the responsibility of the automobile manufacturing company to whose products it relates. Questions concerning these specifications should be directed to the manufacturer whose address is shown below. This uniform specification form was developed by the automobile manufacturing companies under the auspices of the Automobile Manufacturers Association.

| | | |
|---|---|---|
| MANUFACTURER Pontiac Motor Division<br>General Motors Corporation | CAR NAME Pontiac - Tempest, LeMans,<br>LeMans Sport and GTO | |
| MAILING ADDRESS<br>Pontiac, Michigan 48053 | MODEL YEAR<br>1970 | ISSUED: 9-3-69<br>REVISED (●) |

NOTES:
1. The General Specifications herein are those in effect at date of compilation and are subject to change without notice by the manufacturer.
2. UNLESS OTHERWISE INDICATED:
   a. Specifications apply to standard models without optional equipment. Significant deviations are noted.
   b. Nominal design dimensions are used throughout these specifications.

## TABLE OF CONTENTS



**BODY – TYPES AND STYLE NAMES –** Body type, style names; use manufacturer's code for series & body style.

| Body Type | Body Style Number | | | |
|---|---|---|---|---|
| | Tempest | LeMans | LeMans Sport | GTO |
| 4-Door Sedan | 23369 | 23569 | | |
| 4-Door Hardtop | | 23539 | 23739 | |
| Coupe | 23327 | 23527 | 23727 | |
| Hardtop Coupe | | 23537 | 23737 | 24237 |
| Convertible | | | 23767 | 24267 |
| Station Wagon - 4-Door 2-Seat | | 23535(a) | 23736 | |

(a) Bottom hinged tailgate standard - 23536 (dual hinged tailgate) optional.

# AMA Specifications—Passenger Car

Page 1

MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (e)

## CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

All dimensions to ground are for comparative purposes only. Dimensions are to be shown for: 4-Dr. Sedan, 2-Dr. H.T., 4-Dr. H.T., Convertible and Station Wagon.

| MODEL | SAE Ref. No. | TEMPEST | LEMANS | LEMANS SPORT | GTO |
|---|---|---|---|---|---|
| **WIDTH** | | | | | |
| Track – Front | W101 | 61 | | | |
| Track – Rear | W102 | 60 | | | |
| Maximum overall car width | W103 | 76.7 | | | |
| Body width at No. 2 pillar | W117 | 74.1 | | | |
| **LENGTH** | | | | | |
| Body "O" to front of dash | L 30 | 0 | | | |
| Wheelbase | L101 | 116 (a) | | | 112 |
| Overall car length | L103 | 206.5 (b) | | | 202.9 |
| Overhang – front | L104 | 41.2 | | | 41.6 |
| Overhang – rear | L105 | 49.3 (c) | | | 49.3 |
| Body upper structure length | L123 | (27&37) 96.5 | (35&36) 130.8 | (39&69) 102.1 | (67) 94.9 |
| Body "O" line to ℄ of rear wheel | L127 | 99.5 | | | 95.5 |
| Body "O" line to w/s cowl point | L130 | 10.4 | | | |
| **HEIGHT** | | | | | |
| Passenger Distribution (front & rear) | | 2-3 | | | |
| Trunk/Cargo load (lbs.) | | 0 | | | |
| Overall height | H101 | (27&37) 52.0, (39&69) 52.6, (67) 52.3, (35&36) 54.5 (d) | | | |
| Cowl height | H114 | (35 & 36) 38.6 (27,37,39 & 69) 37.4 (e) | | | |
| Deck height | H138 | (27 & 37) 38.1, (35 & 36) 38.9, (39) 37.4, (67) 37.3, (69) 37.6 (g) | | | |
| Rocker panel – front: To ground | H112 | (35 & 36) 9.0 (All Others) 7.8 | | | 8.0 |
| Rocker panel – front: From front wheel ℄ | H112 | 32.0 | | | |
| Rocker panel – rear: To ground | H111 | (35 & 36) 8.5 (39&69) 6.5, (27,37&67) 6.4 | | | 6.8 |
| Rocker panel – rear: From rear wheel ℄ | H111 | 23.0 with Long Wheelbase, 19.0 with Short W.B. | | | |
| Windshield slope angle | H122 | 53.0 | | | |
| **GROUND CLEARANCE** | | (35) | (36) | (39 & 69) | (27,37 & 67) |
| Bumper to ground – front | H102 | 15.1 | 15.4 | 14.9 | 15.0 | 15.2 |
| Bumper to ground – rear | H104 | 10.7 | 11.0 | 13.7 | 13.6 | 14.0 |
| Angle of approach | H106 | 21.3 | 21.9 | 20.7 | 21.0 | 23.1 |
| Angle of departure | H107 | 12.6 | 12.9 | 14.8 | 14.6 | 15.2 |
| Ramp breakover angle | H147 | 12.6 | 13.2 | 9.7 | 10.0 | 10.7 |
| Min. running clearance (Specify) | H156 | 5.0 (f) | | 4.0 (f) | 4.1 (f) | 4.4 (f) |

(a) 112 on 2-door styles
(b) 202.5 on 2-door styles, 210.6 on station wagons
(c) 53.4 on station wagons
(d) Except GTO - 24237 is 52.3, 24267 is 52.6
(e) Except GTO - 24237 and 24267 are 37.6
(f) Exhaust system
(g) Except GTO - 24237 is 37.7, 24267 is 36.9

# AMA Specifications—Passenger Car



MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (0)

## CAR AND BODY DIMENSIONS

See Pages 25, 26 for SAE Dimension Definitions

(All dimensions in inches unless otherwise indicated)

| MODEL | SAE Ref. No. | Spts.Cpe. 23527* | HT Cpe 23537* | 4-Dr. HT 23539* | 4-Dr. Sedan 23569* | Conv.Cpe. 23767* | Station Wagon 23535* |
|---|---|---|---|---|---|---|---|
| **FRONT COMPARTMENT** | | | | | | | |
| Effective head room | H61 | 37.9(a) | 37.9(b) | 38.5(c) | 38.5 | 38.5 | 38.4 |
| Max. eff. leg room – accelerator | L34 | 42.4(d) | 42.4 | 42.4(e) | 42.4(f) | 42.4 | 42.6 |
| H Point to Heel point | H30 | 7.9(g) | 7.9(h) | 7.9(i) | 7.9(j) | 8.0 | 7.7 |
| H Point travel | L17 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.7(k) |
| Shoulder room | W 3 | 58.4 | 58.4 | 58.4 | 58.4 | 58.4 | 58.3 |
| Hip room | W 5 | 59.7(l) | 59.6(m) | 59.4(n) | 59.4(p) | 59.7 | 59.7 |
| Upper body opening to ground | H50 | 47.0 | 47.6 | 48.7 | 47.7 | 47.7(5) | 49.6 |
| **REAR COMPARTMENT** | | | | | | | |
| H Point couple distance | L50 | 30.6(q) | 30.6(r) | 32.8 | 32.8 | 30.7 | 32.8 |
| Effective head room | H63 | 36.3 | 36.3 | 37.1 | 37.1 | 36.9 | 38.3 |
| Min. effective leg room | L51 | 32.2(s) | 32.2(t) | 34.8 | 34.8 | 31.6 | 34.6 |
| H Point to Heel point | H31 | 10.0(u) | 10.0 | 10.6 | 10.6(v) | 10.0 | 10.6 |
| Min. knee room | L48 | .7(w) | .7(x) | 2.3 | 2.3 | 1.6 | 2.3 |
| Rear Compartment room | L 3 | 24.0(y) | 24.0(z) | 25.8 | 25.8 | 24.2 | 26.1 |
| Shoulder room | W 4 | 57.0 | 57.0 | 57.5 | 57.5 | 47.9 | 57.4 |
| Hip room | W 6 | 58.1(1) | 58.1(2) | 59.4 | 59.4 | 58.3 | 59.4 |
| Upper body opening to ground | H51 | --- | -- | 48.5 | 47.3 | -- | 48.7 |
| **LUGGAGE COMPARTMENT** | | | | | | | |
| Usable luggage capacity | V 1 | 14.6 | 14.6(3) | 14.6 | 14.6 | 10.0(4) | -- |
| Liftover height | H195 | 27.1 | 27.1 | 26.6 | 26.5 | 27.1 | -- |
| Position of spare tire storage | | Flat-Exc. SW & Opt. Space Saver Which Are Vertical | | | | | |
| Method of holding lid open | | Torsion Bar | | | | | |
| **STATION WAGON – THIRD SEAT** | | | | | | | |
| Shoulder Room | W85 | Not Offered | | | | | |
| Hip room | W86 | | | | | | |
| Effective leg room | L86 | | | | | | |
| Effective head room | H86 | | | | | | |
| Seat facing direction | | | | | | | |
| **STATION WAGON – CARGO SPACE** | | | | | | | |
| Cargo length at floor – front seat | L202 | 90.9 | | | | | |
| Cargo length at belt – front seat | L204 | 79.9 | | | | | |
| Cargo width – Wheelhouse | W201 | 44.5 | | | | | |
| Opening width at belt | W204 | 49.6 | | | | | |
| Maximum cargo height | H201 | 31.5 on 23535 & 36, 31.3 on 23736 | | | | | |
| Rear opening height | H202 | 28.6 on 23535 & 36, 28.4 on 23736 | | | | | |
| Cargo volume index (cu. ft.) $\frac{W4 \times L204 \times H201}{1728}$ | V2 | 83.6** | | | | | |

* Dimensions apply to all models of the body type in addition to the specific body style number shown unless otherwise specified.

** Add 10.0 cu. ft. for compartment under load floor.

(a) 37.7 on 237
(b) 37.7 on 237 & 242
(c) 38.5 on 237
(d) 42.3 on 233
(e) 42.5 on 237
(f) 42.3 on 233
(g) 8.1 on 233, 8.0 on 237
(h) 8.0 on 237 & 242
(i) 8.3 on 237
(j) 8.1 on 233
(k) 4.8 on 237
(l) 59.5 on 233
(m) 59.7 on 237 & 242
(n) 59.5 on 237
(p) 59.8 on 233
(q) 30.7 on 237
(r) 30.7 on 237 & 242
(s) 31.6 on 237
(t) 31.6 on 237 & 242
(u) 9.9 on 233
(v) 10.5 on 233
(w) 1.6 on 237
(x) 1.6 on 237 & 242
(y) 24.2 on 237
(z) 24.2 on 237 & 242
(1) 58.4 on 233; 58.3 on 237
(2) 58.3 on 237 & 242
(3) 14.0 on 242
(4) 10.3 on 242
(5) 47.5 on 242

# AMA Specifications—Passenger Car



MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (•)

## POWER TEAMS

(Indicate whether standard or optional)

| MODEL AVAILABILITY | ENGINE | | | | | TRANSMISSION | AXLE RATIO (Std. first) (Indicate A C ratio) | |
|---|---|---|---|---|---|---|---|---|
| | Displ. cu. in. | Carburetor | Compr. Ratio | BHP RPM | Torque RPM | | | |
| STANDARD ENGINES | | | | | | | | |
| 233, 235 & 237 | 250 | 1 bbl. | 8.5:1 | 155 @ 4200 | 235 @ 1600 | Manual (3-Sp.) | 3.23:1 | (a) |
| | | | | | | Automatic | 3.08:1, 2.56:1, 3.23:1 | (d) |
| | | | | | | Turbo Hydra-Matic | 3.08:1, 2.56:1, 3.23:1 | (a) |
| 242 | 400 | 4 bbl. | 10.25:1 | 350 @ 5000 | 445 @ 3000 | Manual (3-Sp.)(f)(g) | 3.55:1, 3.23:1 | (a) |
| | | | | | | Turbo Hydra-Matic | 3.55:1, 3.23:1 | (a) |
| OPTIONAL ENGINES | | | | | | | | |
| 350 V-8 Engine | | | | | | | | |
| 233, 235 & 237 | 350 | 2 bbl. | 8.8:1 | 255 @ 4600 | 355 @ 2800 | Manual (3-Sp.) (f) | 3.23:1, 3.08:1 | (a)(i) |
| | | | | | | Automatic | 2.56:1, 3.08:1 | (c) |
| | | | | | | Turbo Hydra-Matic | 2.56:1, 3.08:1 | (c) |
| 400 Regular Fuel Engine | | | | | | | | |
| 233, 235 & 237 | 400 | 2 bbl. | 8.8:1 | 265 @ 4600 | 397 @ 2400 | Turbo Hydra-Matic | 2.56:1, 3.08:1 | (c) |
| 400 4 Bbl. Engine | | | | | | | | |
| 233, 235 & 237 | 400 | 4 bbl. | 10.0:1 | 330 @ 4800 | 445 @ 2900 | Turbo Hydra-Matic | 3.08:1 | (b) |
| 455 4 Bbl. Engine | | | | | | | | |
| 242 | 455 | 4 bbl. | 10.25:1 | 360 @ 4600 | 500 @ 3100 | Manual (3-Sp.) (g) | 3.31:1 | (e) |
| | | | | | | Turbo Hydra-Matic | 3.07:1 | (h) |
| 400 Ram Air | | | | | | | | |
| 242 | 400 | 4 bbl. | 10.5:1 | 366 @ 5100 | 445 @ 3600 | Manual (3-Sp.)(f)(g) | 3.55:1 | (a) |
| | | | | | | Turbo Hydra-Matic | 3.55:1 | (a) |
| 400 Ram Air IV | | | | | | | | |
| 242 | 400 | 4 bbl. | 10.5:1 | 370 @ 5500 | 445 @ 3900 | Manual (4-Sp. Close Ratio) | 3.90:1 | (d) |
| | | | | | | Turbo Hydra-Matic | 3.90:1 | (d) |

(a) 3.23:1 with air conditioning
(b) 3.08:1 with air conditioning
(c) 2.78:1 with air conditioning
(d) Air conditioning not available
(e) 3.31:1 with air conditioning
(f) 4-Speed manual optional
(g) Close ratio 4-speed optional
(h) 3.07:1 with air conditioning
(i) 3.08:1 not available with 4-sp. option

# AMA Specifications—Passenger Car

Page 4

MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (e)

MODEL

| | Standard 250 L6 Engine | Optional 350 V8 Engine |
|---|---|---|
| **ENGINE – GENERAL** | | |
| Type, no. cyls., valve arr. | Line, 6, In-Head | 90°V, 8, In-Head |
| Bore and stroke (nominal) | 3.8750 x 3.525<br>3.8774 x 3.535 | 3.8750 x 3.746<br>3.8774 x 3.754 |
| Piston displacement, cu. in. | 250 | 350 |
| Bore spacing (℄ to ℄) | 4.4 | 4.62 |
| No. system (front to rear) L. Bank | 1-2-3-4-5-6 (In-Line) | 1-3-5-7 |
| No. system (front to rear) R. Bank | - | 2-4-6-8 |
| Firing order | 1-5-3-6-2-4 | 1-8-4-3-6-5-7-2 |
| Compres. ratio (nominal) | 8.5:1 | 8.8:1 |
| Cylinder Head Material | Alloy Cast Iron | |
| Cylinder Block Material | Alloy Cast Iron | |
| Cyl. Sleeve-Wet, dry, none | None | |
| Number of mtg. points Front | 2 | |
| Number of mtg. points Rear | 1 | |
| Engine installation angle | 4.6° | 4.7° |
| Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$ | 36.0 | 48.0 |
| Publishing max. bhp* @ eng. RPM | 155 @ 4200 | 255 @ 4600 |
| Publishing max. torque * (lb. ft. @ RPM) | 235 @ 1600 | 355 @ 2800 |
| Recommended fuel regular – premium | Regular | Regular |
| **ENGINE – PISTONS** | | |
| Material | Aluminum Alloy | |
| Description and finish | Cam Ground Slipper Type - Tin Plated | |
| Weight (piston only) oz. | 24.16 | 21.010 - 21.190 |
| Clearance (limits) Top land | .0345 - .0435 | .024 - .029 |
| Clearance (limits) Skirt Top | .0005 - .0011 (a) | .0025 - .0033 (b) |
| Clearance (limits) Skirt Bottom | - | .0020 - .0038 |
| Ring groove depth No. 1 ring | .2185 | .2206 |
| Ring groove depth No. 2 ring | .2185 | .2206 |
| Ring groove depth No. 3 ring | .2125 | .2112 |
| Ring groove depth No. 4 ring | None | |

* Max. bhp (brake horsepower) and max. torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.

(a) Measured 2.44 from top of piston.
(b) Pistons selected for clearance at 1.110 below top of piston.

# AMA Specifications—Passenger Car



MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (e)

| MODEL | 400 cu. in. Engines | 455 cu. in. Engine |
|---|---|---|
| **ENGINE – GENERAL** | | |
| Type, no. cyls., valve arr. | 90° V, 8, In-Head | |
| Bore and stroke (nominal) | 4.1200 X 3.746<br>4.1224 X 3.754 | 4.1510 X 4.206<br>4.1534 X 4.214 |
| Piston displacement, cu. in. | 400 | 455 |
| Bore spacing (℄ to ℄) | 4.62 | |
| No. system (front to rear) L. Bank | 1-3-5-7 | |
| No. system (front to rear) R. Bank | 2-4-6-8 | |
| Firing order | 1-8-4-3-6-5-7-2 | |
| Compres. ratio (nominal) | 10.25:1 (a) | 10.25 |
| Cylinder Head Material | Alloy Cast Iron | |
| Cylinder Block Material | Alloy Cast Iron | |
| Cyl. Sleeve-Wet,dry,none | None | |
| Number of mtg. points Front | 2 | |
| Number of mtg. points Rear | 1 | |
| Engine installation angle | 4.7° (a) | |
| Taxable horsepower $\frac{Dia^2 \times No.\ Cyl.}{2.5}$ | 54.3 | 55.2 |
| Publishing max. bhp* @ eng. RPM | 350 @ 5000 (a) | 360 @ 4600 |
| Publishing max. torque * (lb. ft. @ RPM) | 445 @ 3000 (a) | 500 @ 3100 |
| Recommended fuel regular – premium | Premium (a) | Premium |
| **ENGINE – PISTONS** | | |
| Material | Aluminum Alloy | |
| Description and finish | Cam Ground Slipper Type - Tin Plated | |
| Weight (piston only) oz. | 22.070 - 22.250 | 20.515 - 20.695 |
| Clearance (limits) Top land | .017 - .021 | .024 - .029 |
| Clearance (limits) Skirt Top | .0025 - .0033 (b) | .0025 - .0033 (c) |
| Clearance (limits) Skirt Bottom | .0020 - .0038 | .0020 - .0038 |
| Ring groove depth No. 1 ring | .2230 | .2222 |
| Ring groove depth No. 2 ring | .2230 | .2222 |
| Ring groove depth No. 3 ring | .2215 | .2006 |
| Ring groove depth No. 4 ring | None | |

* Max. bhp (brake horsepower) and max. torque corrected to 60° F and 29.92 in. Hg atmospheric pressure.

(a) 8.8:1 on regular fuel engine, 10.0:1 on 400 4-bbl. engine and 10.5:1 on 400 Ram Air and 400 Ram Air IV engines - See page 3 for horsepower and torque figures.

(b) Pistons selected for clearance at 1.110 below top of piston.

(c) Pistons selected for clearance at 1.08 below top of piston.

# AMA Specifications—Passenger Car

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AKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (*)

| MODEL | | | Standard 250 L6 Engine | Optional 350 V8 Engine |
|---|---|---|---|---|
| **ENGINE – RINGS** | | | | |
| Function (top to bottom) | No. 1, oil or comp. | | Compression | |
| | No. 2, oil or comp. | | Compression | |
| | No. 3, oil or comp. | | Oil | |
| | No. 4, oil or comp. | | None | |
| Compression | Description - material, coating, etc. | | Cast Iron Reverse Twist (a)<br>No. 1 (b)<br>No. 2 Taper Face - Lubrite | Moly Channel Barrel Face<br>Taper Face - Tin Plated |
| | Width | | No. 1 .0630, No. 2 .0628 | .0778 |
| | Gap | | .015 | .019 |
| Oil | Description - material, coating, etc. | | Multi-Piece (2 Rails and 1 Spacer Expander)<br>Rails: Steel with Chrome Plated O.D.<br>Expander: Stainless Steel | |
| | Width | | .188 | .186 |
| | Gap | | .035 | |
| Expanders | | | In Oil Ring Assembly | |
| **ENGINE – PISTON PINS** | | | | |
| Material | | | Chromium Steel | SAE 1016 |
| Length | | | 3.00 | 3.25 |
| Diameter | | | .9272 | .9802 |
| Type | Locked in rod, in piston, floating, etc. | | Locked in Rod | |
| | Bushing | In rod or piston | None | |
| | | Material | None | |
| Clearance | In piston | | .00015 - .00025 | .0005 - .0007 |
| | In rod | | Press Fit | |
| Direction & amount offset in piston | | | To Right .060 | To Right .063 |
| **ENGINE – CONNECTING RODS** | | | | |
| Material | | | Forged Steel | Arma Steel |
| Weight (oz.) | | | 20.0 | 31.7 |
| Length (center to center) | | | 5.700 | 6.625 |
| Bearing | Material & Type | | (c) (d) | Moraine 100-A(d) |
| | Overall length | | .807 | .88 |
| | Clearance (limits) | | .0007 - .0027 | .0005 - .0025 |
| | End play | | .009 - .013 | .012 - .017 (Total for two) |

(a) Except L6 No. 1 ring has inside bevel.
(b) Barrel face chrome plated
(c) Sintered copper lead alloy
(d) Steel backed removable precision

# AMA Specifications—Passenger Car



MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED •

| MODEL | | 400 cu. in. Engines | 455 cu. in. Engine |
|---|---|---|---|
| **ENGINE – RINGS** | | | |
| Function (top to bottom) | No. 1, oil or comp. | Compression | |
| | No. 2, oil or comp. | Compression | |
| | No. 3, oil or comp. | Oil | |
| | No. 4, oil or comp. | None | |
| Compression | Description - material, coating, etc. | Cast Iron Reverse Twist - No. 1 Barrel Face Moly Channel, No. 2 Taper Face Tin Plated (a) | |
| | Width | .0778 (b) | |
| | Gap | No. 1 - .019 (c), No. 2 - .015 | |
| Oil | Description - material, coating, etc. | Multi-Piece (2 Rails and 1 Spacer Expander) Rails - Steel with Chrome Plated O.D. Expander - Stainless Steel | |
| | Width | .186 | |
| | Gap | .035 | |
| Expanders | | In Oil Ring Assembly | |
| **ENGINE – PISTON PINS** | | | |
| Material | | SAE 1016 Steel | |
| Length | | 3.25 | |
| Diameter | | .9802 | |
| Type | Locked in rod, in piston, floating, etc. | Locked in Rod | |
| | Bushing: In rod or piston | None | |
| | Bushing: Material | None | |
| Clearance | In piston | .0005 - .0007 | |
| | In rod | Press Fit | |
| Direction & amount offset in piston | | To Right - .063 | |
| **ENGINE – CONNECTING RODS** | | | |
| Material | | Arma Steel | |
| Weight (oz.) | | 31.7 | |
| Length (center to center) | | 6.625 | |
| Bearing | Material & Type | Moraine 400-A (d) (e) | |
| | Overall length | .88 | |
| | Clearance (limits) | .0005 - .0026 (f) | .0010 - .0031 |
| | End play | .012 - .017 (Total for Two) | |

(a) Optional 455 cu. in. engine uses taper face moly channel rings in No. 2 location.
(b) No. 2 .0623 on 455 cu. in. engine
(c) No. 1 .021 on 455 cu. in. engine
(d) Steel backed removable precision
(e) Material is Moraine 100-A on optional 400 regular fuel engine and 4-bbl. option engine for 233, 235, 237.
(f) Clearance is .0015 - .0031 on Ram Air IV Engine.

# AMA Specifications—Passenger Car



MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (•)

| MODEL | | | Standard 250 L6 Engine | Optional 350 V8 Engine | Standard (GTO) 400 V8 Engine |
|---|---|---|---|---|---|
| **ENGINE – CRANKSHAFT** | | | | | |
| Material | | | Nodular Iron | | |
| Vibration damper type | | | Rubber Floated Weight | | |
| End thrust taken by bearing (No.) | | | 7 | 4 | |
| Crankshaft end play | | | .002 - .006 | .0035 - .0085 | |
| Main bearing | Material & type | | Durex 100-A** Steel Backed, Removable - Precision | | |
| | Clearance | | .0003 - .0029 | .0002 - .0017 | |
| | Journal dia. and bearing overall length | No. 1 | 2.30 x .752 | 3.00 x .94 | |
| | | No. 2 | 2.30 x .752 | 3.00 x .94 | |
| | | No. 3 | 2.30 x .752 | 3.00 x .94 | |
| | | No. 4 | 2.30 x .752 | 3.00 x 1.13 | |
| | | No. 5 | 2.30 x .752 | 3.00 x 1.59 | |
| | | No. 6 | 2.30 x .752 | None | |
| | | No. 7 | 2.30 x .760 | None | |
| | Dir. & amt. cyl. offset | | None | | |
| Crankpin journal diameter | | | 2.00 | 2.25 | |
| **ENGINE – CAMSHAFT** | | | | | |
| Location | | | Right Side | Between Cylinder Banks | |
| Material | | | Hardened Alloy Cast Iron | | |
| Bearings | Material | | High Lead Babbitt on Steel | | |
| | Number | | 4 | 5 | |
| Type of Drive | Gear or chain | | Gear | Chain | |
| | Crankshaft gear or sprocket material | | Steel | Hardened Sintered Iron | |
| | Camshaft gear or sprocket material | | Bakelite - Fabric Comp. - Steel Hub | Aluminum Alloy With Nylon Covered Teeth | |
| | Timing chain | No. of links | None | 60 | |
| | | Width | None | .88 (Morse) - 1.00 (Link Belt) | |
| | | Pitch | None | .375 | |
| **ENGINE – VALVE SYSTEM** | | | | | |
| Hydraulic lifters (Std., opt., NA) | | | Standard | | |
| Valve rotator, type (intake, exhaust) | | | None | | |
| Rocker ratio | | | 1.75:1 | 1.5:1 | |
| Operating tappet clearance (indicate hot or cold) | Intake | | 0 | | |
| | Exhaust | | 0 | | |

(Continued)

** Material Changes to Moraine 400-A As Follows:
#4 Lower of 350 2-BBL Engine and 4-BBL option engine for 233, 235 and 237.
#1, 2, 3, and 4 lower locations of 400 4-BBL engine.

# AMA Specifications—Passenger Car



MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (*)

MODEL

## ENGINE – CRANKSHAFT

| | | | Optional 400 cu. in. Engines | Optional 455 cu. in. Engine |
|---|---|---|---|---|
| Material | | | Nodular Iron | |
| Vibration damper type | | | Rubber Floated Weight | |
| End thrust taken by bearing (No.) | | | 4 | |
| Crankshaft end play | | | .0035 - .0085 | |
| Main bearing | Material & type | | Durex 100-A* Steel Backed, Removable - Precision | |
| | Clearance | | .0002 - .0017** | |
| | Journal dia. and bearing overall length | No. 1 | 3.00 x .94 | 3.25 x .94 |
| | | No. 2 | 3.00 x .94 | 3.25 x .94 |
| | | No. 3 | 3.00 x .94 | 3.25 x .94 |
| | | No. 4 | 3.00 x 1.13 | 3.25 x 1.19 |
| | | No. 5 | 3.00 x 1.59 | 3.25 x 1.59 |
| | | No. 6 | None | |
| | | No. 7 | None | |
| | Dir. & amt. cyl. offset | | None | |
| Crankpin journal diameter | | | 2.25 | |

## ENGINE – CAMSHAFT

| | | | |
|---|---|---|---|
| Location | | | Between Cylinder Banks |
| Material | | | Hardened Alloy Cast Iron |
| Bearings | Material | | High Lead Babbitt on Steel |
| | Number | | 5 |
| Type of Drive | Gear or chain | | Chain |
| | Crankshaft gear or sprocket material | | Hardened Sintered Iron |
| | Camshaft gear or sprocket material | | Aluminum Alloy with Nylon Covered Teeth |
| | Timing chain | No. of links | 60 |
| | | Width | .88 (Morse) - 1.00 (Link Belt) |
| | | Pitch | .375 |

## ENGINE – VALVE SYSTEM

| | | |
|---|---|---|
| Hydraulic lifters (Std., opt., NA) | | Standard |
| Valve rotator, type (intake, exhaust) | | None |
| Rocker ratio | | 1.5:1 |
| Operating tappet clearance (indicate hot or cold) | Intake | 0 |
| | Exhaust | 0 |

(Continued)

* Material changes to Moraine 400-A as follows:
#4 lower of 400 regular fuel engine
#1, 2, 3, and 4 lower locations of 400 4-BBL Engine
#1, 2, 3, and 4 upper and lower locations of Ram Air and Ram Air IV Engines
All locations (except #5 upper) of 455 Engine

** .0005 - .0021 on 455 Engine
.0007 - .0023 on 1, 2, 3 and 4 of 400 Ram Air III
.0012 - .0028 on 1, 2, 3 and 4; .0007 - .0022 on 5 of Ram Air IV

# AMA Specifications—Passenger Car

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MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (*)

MODEL

| ENGINE – VALVE SYSTEM (cont.) | | | Standard 250 L6 Engine Man.& Auto. Trans. | Optional 350 V8 Engine Man.& Auto.Trans | Standard (GTO) 400 V8 Engine Auto. Trans. |
|---|---|---|---|---|---|
| Timing (based on top of ramp points) | Intake | Opens (°BTC) | 16 | 22 | 23 |
| | | Closes (°ABC) | 48 | 67 | 70 |
| | | Duration - deg. | 244 | 269 | 273 |
| | Exhaust | Opens (°BBC) | 46.5 | 72 | 78 |
| | | Closes (°ATC) | 17.5 | 25 | 31 |
| | | Duration - deg. | 244 | 277 | 289 |
| | Valve opening overlap | | 33.5° | 47° | 54° |
| Intake | Material | | Alloy Stl. Aluminized | GM 8440 Aluminized — Fl. Cr. Plate on Stem | |
| | Overall length | | 4.912 | 4.993 | 5.073 |
| | Actual overall head dia. | | 1.725 - 1.715 | 1.963 - 1.957 | 2.113 - 2.107 |
| | Angle of seat & face | | 46° Seat - 45° Face | 45° Seat-44° Face | 30° Seat-29° Face |
| | Seat insert material | | Not Used | | |
| | Stem diameter | | .3410 - .3417 | .3419 - .3412 | |
| | Stem to guide clearance | | .0010 - .0027 | .0016 - .0033 | |
| | Lift (@ zero lash) | | .388 | .376 ±.011 | .410 ±.011 |
| | Outer spring press. & length | Valve closed (lb.@in.) | 56 / 64 @ 1.66 | 59.6 / 65.6 @ 1.5823 | 63.3 / 69.3 @ 1.5613 |
| | | Valve open (lb.@ in.) | 180 / 192 @ 1.27 | 122.5 / 132.5 @ 1.2063 | 132.0 / 142.0 @ 1.1513 |
| | Inner spring press. & length | Valve closed (lb.@ in.) | None | 31.7 / 37.7 @ 1.5423 | 35.0 / 41.0 @ 1.5213 |
| | | Valve open (lb.@ in.) | None | 88.8 / 98.8 @ 1.1663 | 99.4 / 102.4 @ 1.1113 |
| Exhaust | Material | | 21-4N Aluminized | 21-2 Aluminized - Fl.Cr.Plate on Ste | |
| | Overall length | | 4.923 | 4.982 | 5.082 |
| | Actual overall head dia. | | 1.505 - 1.495 | 1.663 - 1.657 | 1.773 - 1.767 |
| | Angle of seat & face | | 46° Seat-45° Face | 45° Seat-44° Face | |
| | Seat insert material | | None | | |
| | Stem diameter | | .3417 - .3410 | .3419 - .3412 | |
| | Stem to guide clearance | | .0010 - .0027 | .0021 - .0038 | |
| | Lift (@ zero lash) | | .388 | .412 ±.011 | .413 ±.011 |
| | Outer spring press. & length | Valve closed (lb.@ in.) | 56 / 64 @ 1.66 | 59.6 / 65.6 @ 1.5823 | 63.3 / 69.3 @ 1.5613 |
| | | Valve open (lb.@ in.) | 180 / 192 @ 1.27 | 128.7 / 138.7 @ 1.1703 | 132.5 / 142.5 @ 1.1483 |
| | Inner spring press. & length | Valve closed (lb.@ in.) | None | 31.7 / 37.7 @ 1.5423 | 35.0 / 41.0 @ 1.5213 |
| | | Valve open (lb.@ in.) | None | 94.4 / 104.4 @ 1.1303 | 99.9 / 105.9 @ 1.1083 |

## ENGINE – LUBRICATION SYSTEM

| Type of lubrication (splash, pressure, nozzle) | | | |
|---|---|---|---|
| | Main bearings | Pressure | |
| | Connecting rods | Pressure | |
| | Piston pins | Splash | |
| | Camshaft bearings | Pressure | |
| | Tappets | Pressure | |
| | Timing gear or chain | Nozzle | Metered Jet |
| | Cylinder walls | Splash | Metered Jet |

(Continued)

# AMA Specifications—Passenger Car



MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (e)

MODEL

| ENGINE – VALVE SYSTEM (cont.) | | | 400 cu. in. V8 Engines | | |
|---|---|---|---|---|---|
| | | | Regular Fuel | 4-bbl. Prem.Fuel | Standard GTO |
| | | | Auto. Trans. | Auto. Trans. | Man. Trans. |
| Timing (based on top of ramp points) | Intake | Opens (°BTC) | 22 | 30 | 23 |
| | | Closes (°ABC) | 67 | 63 | 70 |
| | | Duration - deg. | 269 | 273 | 273 |
| | Exhaust | Opens (°BBC) | 72 | 77 | 78 |
| | | Closes (°ATC) | 25 | 25 | 31 |
| | | Duration - deg. | 277 | 282 | 289 |
| | Valve opening overlap | | 47° | 55° | 54° |
| Intake | Material | | GM8440 w/Alum. Treatment on Face and Fl.Cr. Plated Stem | | |
| | Overall length | | 4.993 | 5.068 | 5.093 |
| | Actual overall head dia. | | 1.963 - 1.957 | | 2.113 - 2.107 |
| | Angle of seat & face | | 45° Seat - 44° Face | | 30° Seat - 29° Face |
| | Seat insert material | | Not Used | | |
| | Stem diameter | | .3419 - .3412 | | |
| | Stem to guide clearance | | .0016 - .0033 | | |
| | Lift (@ zero lash) | | .376 ± .011 | .410 ± .011 | .410 ± .011 |
| | Outer spring press. & length | Valve closed (lb. @ in.) | 59.6 / 65.6 @ 1.5823 | 59.6 / 65.6 @ 1.5823 | 56.1 / 66.1 @ 1.5913 |
| | | Valve open (lb. @ in.) | 122.5 / 132.5 @ 1.2063 | 128.4 / 138.4 @ 1.1723 | 125.4 / 139.4 @ 1.1813 |
| | Inner spring press. & length | Valve closed (lb. @ in.) | 31.7 / 37.7 @ 1.5423 | 31.7 / 37.7 @ 1.5423 | 54.2 / 60.2 @ 1.5213 |
| | | Valve open (lb. @ in.) | 88.8 / 98.8 @ 1.1663 | 94.1 / 104.1 @ 1.1323 | 118.4 / 128.4 @ 1.1113 |
| Exhaust | Material | | 21-2 Steel W/Alum.Treatment on Face & Fl.Cr.Plated Stem | | |
| | Overall length | | 4.982 | 5.078 | 5.082 |
| | Actual overall head dia. | | 1.663 - 1.657 | | 1.773 - 1.767 |
| | Angle of seat & face | | 45° Seat - 44° Face | | |
| | Seat insert material | | Not Used | | |
| | Stem diameter | | .3414 - .3407 | | |
| | Stem to guide clearance | | .0021 - .0038 | | |
| | Lift (@ zero lash) | | .412 ± .011 | .414 ± .011 | .413 ± .011 |
| | Outer spring press. & length | Valve closed (lb. @ in.) | 59.6 / 65.6 @ 1.5823 | 59.6 / 65.6 @ 1.5823 | 56.1 / 66.1 @ 1.5913 |
| | | Valve open (lb. @ in.) | 128.7 / 138.7 @ 1.1703 | 129.1 / 139.1 @ 1.1683 | 125.4 / 139.4 @ 1.1813 |
| | Inner spring press. & length | Valve closed (lb. @ in.) | 31.7 / 37.7 @ 1.5423 | 31.7 / 37.7 @ 1.5423 | 54.2 / 60.2 @ 1.5213 |
| | | Valve open (lb. @ in.) | 94.4 / 104.4 @ 1.1303 | 94.7 / 104.7 @ 1.1283 | 118.4 / 128.4 @ 1.1083 |

## ENGINE – LUBRICATION SYSTEM

| | | |
|---|---|---|
| Type of lubrication (splash, pressure, nozzle) | Main bearings | Pressure |
| | Connecting rods | Pressure |
| | Piston pins | Splash |
| | Camshaft bearings | Pressure |
| | Tappets | Pressure |
| | Timing gear or chain | Metered Jet |
| | Cylinder walls | Metered Jet |

(Continued)

# AMA Specifications—Passenger Car

Page 7b

MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (•)

MODEL

## ENGINE – VALVE SYSTEM (cont.)

| | | | 400 Ram Air Engines | 400 Ram Air IV Engines |
|---|---|---|---|---|
| | | | Man. & Auto. Trans. | Man. & Auto. Trans. |
| Timing (based on top of ramp points) | Intake | Opens (°BTC) | 31 | 42 |
| | | Closes (°ABC) | 77 | 86 |
| | | Duration - deg. | 288 | 308 |
| | Exhaust | Opens (°BBC) | 90 | 95 |
| | | Closes (°ATC) | 32 | 45 |
| | | Duration - deg. | 302 | 320 |
| | Valve opening overlap | | 63° | 87° |
| Intake | Material | | GM 8440 Aluminized (a) | GM 8440 Aluminized (b) |
| | Overall length | | 5.093 | 5.207 |
| | Actual overall head dia. | | 2.113 - 2.107 | |
| | Angle of seat & face | | 30° Seat - 29° Face | |
| | Seat insert material | | Not Used | |
| | Stem diameter | | .3419 - .3412 | |
| | Stem to guide clearance | | .0016 - .0033 | |
| | Lift (@ zero lash) | | .414 ± .011 | .527 ± .011 |
| | Outer spring press. & length | Valve closed (lb. @ in.) | 56.1 @ 1.5913<br>66.1 | 70.5 @ 1.8183<br>80.5 |
| | | Valve open (lb. @ in.) | 125.5 @ 1.1773<br>139.5 | 216.4 @ 1.2913<br>230.4 |
| | Inner spring press. & length | Valve closed (lb. @ in.) | 54.2 @ 1.5213<br>60.2 | 37.2 @ 1.7483<br>43.2 |
| | | Valve open (lb. @ in.) | 118.6 @ 1.1073<br>128.6 | 106.2 @ 1.2213<br>116.2 |
| Exhaust | Material | | 21-2 Aluminized (a) | 21-2 Aluminized (b) |
| | Overall length | | 5.082 | 5.206 |
| | Actual overall head dia. | | 1.773 - 1.767 | |
| | Angle of seat & face | | 45° Seat - 44° Face | |
| | Seat insert material | | Not Used | |
| | Stem diameter | | .3414 - .3407 | |
| | Stem to guide clearance | | .0021 - .0038 | |
| | Lift (@ zero lash) | | .413 ± .011 | .527 ± .011 |
| | Outer spring press. & length | Valve closed (lb. @ in.) | 56.1 @ 1.5913<br>66.1 | 70.5 @ 1.8183<br>80.5 |
| | | Valve open (lb. @ in.) | 125.4 @ 1.1783<br>139.4 | 216.4 @ 1.2913<br>230.4 |
| | Inner spring press. & length | Valve closed (lb. @ in.) | 54.2 @ 1.5213<br>60.2 | 37.2 @ 1.7483<br>43.2 |
| | | Valve open (lb. @ in.) | 118.4 @ 1.1083<br>128.4 | 106.2 @ 1.2213<br>116.2 |

## ENGINE – LUBRICATION SYSTEM

| | | |
|---|---|---|
| Type of lubrication (splash, pressure, nozzle) | Main bearings | Pressure |
| | Connecting rods | Pressure |
| | Piston pins | Splash |
| | Camshaft bearings | Pressure |
| | Tappets | Pressure |
| | Timing gear or chain | Metered Jet |
| | Cylinder walls | Metered Jet |

(Continued)

(a) Flash chrome plated stem

(b) Thick chrome plated stem - swirl polished under head.

# AMA Specifications—Passenger Car



MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (*)

MODEL Optional 455 cu. in. V8 Engine

## ENGINE – VALVE SYSTEM (cont.)

| | | | Manual Transmission | Automatic Transmission |
|---|---|---|---|---|
| Timing (based on top of ramp points) | Intake | Opens (°BTC) | 31 | 23 |
| | | Closes (°ABC) | 77 | 70 |
| | | Duration - deg. | 288 | 273 |
| | Exhaust | Opens (°BBC) | 90 | 78 |
| | | Closes (°ATC) | 32 | 31 |
| | | Duration - deg. | 302 | 289 |
| | Valve opening overlap | | 63° | 54° |
| Intake | Material | | GM-8440 W/Alum. Treatment on Face & Fl.Cr.Plated Stem | |
| | Overall length | | 4.992 | |
| | Actual overall head dia. | | 2.113 - 2.107 | |
| | Angle of seat & face | | 30° Seat - 29° Face | |
| | Seat insert material | | Not Used | |
| | Stem diameter | | .3419 - .3412 | |
| | Stem to guide clearance | | .0016 - .0033 | |
| | Lift ( zero lash) | | .414± .011 | .410 ± .011 |
| | Outer spring press. & length | Valve closed (lb. - in.) | 63.3<br>69.3 @ 1.5613 | 63.3<br>69.3 @ 1.5613 |
| | | Valve open (lb. - in.) | 132.7<br>142.7 @ 1.1473 | 132.0<br>142.0 @ 1.1513 |
| | Inner spring press. & length | Valve closed (lb. - in.) | 35.0<br>41.0 @ 1.5213 | 35.0<br>41.0 @ 1.5213 |
| | | Valve open (lb. - in.) | 98.0<br>108.0 @ 1.1073 | 97.4<br>107.4 @ 1.1113 |
| Exhaust | Material | | 21-2 Steel W/Alum. Treat. on Face & Fl.Cr.Plated Stem | |
| | Overall length | | 4.991 | |
| | Actual overall head dia. | | 1.773 - 1.767 | |
| | Angle of seat & face | | 45° Seat - 44° Face | |
| | Seat insert material | | Not Used | |
| | Stem diameter | | .3414 - .3407 | |
| | Stem to guide clearance | | .0021 - .0038 | |
| | Lift ( zero lash) | | .413 ± .011 | |
| | Outer spring press. & length | Valve closed (lb. @ in.) | 63.3<br>69.3 @ 1.5613 | |
| | | Valve open (lb. @ in.) | 132.5<br>142.5 @ 1.1483 | |
| | Inner spring press. & length | Valve closed (lb. @ in.) | 35.0<br>41.0 @ 1.5213 | |
| | | Valve open (lb. @ in.) | 97.9<br>107.9 @ 1.1083 | |

## ENGINE – LUBRICATION SYSTEM

| | | |
|---|---|---|
| Type of lubrication (splash, pressure, nozzle) | Main bearings | Pressure |
| | Connecting rods | Pressure |
| | Piston pins | Splash |
| | Camshaft bearings | Pressure |
| | Tappets | Pressure |
| | Timing gear or chain | Metered Jet |
| | Cylinder walls | Metered Jet |

(Continued)

# AMA Specifications—Passenger Car

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MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (e)

MODEL

| | Standard 250 L6 Engine | Optional 350 V8 Engine | Standard (GTO) 400 V8 Engine |
|---|---|---|---|

## ENGINE – LUBRICATION SYSTEM (cont.)

| | | | |
|---|---|---|---|
| Oil pump type | Spur Gear | | |
| Normal oil pressure (lb. engine rpm) | 30-45 @ 1500 | 30-40 Above 2600 | 55-60 Above 2600 |
| Oil press. sending unit (elect. or mech.) | Electric | | |
| Type oil intake (floating, stationary) | Stationary Screen | | |
| Oil filter system (full flow, part., other) | Full Flow | | |
| Filter replacement (element, complete) | Complete | | |
| Capacity of c case, less filter-refill (qt.) | 4 | 5 | |
| Oil grade recommended (SAE viscosity and temperature range) | Above 20°F.: 20W, 10W-30, 10W-40, 20W-40 (d)<br>From 0° to 60°F.: 10W, 5W-30, 10W-30, 10W-40 (d)<br>Below 0°F.: 5W, 5W-20, 5W-30 (d) | | |
| Engine Service Reqmt. (MM, MS, etc.) | MS | | |

## ENGINE – EXHAUST SYSTEM

| | | | | |
|---|---|---|---|---|
| Type (single, single with cross-over, dual, other) | | Single | Single (a) | Dual |
| Muffler No. & type (reverse flow, straight thru, separate resonator) | | One - Reverse Flow | | Two-Reverse Flow |
| Exhaust pipe dia. (O.D., wall thick.) | Branch | Not Used | 2.00 x .076 (a) | Not Used |
| | Main | 2.00 x .057-.071 | 2.25 x .076 (a) | 2.00 x .060 (c) |
| Tail pipe dia. (O.D. & wall thickness) | | 1.88 x .062-.075 | 2.00 x .048 (b) | 2.25 x .048 (b) |

## ENGINE – CRANKCASE VENTILATION SYSTEM

| | | | |
|---|---|---|---|
| Type (ventilates to atmos., induction system, other) | Standard | Induction System | |
| | Optional | None | |
| Control Unit | Make and model | AC Type CV-679 C | |
| | Location | Push Rod Cover | |
| | Energy source (manifold vacuum, carburetor air stream, other) | Manifold Vacuum | |
| | Control method (variable orifice, fixed orifice, other) | Variable Orifice | |
| Complete system | Discharges (to intake manifold, carb. air intake, air cleaner intake, other) | Intake Manifold | |
| | Air inlet (breather cap, carburetor air cleaner, other) | Through Filter In Carburetor Air Cleaner | |
| | Flame arrestor (screen, check valve, other) | Check Valve | |

(a) Optional dual system for 350 V-8 uses 2 reverse flow mufflers, 2.00 x .060 exhaust pipes (no crossover) and 2.25 x .048 aluminized tailpipes.
(b) Aluminized
(c) 2.25 x .060 with 400 Ram Air and 400 Ram Air IV engine options.
(d) All except Ram Air engines, Ram Air engines require use of SAE 30 or 10W-40 oil at all times.

# AMA Specifications—Passenger Car

Page 8 a

MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (e)

## ENGINE – LUBRICATION SYSTEM (cont.)

| MODEL | Optional 400 4-Bbl. Engine | Optional 455 4-Bbl. Engine |
|---|---|---|
| Oil pump type | Spur Gear | |
| Normal oil pressure (lb. engine rpm) | 30-40 Above 2600 (c) | |
| Oil press. sending unit (elect. or mech.) | Electric | |
| Type oil intake (floating, stationary) | Stationary Screen | |
| Oil filter system (full flow, part., other) | Full Flow | |
| Filter replacement (element, complete) | Complete | |
| Capacity of c case, less filter-refill (qt.) | 5 | |
| Oil grade recommended (SAE viscosity and temperature range) | Above 20°F.: 20W, 10W-30, 10W-40, 20W-40<br>From 0° to 60°F.: 10W, 5W-30, 10W-30, 10W-40<br>Below 0°F.: 5W, 5W-20, 5W-30 | |
| Engine Service Reqmt. (MM, MS, etc.) | MS | |

## ENGINE – EXHAUST SYSTEM

| | | Single (a) | Dual |
|---|---|---|---|
| Type (single, single with cross-over, dual, other) | | | |
| Muffler No. & type (reverse flow, straight thru, separate resonator) | | One - Reverse Flow | Two - Reverse Flow |
| Exhaust pipe dia. (O.D., wall thick.) | Branch | 2.00 x .076(a) | Not Used |
| | Main | 2.25 x .076(a) | 2.00 x .060 |
| Tail pipe dia. (O.D. & wall thickness) | | 2.00 x .048(b) | 2.25 x .048(b) |

## ENGINE – CRANKCASE VENTILATION SYSTEM

| | | | |
|---|---|---|---|
| Type (ventilates to atmos., induction system, other) | Standard | Induction System | |
| | Optional | None | |
| Control Unit | Make and model | AC Type CV-679C | |
| | Location | Push Rod Cover | |
| | Energy source (manifold vacuum, carburetor air stream, other) | Manifold Vacuum | |
| | Control method (variable orifice, fixed orifice, other) | Variable Orifice | |
| Complete system | Discharges (to intake manifold, carb. air intake, air cleaner intake, other) | Intake Manifold | |
| | Air inlet (breather cap, carburetor air cleaner, other) | Through Filter in Carburetor Air Cleaner | |
| | Flame arrestor (screen, check valve, other) | Check Valve | |

(a) Optional dual system for 400 4-bbl. option is same as dual system used on 455 4-bbl. option.
(b) Aluminized
(c) 55-60 above 2600 on optional 455 4-bbl. engine

# AMA Specifications—Passenger Car

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MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (•)

| MODEL | Standard 250 L6 Engine | Optional 350 V8 Engine | Standard (GTO) 400 V8 Engine |
|---|---|---|---|
| **ENGINE – EXHAUST EMISSION CONTROL** | | | |
| Type (Air injection, engine modifications, other) | | | |
| Air Injection Pump — Type | | | |
| Air Injection Pump — Displacement | | | |
| Air Injection Pump — Drive ratio | | | |
| Air Injection Pump — Drive type | | | |
| Air Injection Pump — Relief valve (type) | | | |
| Air Injection Pump — Filter (describe) | | | |
| Air injection System — Air distribution (head, manifold, etc.) | | | |
| Air injection System — Point of entry | | | |
| Air injection System — Injection tube I.D. | | | |
| Air injection System — Check valve type | | | |
| Air injection System — Backfire protection (type) | | | |
| Carburetor — Make | | | |
| Carburetor — Model | | | |
| Carburetor — Barrel size | | | |
| Carburetor — Idle speed — Drive | | | |
| Carburetor — Idle speed — Neutral | | | |
| Carburetor — Idle A/F mixture | | | |
| Distributor — Aux. Adv. Systems (type) | | | |
| Distributor — Make | | | |
| Distributor — Model | | | |
| Distributor — Cent'fgal adv. in crank degrees @ eng. rpm — Start (rpm) | | | |
| Distributor — Cent'fgal adv. in crank degrees @ eng. rpm — Intermed. points deg. @ rpm | | | |
| Distributor — Cent'fgal adv. in crank degrees @ eng. rpm — Max. deg. @ rpm | | | |
| Distributor — Vacuum adv. in crank degrees @ eng. rpm — Start (in Hg) | | | |
| Distributor — Vacuum adv. in crank degrees @ eng. rpm — Intermed. points deg. @ in. Hg | | | |
| Distributor — Vacuum adv. in crank degrees @ eng. rpm — Max. deg. @ in. | | | |
| Distributor — Vacuum Source | | | |
| Timing - Crank degrees @ rpm | | | |
| Cooling System | | | |
| Exhaust System | | | |

STANDARD ENGINE PROVIDES EXHAUST EMISSION CONTROL

# AMA Specifications—Passenger Car

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MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (e)

| MODEL | TEMPEST | LE MANS | LE MANS SPORT | GTO |
|---|---|---|---|---|
| ENGINE – FUEL SYSTEM | Standard 250 L6 Engine | Optional 350 V8 Engine | Standard GTO 400 V8 Engine | |
| Induction type: Carburetor, fuel injection, supercharger. | Carburetor | | | |
| Fuel Tank – Refill capacity (U.S. gals.) | 20 (b) | | | |
| Fuel Tank – Filler location | Center Rear | | | |
| Fuel Pump – Type (elec. or mech.) | Mechanical | | | |
| Fuel Pump – Locations | Right Front of Eng. | Left Front of Engine | | |
| Fuel Pump – Pressure range | 4.0-5.0 P.S.I. | 5.0-6.5 P.S.I. | | |
| Vacuum booster (std., optional, none) | None | | | |
| Fuel Filter – Type and Locations | Plastic Fabric In Fueltank and Sintered Bronze In Carburetor Inlet (a) | | | |
| Carburetor – Choke type | Automatic | | | |
| Carburetor – Intake manifold heat control (exhaust or water) | Exhaust | | | |
| Carburetor – Air cleaner type – Standard | Oil Wetted Paper Element | | | |
| Carburetor – Air cleaner type – Optional | Two Stage-Wetted Plastic Foam Over Paper Element | | | |
| Carburetor – Idle speed (spec. neutral or drive) – Manual N | 700 | 800 | 950 (1000 Ram Air) | |
| Carburetor – Idle speed (spec. neutral or drive) – Automatic D | 550 | 650 | 650 (750 Ram Air) | |
| Carburetor – Idle A F mix. | Not Specified | | | |

## CARBURETOR SUPPLEMENTARY INFORMATION

| Model Usage | Engine Displ. | Transmission | Carburetors – Make | Carburetors – Model | No. Used and Type | Barrel Size |
|---|---|---|---|---|---|---|
| 233,235 & 237 Std | 250 | Manual | Rochester | 7040017 | 1,1-Bbl. | 1.69 |
| | | Automatic | Rochester | 7040014 | 1,1-Bbl. | 1.69 |
| 350 V8 Opt. | 350 | Manual | Rochester | 7040071 | 1,2-Bbl. | 1.69 |
| | | Automatic | Rochester | 7040062 | 1,2-Bbl. | 1.69 |
| 400 Reg. Fuel | 400 | Automatic | Rochester | 7040060 | 1,2-Bbl. | 1.69 |
| 4-Bbl. Opt. | | Automatic | Rochester | 7040264 | 1,4-Bbl. | P. 1.38 S. 2.25 |
| 242 Std. | 400 | Manual | Rochester | 7040263 | 1,4-Bbl. | P. 1.38 |
| | | Automatic | Rochester | 7040264 | 1,4-Bbl. | S. 2.25 |
| Ram Air Opt. | 400 | Manual | Rochester | 7040273 | 1,4-Bbl. | P. 1.38 |
| | | Automatic | Rochester | 7040270 | 1,4-Bbl. | S. 2.25 |
| Ram Air IV Opt | 400 | Manual | Rochester | 7040273 | 1,4-Bbl. | P. 1.38 |
| | | Automatic | Rochester | 7040270 | 1,4-Bbl. | S. 2.25 |
| 455 Eng. Opt. | 455 | Manual | Rochester | 7040267 | 1,4-Bbl. | P. 1.38 |
| | | Automatic | Rochester | 7040268 | 1,4-Bbl. | S. 2.25 |
| 455 Eng. with Ram Air Inlet | 455 | Manual | Rochester | 7040273 | 1,4-Bbl. | P. 1.38 |
| | | Automatic | Rochester | 7040270 | 1,4-Bbl. | S. 2.25 |

(a) Carburetor Inlet Filter Is Pleated Paper In 4 BBL And 1 BBL Rochester carburetors.

(b) Exc. station wagon, 22.5. Reduce by one gallon for all California cars.

# AMA Specifications—Passenger Car

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MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (*)

## ENGINE – COOLING SYSTEM

| MODEL | | | Standard 250 L6 Engine | Optional 350 V8 Engine | Standard (GTO) 400 V8 Engine |
|---|---|---|---|---|---|
| Type system (pressure, pressure vented, atmospheric, other) | | | Pressure Vented | | |
| Radiator cap relief valve pressure | | | 14-17 P.S.I. | | |
| Circulation thermostat | Type (choke, bypass) | | Choke | | |
| | Starts to open at ( F) | | 195 | 190 | |
| Water pump | Type (centrifugal, other) | | Centrifugal | | |
| | GPM - 1000 pump rpm | | 60 @ 4400 | 16 | |
| | Number of pumps | | One | | |
| | Drive (V-belt, other) | | V-Belt | | |
| | Bearing type | | Sealed Ball Bearing | | |
| By-pass recirculation type (inter., ext.) | | | Internal | | |
| Radiator core type (cellular, tube and fin, other) | | | Tube and Center | | |
| Cooling system capacity | With heater (qt.) | | 13 | 19.9 | 18.3(c) |
| | Without heater (qt.) | | Heater Standard Equipment | | |
| | Opt. equipment-specify (qt.) | | | | |
| Water jackets full length of cyl. (yes, no) | | | Yes | | |
| Water all around cylinder (yes, no) | | | Yes | | |
| Radiator hose | Lower | Number and type (molded, straight) | One, Molded | | |
| | | Inside diameter | 1.50 | | |
| | Upper | Number and type (molded, straight) | One, Molded | | |
| | | Inside diameter | 1.50 | | |
| | By-pass | Number and type (molded, straight) | None | | |
| | | Inside diameter | None | | |
| Fan | Number of blades & spacing | | 4 - 65° & 115° (b) | 4 - 65° & 115° (a) (b) | |
| | Diameter | | 17.62 | 19.0 | |
| | Ratio-fan to crankshaft rev. | | 1.15:1 (1.25:1A/C | .91:1 (1.25:1 With A/C) | |
| | Fan cutout type | | Fluid Clutch - Thermostatic Control | | |
| | Bearing type | | See Water Pump | | |
| *Drive belts indicate belt used by letter) | Fan | | A \| A,B \| A, C \| B, C | E \| E, F \| E \| H, I | |
| | Generator or alternator | | A \| A,B \| A \| B, D | E \| E \| E \| H | |
| | Water Pump | | A \| A,B \| A, C \| B, C | E \| E, F \| E \| H, I | |
| | Power Steering | | B \| B | F \| I | |
| | Air Conditioning | | C \| C | G \| G | |
| | | | L6 Engine | V8 Engine | |

| *Drive Belt Dimensions | A | B | C | D | E | F | G | H | I | J | K |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Angle of V | 36° | 36° | 36° | 36° | 36° | 36° | 36° | 36° | 36° | | |
| Nominal length SAE | 39.0 | 50.0 | 53.8 | 31.0 | 47.5 | 52.0 | 59.2 | 48.0 | 53.0 | | |
| Width | .38 | .38 | .47 | .38 | .38 | .47 | .47 | .38 | .47 | | |

(a) 5 Blade 19 Dia. Power-Flex Fan Standard on GTO
(b) Fan Capacity Increases on A/C Cars.
(c) 17.5 qts. with 455 V-8 Engine Option.

# AMA Specifications—Passenger Car

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MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (a)

## ELECTRICAL – SUPPLY SYSTEM

| | | | MODEL | Standard 250 L6 Engine | Optional 350 V8 Engine | Standard (GTO) 400 V8 Engine |
|---|---|---|---|---|---|---|
| Battery | Make and Model | | | Delco Y-55 (a) | Delco Y-59 (a) | Delco R-59 |
| | Voltage Rtg. & Total Plates | | | 12-54 | 12-54 | 12-66 |
| | SAE Designation & Amp. Hr. Rtg. | | | 17 MI-44 Amp.Hr. | 2 SM-53 Amp.Hr. | 2 SM-61 Amp.Hr. |
| | Location | | | Under Hood R. H. Side | Under Hood L. H. Side | |
| | Terminal grounded | | | Negative | | |
| Generator or Alternator | Make | | | Delco Remy | | |
| | Model | | | 1100905 | 1100704 | |
| | Type and rating | | | 37 AMP. | | |
| | Output at engine idle (neutral) | | | 13 AMPS | 5-10 AMPS | |
| | Ratio–Gen. to Cr s rev. | | | 2.87 | 2.74:1 (3.02:1 With A/C) | |
| Regulator | Make | | | Delco Remy | | |
| | Model | | | 1119515 | | |
| | Type | | | Regulating Contacts | | |
| | Cutout relay | Closing voltage generator rpm | | Cutout Relay Not Required | | |
| | | Reverse current to open | | Cutout Relay Not Required | | |
| | Regulated | Voltage | | 13.8 | | |
| | | Current | | Alternator Self Regulating | | |
| | Voltage test conditions | Temperature | | 125°F | | |
| | | Load | | 10 AMPS. | | |
| | | Other | | Cycle Regulator Before Final Setting | | |

## ELECTRICAL – STARTING SYSTEM

| | | | | | | |
|---|---|---|---|---|---|---|
| Starting Motor | Make | | | Delco Remy | | |
| | Model | | | 1108439 | 1108434 | 1108435 |
| | Rotation (drive end view) | | | Clockwise | | |
| Motor control | Switch (solenoid, manual) | | | Solenoid | | |
| | Starting procedure | | | Place gearshift lever in neutral and depress clutch.* With cold engine, depress accelerator pedal to floor and release. With warm engine, hold accelerator pedal about halfway down, turn ignition key clockwise to engage starter, release key as soon as engine starts. *Use neutral or park with automatic transmission (No clutch). | | |
| Motor Drive | Engagement type | | | Sliding Gear - Overrunning Clutch | | |
| | Pinion meshes (front, rear) | | | Rear | Front | |
| | Number of teeth | Pinion | | 9 | 9 | |
| | | Flywheel | Manual | 153 | 166 | |
| | | | Auto. | 153 | 166 | |
| | Flywheel tooth face width | | Manual | .41 | | .40 |
| | | | Auto. | .41 | | .40 |

(a) Delco R-59 Used With A/C or H.D. Battery Option.
(b) Delco R-59S (78 Plate, 62 Amp. Hr.) Available as H.D. Battery Option.

# AMA Specifications—Passenger Car

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MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (*)

## ELECTRICAL – IGNITION SYSTEM

| MODEL | | | Standard 250 L6 Engine | | Optional 350 V8 Engine | Standard (GTO) 400 V8 Engine | |
|---|---|---|---|---|---|---|---|
| Type | Conventional – Std., Opt., N.A. | | Standard | | | | |
| | Transistorized – Std., Opt., N.A. | | Not Offered | | | | |
| | Other (specify) | | | | | | |
| Coil | Make | | Delco Remy | | | | |
| | Model | | 1115414 | | 1115410 | | |
| | Amps | Engine stopped | 3.4 | | | | |
| | | Engine idling | 2.1 | | | | |
| Distributor | Make | | Delco Remy | | | | |
| | Model | | 1110463 (a) | 1110464 (b) | 1112008 (c) | 1111176 (d) | 1111148 (e) |
| | Cent'fgal adv. in c/shaft degrees @ engine rpm (nominal) | Start (rpm) | 900 | 900 | 1100 | 1100 | 800 |
| | | Intermediate points deg. @ rpm | 19-23@1950 | 15-19@1950 | 10-14@1900 | 10-14 @ 1900 | |
| | | Max. deg. @ rpm | 30-34@4200 | 26-30@4200 | 24-28@4700 | 24-28@4700 | 24-28@4600 |
| | Vacuum adv. in c/shaft degrees @ in. Hg. (nominal) | Start (in. Hg.) | 6 - 8 | 6 - 8 | 6 - 8 | 8 - 10 | 8 - 10 |
| | | Intermediate points, deg. @ in. Hg. | None | | | | |
| | | Max. deg. in. Hg. | 23 @ 15-17 | | 20 @ 13- 15 | 20 @ 15 - 17 | |
| | Breaker gap (in.) | | .019 | | .016 | | |
| | Cam angle (deg.) | | 31 - 34 | | 28 - 32 | | |
| | Breaker arm tension (oz.) | | 19 - 23 | | | 28 - 32 | |
| Timing | Crankshaft deg. @ rpm | | TDC @ 700 | 4°BTDC @ 550 | 9° BTDC at Idle | | |
| | Mark location | | Torsional Damper | | Crankshaft Pulley Hub | | |
| Spark Plug | Make | | AC | | | | |
| | Model | | R 46 T | | R 46 S | R 45 S | |
| | Thread (mm) | | 14 mm | | | | |
| | Tightening torque (lb. ft.) | | 15-25 | | | | |
| | Gap | | .033 - .038 | | | | |
| Cable | Conductor type | | Distributed Resistance | | | | |
| | Insulation type | | Neoprene | | | | |
| | Spark plug protector | | Neoprene Boot | | Hypalon Boot | | |

## ELECTRICAL – SUPPRESSION

| | |
|---|---|
| Locations & type | See Below |

Internal distributor point shielding, wide gap distributor rotor, resistor spark plugs (5000 OHMS), distributed resistance secondary cables, hood ground clip and 0.3 MFD ignition coil by-pass capacitor.

(a) Used on 250 L-6 engine with manual transmission.
(b) Used on 250 L-6 engine with automatic transmission.
(c) Used on all 350 V-8 engines.
(d) Used on GTO standard engine with man. trans.
(e) Used on GTO standard engine with Turbo Hydra-Matic trans.

# AMA Specifications—Passenger Car

Page 13a

MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (*)

MODEL

## ELECTRICAL – IGNITION SYSTEM

Optional 400 and 455 Cu. In. Engines

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Type | Conventional – Std., Opt., N.A. | | Standard | | | | |
| | Transistorized – Std., Opt., N.A. | | Not Offered | | | | |
| | Other (specify) | | -- | | | | |
| Coil | Make | | Delco Remy | | | | |
| | Model | | 1115410 | | | | |
| | Amps | Engine stopped | 3.4 | | | | |
| | | Engine rating | 2.1 | | | | |
| Distributor | Make | | Delco Remy | | | | |
| | Model | | 1112007 (a) | 1112009 (b) | 1112010 (c) | 1112011 (d) | 1112012 (g) |
| | Centrifgal adv. in dist. shaft degrees @ engine rpm (nominal) | Start (rpm) | 800 | 800 | 1100 | 1200 | 800 |
| | | Intermediate points deg. @ rpm | 10-14 @ 1900 | 9-13 @ 2200 | 9-13 @ 2200 | 10-14 @ 2100 | None |
| | | Max. deg. @ rpm | 24-28 @ 4600 | 20-24 @ 4600 | 20-24 @ 4600 | 26-30 @ 6100 | 14-18 @ 4400 |
| | Vacuum adv. in dist. shaft degrees @ in. Hg. (nominal) | Start (in. Hg.) | 8-10 | | | | |
| | | Intermediate points, deg. @ in. Hg. | None | | | | |
| | | Max. deg. @ in. Hg. | 20 @ 15-17 | | | | |
| | Breaker gap (in.) | | .016 | | | | |
| | Cam angle (deg.) | | 28-32 | | | | |
| | Breaker arm tension (oz.) | | 19-23 | 28-32 | | | |
| Timing | Crankshaft deg. @ rpm | | 9° BTDC Idle (e) | | | | |
| | Mark location | | Crankshaft Pulley Hub | | | | |
| Spark Plug | Make | | AC | | | | |
| | Model | | R 46S (f) | | | | |
| | Thread (mm) | | 14mm | | | | |
| | Tightening torque lb. ft. | | 15-25 | | | | |
| | Gap | | .033 - .038 | | | | |
| Cable | Conductor type | | Distributed Resistance | | | | |
| | Insulation type | | Neoprene | | | | |
| | Spark plug protector | | Hypalon Boot | | | | |

## ELECTRICAL – SUPPRESSION

| | |
|---|---|
| Locations & type | (See Page 13) |

(a) Used on 400 cu. in. reg. fuel (2-bbl.) and prem. fuel (4-bbl.) engine options.
(b) Used on auto. transmission 400 Ram Air optional engines.
(c) Used on man. trans. 400 Ram Air optional engines.
(d) Used on 400 Ram Air IV optional engines.
(e) Except 15° on Ram Air IV optional engines.
(f) R 44S used on optional 455, 400 Ram Air and 400 Ram Air IV engines; R 45S used on optional 400 cu. in. 4-bbl.
(g) Used on 455 cu. in. optional engines.

# AMA Specifications—Passenger Car

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MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (•)

| MODEL | | TEMPEST | LE MANS | LE MANS SPORT | GTO |
|---|---|---|---|---|---|
| **ELECTRICAL – INSTRUMENTS AND EQUIPMENT** | | | | | |
| Speedometer | Type | Mechanical | | | |
| | Trip odometer (yes,no) | No | | | |
| Charge indicator – type | | Telltale Lamp | | | |
| Temperature indicator – type | | Telltale Lamp | | | |
| Oil pressure indicator – type | | Telltale Lamp | | | |
| Fuel indicator – type | | Electric Gage | | | |
| Other | | Optional instrument cluster with temperature and oil pressure telltales replaced with gages | | | |
| Windshield wiper | Type – Standard | 2-Sp. Electric, Concealed Park, L.H. Arm Articulated | | | |
| | Type – Optional | None | | | |
| Windshield washer | Type – Standard | Electric - Pump Is Integral With Wiper Motor | | | |
| | Type – Optional | None | | | |
| Horn | Type | Solenoid | | | |
| | Number used | 1 Std. (a) | | 2 Std. | |
| | Amp draw (each) | 4.3 - 5.9@ 12.5V | | | |
| **DRIVE UNITS – CLUTCH (Manual Transmission)** | | 250 L6 Engine | | V8 Engines | |
| Make & type | | Own - Dry | | | |
| Type pressure plate springs | | Disc Spring | | | |
| Total spring load (lb.) | | 1740 | | 2050 (b) | |
| No. of clutch driven discs | | One | | | |
| Clutch facing | Material | Woven Molded Asbestos | | | |
| | Outside & inside dia. | 9.12 x 6.12 | | 10.4 x 6.5 | |
| | Total eff. area (sq.in.) | 71.82 | | 85.56 | |
| | Thickness | .135 | | .140 | |
| | Engagement cushioning method | Driven Plate Waved Spoke Springs | | | |
| Release bearing | Type & method of lubrication | Ball Thrust - Prepacked & Sealed | | | |
| Torsional damping | Methods: springs, friction material | Coil Springs & Metal To Metal Friction | | | |

(a) Second Horn Optional
(b) 2350 # On GTO

# AMA Specifications—Passenger Car

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MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (•) ____

## DRIVE UNITS – TRANSMISSIONS

| MODEL | TEMPEST | LE MANS | LE MANS SPORT | GTO |
|---|---|---|---|---|
| Manual 3-speed (std. or opt.) | Standard | | | |
| Manual 4-speed (std. or opt.) | Optional on V8 Only | | | |
| Manual with overdrive (std. or opt.) | Not Offered | | | |
| Automatic (std. or opt.) | Optional | | | |

## DRIVE UNITS – MANUAL TRANS.

| | | | 3-Sp. 250 L6 | 3-Sp. 350 V8 | 3-Sp. V8 (a) | 4-Sp. V8 (b) | 4-Sp. V8 (c) |
|---|---|---|---|---|---|---|---|
| Number of forward speeds | | | | | | | |
| Transmission ratios | In first | | 2.85:1 | 2.54:1 | 2.42:1 | 2.52:1 | 2.20:1 |
| | In second | | 1.68:1 | 1.50:1 | 1.58:1 | 1.88:1 | 1.64:1 |
| | In third | | 1.00:1 | 1.00:1 | 1.00:1 | 1.46:1 | 1.28:1 |
| | In fourth | | - | - | - | 1.00:1 | 1.00:1 |
| | In reverse | | 2.95:1 | 2.63:1 | 2.41:1 | 2.59:1 | 2.27:1 |
| Synchronous meshing, specify gears | | | All Forward | | | | |
| Shift lever location | | | Steering Column | | Floor | | |
| Lubricant | Capacity (pt.) | | 3.5 | | 2.8 | 2.5 | |
| | Type recommended | | Type A - Extreme Pressure | | | | |
| | SAE viscosity number | Summer | 80 or 90 | | | | |
| | | Winter | 80 or 90 | | | | |
| | | Extreme cold | 80 or 90 | | | | |

## DRIVE UNITS – MANUAL TRANS. W/OVERDRIVE

(For transmission data see manual transmission section)

| | | | |
|---|---|---|---|
| Type (planetary or other) | | Not Offered | |
| Manual lockout (yes, no) | | | |
| Downshift accelerator control (yes, no) | | | |
| Minimum cut-in speed | | | |
| Gear ratio | | | |
| Lubricant | Capacity (pt.) (Overdrive only) | | |
| | Separate filler (yes, no) | | |
| | Type recommended | | |
| | SAE viscosity number | Summer | |
| | | Winter | |
| | | Extreme cold | |

(a) Standard 3-speed for 400 and 455 V-8 Engines - Heavy Duty Option for 350 V-8 Engine.

(b) 4-speed option for 350 V-8 and 400 V-8 except Ram Air IV Option.

(c) Close ratio 4-speed - optional on 455 4-bbl. Engine and 400 4-bbl. engines with 3.90 or 4.33 axle ratios. Only manual available for 400 Ram Air IV engine.

# AMA Specifications—Passenger Car

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MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (•)

MODEL: TEMPEST, LE MANS OR LE MANS SPORT WITH STANDARD 250 L6 OR OPTIONAL 350 V8 ENGINE

## DRIVE UNITS – AUTOMATIC TRANSMISSION

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Trade name | | Automatic | | | | | Turbo Hydra-Matic | | | | |
| Type describe | | Torque Converter | | | | | | | | | |
| Selector location | | Steering Column (a) | | | | | | | | | |
| List gear ratios Selector Pattern and indicate which are used in each selector position | | P | R<br>1.76 | N | D<br>1.76<br>1.00 | L<br>1.76 | P | R<br>1.92 | N | D<br>2.52<br>1.52<br>1.00 | S<br>2.52<br>1.52 | L<br>2.52 |
| | | 250 L6 | | | 350 V8 | | 250 L6 | | | 350 V8 | | |
| Max. upshift speed–drive range (b) | | 56 | | | 76 | | 70 | | | 86 | | |
| Max. kickdown speed–drive range (b) | | 50 | | | 70 | | 66 | | | 82 | | |
| Torque convertor | Number of elements | Three | | | | | | | | | |
| | Max. ratio at stall | 2.2 | | | | | 2.3:1 | | | 2.0:1 | | |
| | Type of cooling (air, liquid) | Water | | | | | | | | | |
| | Nominal diameter | 11.75 | | | | | | | | | |
| Lubricant | Capacity–refill (pt.) | 6 | | | | | 6 | | | | | |
| | Type recommended | GM Dexron Automatic Transmission Fluid | | | | | | | | | |
| Special transmission features | | | | | | | | | | | |

## DRIVE UNITS – PROPELLER SHAFT

| | | |
|---|---|---|
| Number used | | One |
| Type (straight tube, tube-in-tube, internal-external damper, etc.) | | Straight Tube |
| Outer diam. x length* x wall thickness | Manual 3-speed trans. | 3.25 x 60.0 x .065 (116 W.B.)<br>3.25 x 56.0 x .065 (112 W.B.) |
| | Manual 4-speed trans. | 3.25 x 60.0 x .065 (116 W.B.)<br>3.25 x 56.0 x .065 (112 W.B.) |
| | Overdrive transmission | Not Offered |
| | Automatic transmission | 3.25 x 60.0 x .065 (116 W.B.)<br>3.25 x 56.0 x .065 (112 W.B.) |

* Center to center of universal joints, or to centerline of rear attachment.

(Continued)

(a) On Console of LeMans Sport 2 Dr. Models With Bucket Seats and Option Console.

(b) Based On Non-A/C Car With Std. Axle For Engine Indicated.

# AMA Specifications—Passenger Car

Page 16 a

MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (*)

MODEL 233, 235 & 237 WITH 400 V8 ENGINE

## DRIVE UNITS – AUTOMATIC TRANSMISSION

| | | 400 Reg. Fuel Eng. | 400 4-Bbl. Prem. Fuel Eng. |
|---|---|---|---|
| Trade name | | Turbo Hydra-Matic | |
| Type describe | | Torque Converter | |
| Selector location | | Steering Column (a) | |
| List gear ratios Selector Pattern and indicate which are used in each selector position | | P<br>R 2.08<br>N<br>D 2.48, 1.48, 1.00<br>S 2.48, 1.48<br>L | |
| Max. upshift speed–drive range | | 91 | 75 |
| Max. kickdown speed–drive range | | 85 | 69 |
| Torque convertor | Number of elements | Three | |
| | Max. ratio at stall | 2.0:1 | |
| | Type of cooling (air, liquid) | Water | |
| | Nominal diameter | 12.5 | |
| Lubricant | Capacity–refill (pt.) | 7.5 | |
| | Type recommended | GM Dexron Automatic Transmission Fluid | |
| Special transmission features | | | |

## DRIVE UNITS – PROPELLER SHAFT

| | | |
|---|---|---|
| Number used | | One |
| Type (straight tube, tube-in-tube, internal-external damper, etc.) | | Straight Tube |
| Outer diam. x length* x wall thickness | Manual 3-speed trans. | 3.25 x 60.0 x .065 (116 W.B.)<br>3.25 x 56.0 x .065 (112 W.B.) |
| | Manual 4-speed trans. | 3.25 x 60.0 x .065 (116 W.B.)<br>3.25 x 56.0 x .065 (112 W.B.) |
| | Overdrive transmission | Not Offered |
| | Automatic transmission | 3.25 x 59.34 x .065 (116 W.B.)<br>3.25 x 55.34 x .065 (112 W.B.) |

* Center to center of universal joints, or to centerline of rear attachment.

(Continued)

(a) On Optional Console of Cars With Bucket Seats (GTO & LeMans Sport 2-door styles).

# AMA Specifications—Passenger Car



MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (e)

MODEL GTO WITH 400 & 455 V8 ENGINE

## DRIVE UNITS – AUTOMATIC TRANSMISSION

| | | | | | |
|---|---|---|---|---|---|
| Trade name | | Turbo Hydra-Matic | | | |
| Type describe | | Torque Converter | | | |
| Selector location | | Steering Column (a) | | | |
| List gear ratios Selector Pattern and indicate which are used in each selector position | | P<br>R 2.08<br>N<br>D 2.48 1.48 1.00<br>S 2.48 1.48<br>L | | | |
| | | Std. 4-Bbl. | 455 4-Bbl. | 400 Ram Air | 400 Ram Air IV |
| Max. upshift speed–drive range | | 70 | 75 | 76 | 69 |
| Max. kickdown speed–drive range | | 64 | 69 | 70 | 63 |
| Torque convertor | Number of elements | Three | | | |
| | Max. ratio at stall | 2.3:1 | | 2.0:1 | |
| | Type of cooling (air, liquid) | Water | | | |
| | Nominal diameter | 12.5 | | | |
| Lubricant | Capacity–refill (pt.) | 7.5 | | | |
| | Type recommended | GM Dexron Automatic Transmission Fluid | | | |
| Special transmission features | | | | | |

## DRIVE UNITS – PROPELLER SHAFT

| | | |
|---|---|---|
| Number used | | One |
| Type (straight tube, tube-in-tube, internal-external damper, etc.) | | Straight Tube |
| Outer-diam. x length* x wall thick-ness | Manual 3-speed trans. | 3.25 x 60.0 x .065 (116 W.B.)<br>3.25 x 56.0 x .065 (112 W.B.) |
| | Manual 4-speed trans. | 3.25 x 60.0 x .065 (116 W.B.)<br>3.25 x 56.0 x .065 (112 W.B.) |
| | Overdrive transmission | Not Offered |
| | Automatic transmission | 3.25 x 59.34 x .065 (116 W.B.)<br>3.25 x 55.34 x .065 (112 W.B.) |

* Center to center of universal joints, or to centerline of rear attachment.

(Continued)

(a) On Optional Console of Cars With Bucket Seats (GTO & LeMans Sport 2-door styles.)

# AMA Specifications—Passenger Car

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MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (•)

| MODEL | TEMPEST | LE MANS | LE MANS SPORT | GTO |
|---|---|---|---|---|

## DRIVE UNITS – PROPELLER SHAFT (cont.)

| | | | |
|---|---|---|---|
| Intermediate bearing | Type (plain, anti-friction) | | Not Used |
| | Lubrication (fitting, prepack) | | Not Used |
| Slip Yoke | Type | | Splined |
| | Number of teeth | | 28 |
| | Spline O.D. | | 1.166 |
| Universal joints | Make and Mfg. No. | | Saginaw - Size 44 (Regular) |
| | Number used | | Two |
| | Type (ball and trunnion, cross) | | Cross |
| | Rear attach. (u-bolt, clamp, etc.) | | U-Bolt |
| | Bearing | Type (plain, anti-friction) | Anti-Friction |
| | | Lubric. (fitting, prepack) | Prepacked |
| Drive taken through (torque tube or arms, springs) | | | Control Arms |
| Torque taken through (torque tube or arms, springs) | | | Control Arms |

## DRIVE UNITS – AXLE

| | | | |
|---|---|---|---|
| Type (front, rear) | | | Rear |
| Description | | | Semi-Floating Hypoid |
| Limited Slip differential, type | | | Spring Loaded Clutch (Opt.) |
| Drive Pinion Offset | | | 1.50 |
| No. of differential pinions | | | 2 |
| Pinion adjustment (shim, other) | | | Shim |
| Pinion bearing adj. (shim, other) | | | Collapsible Spacer |
| Wheel bearing type | | | Roller Bearing |
| Lubricant | Capacity (pt.) | | 3 (a) |
| | Type recommended | | MIL-L-2105B (b) |
| | SAE viscosity number | Summer | 80 or 90 |
| | | Winter | 80 or 90 |
| | | Extreme cold | 80 or 90 |

## AXLE RATIO TOOTH COMBINATIONS

(See page 3 for axle ratio usage)

| Axle ratio | | 3.31:1 | 2.56:1 | 2.78:1 | 3.08:1 | 3.23:1 | 3.55:1 | 3.90:1 | 4.33 |
|---|---|---|---|---|---|---|---|---|---|
| No. of teeth | Pinion | 13 | 16 | 14 | 13 | 13 | 11 | 10 | 9 |
| | Ring gear | 43 | 41 | 39 | 40 | 42 | 39 | 39 | 39 |
| Ring Gear O.D. | | 8.875 | 8.125 | | | | | | |

(a) Capacity Increases 5 Pts. With 8.875 Dia. Ring Gear
(b) Special Lubricant Required With Limited Slip Differential.

# AMA Specifications—Passenger Car

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MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (e)

## DRIVE UNITS – WHEELS

| MODEL | | TEMPEST | LE MANS | LE MANS SPORT | GTO |
|---|---|---|---|---|---|
| Type & material | | Disc - Steel | | | |
| Rim (size & flange type) | Std. | 14 x 6 JJ | | | |
| | Opt. | | | | |
| Attachment | Type (bolt or stud) | Bolt | | | |
| | Circle diameter | 4.75 | | | |
| | Number and size | 5, 7/16-20 | | | |

## DRIVE UNITS – TIRES

| MODEL | | | | | |
|---|---|---|---|---|---|
| Standard | Size, ply rating, & ply | | F78 - 14 (b) (c) | | G70 - 14 (c) |
| | Type (bias, radial, etc.) | | Bias Belted | | |
| | Full rated Inflation Press. | Front | 24 | | |
| | | Rear | 28 - Except 32 on Station Wagons | | |
| | Rev./Mile at 50 MPH | | F78-14-787, G70-14-778, G78-14-775 | | |
| Optional | Size, ply rating, & ply | | G78 -14 (c) (e)<br>G78 -14 Load Range D, 6 Ply Tread-4 Ply Body (T.P.)<br>G70 -14 (c)<br>F78 -14 (d) | | |

## BRAKES – PARKING

| | | |
|---|---|---|
| Type of control | | Foot Lever Application - Hand Pull Release |
| Location of control | | Below Instrument Panel at Left |
| Operates on | | Rear Service Brakes |
| If separate from service brakes | Type (internal or external) | Not Separate |
| | Drum diameter | Not Separate |
| | Lining size (length x width x thickness) | Not Separate |

(b) Std. On 6 Cyl. Engine Models Except Station Wagons - G78-14 Std. With V-8 Engine Option. H78-14 on all station wagons. G78-14 standard on 6 cylinder 23739 when equipped with air conditioning.
(c) Load Range B, 4 Ply Tread - 2 Ply Body.
(d) Space Saver Spare, Load Range B, 3 Ply Tread - 2 Ply Body (N.A./Sta.Wgn.)
(e) Not Available on GTO.

# AMA Specifications—Passenger Car

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## BRAKES – SERVICE

| MODEL | | | | TEMPEST | LE MANS | LE MANS SPORT | GTO |
|---|---|---|---|---|---|---|---|
| Type (drum) or (disc & no. of pistons) | | | | Drum - Standard | | Front Disc-Single, Opt. (a) | |
| Self adjusting (std., opt., N.A.) | | | | Standard | | | |
| Special Valving | Type (proportion, delay, metering, other) | | | -- | | Metering Type - Delay | |
| Power brake make & type (remote, int., etc.) | | Std. | | -- | | | |
| | | Opt. | | Delco Moraine, Integral Type, Vacuum Suspended (b) | | | |
| Effective area (sq. in.) * | | | | 149.4 | | 103.6 | |
| Gross lining area (sq. in.) ** | | | | 155.5 | | 110.6 | |
| Swept area (sq. in.) *** | | | | 269.2 | | 350.9 | |
| Front to Rear Effectiveness Relationship | | | | 62.6 | | 62.6 | |
| Drum | Diameter (nominal) | Front | | 9.5 | | -- | |
| | | Rear | | 9.5 | | | |
| | Type and material | | | Cast Alloy Iron (c) | | -- | |
| Rotor | Outer working diameter | | | -- | | 10.94 | |
| | Inner working diameter | | | -- | | 6.88 | |
| | Working width | | | -- | | 1.00 | |
| | Material & type (vented/solid) | | | -- | | Cast Alloy Iron - Vented | |
| Wheel cylinder bore | Front | | | 1.125 | | 2.9375 | |
| | Rear | | | .875 | | | |
| Master Cylinder | Bore | | | 1.00 | | 1.125 | |
| | displacement distribution | Front | % | 59 | | 63 | |
| | | Rear | % | 41 | | 37 | |
| Pedal arc ratio | | | | 6.15:1 Manual - 3.36:1 Power (e) | | | |
| Line pressure at 100 lb. pedal load | | | | 700 Manual, 900 Power-Drum, 800 Power-Disc | | | |
| Shoe Clearance | Front | | | (d) | | None | |
| | Rear | | | (d) | | | |
| Brake lining | Bonded or riveted | | | Riveted | | | |
| | Front Wheel | Material | | Molded Asbestos | | | |
| | | Size (length x width x thickness) | Prim. or outboard | 7.6 x 2.5 x .196 | | 5.40 x 1.93 x .41 | |
| | | | Second. or inboard | 9.85 x 2.5 x .265 | | 5.40 x 1.93 x .44 | |
| | | Segments per shoe | | One | | | |
| | Rear Wheel | Material | | Molded Asbestos | | | |
| | | Size (length x width x thickness) | Prim. or outboard | 7.6 x 2.0 x .196 | | | |
| | | | Second. or inboard | 9.85 x 2.0 x .265 | | | |
| | | Segments per shoe | | One | | | |

* Excludes rivet holes, grooves, chamfers, etc. ** Includes rivet holes, grooves, chamfers, etc.
*** Total swept area for four brakes. (Widest lining contact width for each brake x its contact circumference.)

(a) Included with power brake option on GTO series.
(b) Optional with Drum Brakes. Included with front disc brake opt. all serie
(c) Front - finned 1 pc. casting, rear - finned composite.
(d) Tighten drum brakes to heavy drag then back off 26 notches.
(e) At 0.5 in. push rod travel.

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## STEERING

| MODEL | | | | TEMPEST | LE MANS | LE MANS SPORT | GTO |
|---|---|---|---|---|---|---|---|
| Manual (std., opt., NA) | | | | Standard | | | |
| Power (std., opt., NA) | | | | Optional | | | |
| Adjustable steering wheel (tilt, swing, other) | | Type and description | | Tilting Wheel, Adjusts Vertically - Seven Positions | | | |
| | | (std., opt., NA) | | Optional | | | |
| Wheel diameter | | Manual | | 14.75 x 15.25 | | | |
| | | Power | | 14.75 x 15.25 | | | |
| Turning diameter (feet) | Outside front | Wall to wall (l. & r.) | | 40.5 (112 W.B.) | | 41.7 (116 W.B.) | |
| | | Curb to curb (l. & r.) | | 37.4 (112 W.B.) | | 38.6 (116 W.B.) | |
| | Inside rear | Wall to wall (l. & r.) | | 23.1 (112 W.B.) | | 24.3 (116 W.B.) | |
| | | Curb to curb (l. & r.) | | 23.7 (112 W.B.) | | 24.9 (116 W.B.) | |
| Manual | Gear | Type | | Recirculating Ball Bearing | | | |
| | | Make | | Saginaw | | | |
| | | Ratios | Gear | 24:1 | | | |
| | | | Overall | 28.3:1 | | | |
| | No. wheel turns (stop to stop) | | | 5.6 | | | |
| Power | Type (coaxial, linkage, etc.) | | | Coaxial | | | |
| | Make | | | Saginaw | | | |
| | Gear | Type | | Recirculating Ball Bearing | | | |
| | | Ratios | Gear | 16.0 to 12.4:1 | | | |
| | | | Overall | 18.9 to 14.6:1 | | | |
| | Pump driven by | | | Belt From Crankshaft | | | |
| | No. wheel turns (stop to stop) | | | 3.5 | | | |
| Linkage | Type | | | Link Parallelogram | | | |
| | Location (front or rear of wheels, other) | | | Front of Wheels | | | |
| | Drag link (trans. or longit.) | | | Trans.Strg.Rod Connects Tie Rods,Pitman & Idler Arms | | | |
| | Tie rods (one or two) | | | Two | | | |
| Steering Axis | Inclination at camber (deg.) | | | 9° 0' @ 0° Camber | | | |
| | Bearings (type) | Upper | | Ball Joint | | | |
| | | Lower | | Ball Joint | | | |
| | | Thrust | | Spring Load Taken by Lower Ball Joint | | | |
| Whl. Align. (range at curb wt. & preferred) | Caster (deg.) | | | 1° 30' Negative ± 30' | | | |
| | Camber (deg.) | | | 0° 15' Positive ± 30' | | | |
| | Toe-in (outside track inches) | | | 0 to .125 Toe-in Measured 9 Inches Above Floor | | | |
| Steering spindle & joint type | | | | Reverse Elliott - Ball Joint | | | |
| Wheel Spindle | Diameter | Inner bearing | | 1.249 | | | |
| | | Outer bearing | | .749 | | | |
| | Thread size | | | 3/4 - 20 | | | |
| | Bearing type | | | Taper Roller | | | |

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| MODEL | TEMPEST | LE MANS | LE MANS SPORT | GTO |
|---|---|---|---|---|

## SUSPENSION – GENERAL

(See Supplement page for details on Air Suspension)

| | | |
|---|---|---|
| Provision for car leveling | | None |
| Provision for brake dip control | | Compound Anti-Dive Control & Anti-Rise Rear Susp. |
| Provision for acc. squat control | | Geometry of Rear Links |
| Special provisions for car jacking | | Jack Locating Provisions on Front & Rear Bumpers |
| Shock absorber front & rear | Type | Direct Acting - Two Way |
| | Make | Delco |
| | Piston dia. | 1.00 |
| Other special features | | |

## SUSPENSION – FRONT

| | | | |
|---|---|---|---|
| Type and description | | Ball Joint Independent Front Suspension With Upper & Lower Control Arms Mounted on Rubber Bushings | |
| Spring | Type | Coil | |
| | Material | SAE 9260 | |
| | Size (coil design height & I.D. bar length x dia.) | 11.30 x 3.6 | |
| | Spring rate (lb. per in.) | 250 Std. on 23369 - 280, 310 & 335 (a) | 310(a) |
| | Rate at wheel (lb. per in.) | 74 Std. on 23369 - 82,91 & 99(a) | 91(a) |
| Stabilizer | Type (link, linkless, frameless) | Link | |
| | Material & bar diameter | SAE 9260, .937 (Exc. .907 on Sta.Wgn. 1.125 on GT | |

## SUSPENSION – REAR

| | | | |
|---|---|---|---|
| Type and description | | Four Link Pivoted Control Arm | |
| Drive and torque taken through | | Control Arms | |
| Spring | Type | Coil | |
| | Material | SAE 9260 | |
| | Size (length x width, coil design height & I.D., bar length & dia.) | 7.76 x 5.50 | |
| | Spring rate (lb. per in.) | 106 Std. on 23369 - 122,144,150 & 200(a) | 122(a) |
| | Rate at wheel (lb. per in.) | 96 Std. on 23369 - 110,130,136 & 180(a) | 110(a) |
| | Mounting insulation type | None | |
| | If leaf — No. of leaves | None | |
| | If leaf — Shackle(comp.or tens.) | None | |
| Stabilizer | Type (link, linkless, frameless) | Not Used | Linkless |
| | Material | None | 1070 (.875) |
| Track bar type | | Not Used | |

(a) Alternate springs used as required for body styles and optional equipment

# AMA Specifications—Passenger Car

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MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (e)

| MODEL | TEMPEST | LE MANS | LE MANS SPORT | GTO |
|---|---|---|---|---|

## FRAME

| | |
|---|---|
| Type and description (Separate frame, unitized frame, partially - unitized frame) | Perimeter Type With Swept Hips - Boxed on Convertible |

## BODY – MISCELLANEOUS INFORMATION

| | | |
|---|---|---|
| Drs. hinged (front, rr.) | Front doors | Front |
| | Rear doors | Front |
| Type of finish (lacquer, enamel, other) | | Acrylic Lacquer |
| Hood counterbalanced (yes, no) | | Yes |
| Hood release control (internal, external) | | External |
| Vehicle Indent. No. location | | Left Front Edge of Instrument Panel - Visible Through Windshield |
| Engine No. location | | Top of Cyl. Block on R.H. Side Near Oil Filler (a) |
| Theft protection - type | | * |
| Vent window control method (crank, friction pivot) | Front | Crank - Exc. 37 & 67 Styles Which Are W/O Vent |
| | Rear | --- |
| Seat cushion type | Front | (b) (c) |
| | Rear | (d) |
| | 3rd seat | None |
| Seat back type | Front | (d) (b) |
| | Rear | (d) |
| | 3rd seat | None |
| Windshield glass type (i.e., single curved - laminated plate) | | Single Curved Laminated Safety Plate |
| Side glass type (i.e., curved - tempered plate) | | Curved Tempered Safety Plate |
| Backlight glass type (i.e., compound curved - tempered plate, three piece) | | Curved Tempered Safety Plate (e) |

| BODY STYLE | 69 | 39 | 27 | 37 | 67 | 35 & 36 |
|---|---|---|---|---|---|---|
| Windshield glass exposed surface area | 1249.6 | 1249.6 | 1208.7 | 1208.7 | 1211.8 | 1249.6 |
| Side glass exposed surface area | 1197.0 | 1303.6 | 1198.8 | 1295.5 | 1186.6 | 2419.9 |
| Backlight glass exposed surface area | 1032.2 | 1032.2 | 1083.9 | 1083.9 | 539.7 | 757.0 |
| Total glass exposed surface area | 3478.8 | 3585.4 | 3491.4 | 3588.1 | 2938.1 | 4426.5 |

(a) Front of R.H. Cylinder Bank on V-8 Engine.
(b) Zig-zag Spring With Foam Pad.
(c) Zig-zag Spring With Contour Molded Foam Pad - Except 23739 & 23736 are same as Tempest.
(d) Zig-zag Spring With Cotton Pad.
(e) Compound Curved Tempered Safety Plate on 35, 36, and 39 Styles.
* Anti-theft steering column lock: Locks ignition switch, steering gear and gearshift (in Reverse with manual, Park with automatic transmission), key removable in locked position only and opening driver's door operates "key-in-lock" buzzer. Interior front door locking knobs moved forward to deter theft.

# AMA Specifications—Passenger Car





MAKE OF CAR Pontiac MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (a)

## CONVENIENCE EQUIPMENT

(Indicate whether standard, optional or NA on each series)

| MODEL | | TEMPEST | LEMANS | LEMANS SPORT | GTO |
|---|---|---|---|---|---|
| Power windows | Side windows | Optional | | | |
| | Vent windows | Not Offered | | | |
| | Backlight or tailgate | Optional on Station Wagon | | | |
| Power seats (specify type as well as availability) | | Power Tilt Seat (Fore and Aft Plus Elevation at Rear Edge) Optional on All Bench Seats and L.H. Bucket Seats | | | |
| Reclining front seat back (R.L or both) | | Optional on R.H. Side With Bucket Seats | | | |
| Front seat head restrainer (R.L or both) | | Standard L & R On All Front Seats | | | |
| Radios (specify type as well as availability) | | Optional: AM, AM-FM, AM-FM Stereo - All Push Button Type | | | |
| Rear seat speaker | | Optional | | | |
| Power antenna | | Not Offered - Windshield Antenna Standard | | | |
| Clock | | Optional on All Except With Panel Mounted Tachometer | | | |
| Air conditioner (specify type and availability) | | Reheat Cycle - Optional | | | |
| Speed warning device | | Safeguard Speedometer - Optional | | | |
| Speed control device | | Optional on Cars With V-8 Engine and Turbo Hydra-Matic Transmission Combinati | | | |
| Ignition lock lamp | | Not Offered | | | |
| Dome lamp | | Standard Except Convertible | | | |
| Glove compartment lamp | | Standard on 237 and 242 Series - Optional on Others | | | |
| Luggage compartment lamp | | Optional | | | |
| Underhood lamp | | Optional | | | |
| Courtesy lamp | | Standard on Convertible - Not Offered on Others | | | |
| Map lamp | | Not Offered | | | |
| Auto. trans. quad. lamp | | Standard | | | |
| Cornering light lamp | | Not Offered | | | |
| Low Fuel Warning Lamp | | Optional - Included With Safeguard Speedometer | | | |
| Tachometer | | Optional With V-8 - Hood Mounted or in Rally Gage Cluster | | | |
| Stereo Tape Player | | Optional in Combination With Any Radio | | | |
| Elec. Luggage Compt. Lid Release | | Optional | | | |
| Dome and Reading Lamp | | Optional - All Except Convertible | | | |
| Rear Compartment Courtesy Lamp | | Optional on Station Wagons | | | |
| Cigar Lighter and Ash Tray Light | | Standard on LeMans Sport and GTO - Optional on Others | | | |

## LAMP HEIGHT AND SPACING

| | | | | |
|---|---|---|---|---|
| CURB LOAD Height above ground to center of bulb or marker | Headlamp | Highest * | 27.4 (Except Station Wagon 27.9) | 26.3 |
| | | Lowest | 27.4 (Except Station Wagon 27.9) | 26.3 |
| | Tail | Highest | 21.4 (Except Station Wagon 29.5) | 21.4 |
| | | Lowest | 21.4 (Except Station Wagon 29.5) | 21.4 |
| | Sidemarker | Front | 16.6 (Except Station Wagon 17.1) | 20.8 |
| | | Rear | 21.3 (Except Station Wagon 29.5) | 21.3 |
| Distance from C L of car to center of bulb | Headlamp | Inside | 24.1 | 22.3 |
| | | Outside | 31.3 | 30.3 |
| | Tail | Inside | 24.2 (Except Station Wagon 33.7) | 24.2 |
| | | Outside | 30.3 (Except Station Wagon 33.7) | 30.3 |
| | Directional | Front | 27.4 | 26.5 |
| | | Rear | Same as Tail Lamp | |

* If single headlamps are used enter here.

# AMA Specifications—Passenger Car

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MAKE OF CAR PONTIAC MODEL YEAR 1970 DATE ISSUED 9-3-69 REVISED (e)

## WEIGHTS (ESTIMATED)

| Model | | CURB WEIGHT * POUNDS Front | Rear | Total | % PASS. WEIGHT DISTRIBUTION Pass. In Front Front | Pass. In Front Rear | Pass. In Rear Front | Pass. In Rear Rear | LIQUID WEIGHT Fuel | Coolant |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Est. | | | | | | |
| TEMPEST | | | | | | | | | | |
| 4-Dr. Sedan | 23369 | | | 3396 | 50.0 | 50.0 | 20.0 | 80.0 | 122 | 25 |
| Coupe | 23327 | | | 3336 | 47.4 | 52.6 | 19.7 | 80.3 | 122 | 25 |
| Le Mans | | | | | | | | | | |
| 4-Dr. Sedan | 23569 | | | 3451 | 50.0 | 50.0 | 20.0 | 80.0 | 122 | 25 |
| Coupe | 23527 | | | 3377 | 47.4 | 52.6 | 19.7 | 80.3 | 122 | 25 |
| 4-Dr. Hardtop | 23539 | | | 3512 | 50.0 | 50.0 | 20.0 | 80.0 | 122 | 25 |
| Hardtop Coupe | 23537 | | | 3401 | 47.4 | 52.6 | 19.7 | 80.3 | 122 | 25 |
| Sta.Wgn. -2 Seat | 23535 | | | 3718 | 51.0 | 49.0 | 22.0 | 78.0 | 137 | 25 |
| LEMANS SPORT | | | | | | | | | | |
| 4-Dr. Hardtop | 23739 | | | 3551 | 50.0 | 50.0 | 20.0 | 80.0 | 122 | 25 |
| Coupe | 23727 | | | 3407 | 47.4 | 52.6 | 19.7 | 80.3 | 122 | 25 |
| Hardtop Coupe | 23737 | | | 3456 | 47.4 | 52.6 | 19.7 | 80.3 | 122 | 25 |
| Convertible | 23767 | | | 3463 | 47.4 | 52.6 | 19.7 | 80.3 | 122 | 25 |
| Sta.Wgn.-2 Seat | 23736 | | | 3812 | 51.0 | 49.0 | 22.0 | 78.0 | 137 | 25 |
| GTO | | | | | | | | | | |
| Hardtop Coupe | 24237 | | | 3781 | 47.4 | 52.6 | 19.7 | 80.3 | 122 | 38 |
| Convertible | 24267 | | | 3821 | 47.4 | 52.6 | 19.7 | 80.3 | 122 | 38 |

| Accessories & Equipment Differential Weights | | | | Remarks |
|---|---|---|---|---|
| Automatic Trans. | - 3 | - 2 | - 5 | L-6 and 350 V-8 Engine |
| Turbo H-M Trans. | + 16 | + 7 | + 23 | L-6 and 350 V-8 Engine |
| Turbo H-M Trans. | + 20 | + 9 | + 29 | All |
| Air Conditioning | +109 | + 4 | +113 | L6 Engine |
| Air Conditioning | +104 | + 6 | +110 | V8 |
| 350 V-8 Engine | +209 | + 17 | +226 | 233, 235 and 237 |
| 400 V-8 4-bbl. Engine | +228 | + 17 | +245 | 233, 235 and 237 |
| 455 V-8 4-bbl. HO Eng. | + 39 | + 9 | + 48 | 242 Series only |
| 400 Ram Air Engine | + 22 | + 4 | + 26 | 242 Series only |
| 400 Ram Air IV Engine | + 1 | + 12 | + 13 | 242 Series only |
| Power Steering | + 33 | - 2 | + 31 | |
| Power Brakes(Drum Frt) | + 8 | + 1 | + 9 | All except 242 series |
| Power Brakes(Disc Frt) | + 20 | + 1 | + 21 | All Series |
| Radio & Man. Antenna | + 6 | + 2 | + 8 | |

*Reference - SAE Aerospace-Automotive drawing standards, Section E 1.02 (d).

# AMA Specifications—Passenger Car

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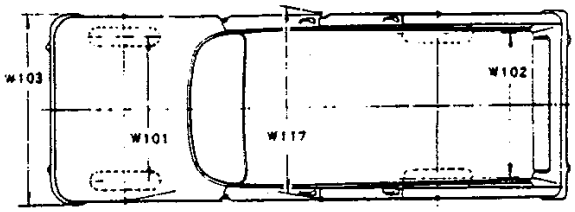
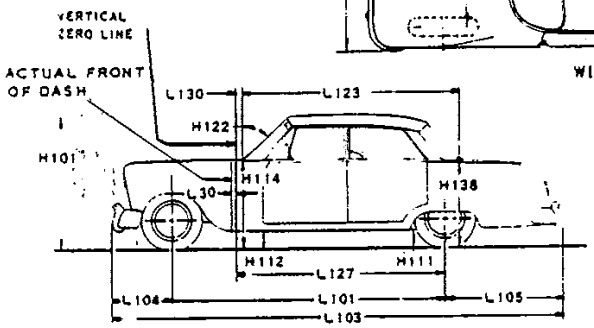
## CAR AND BODY DIMENSIONS
## KEY SHEET

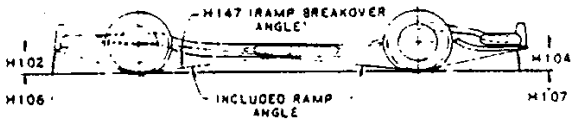
### EXTERIOR CAR AND BODY DIMENSIONS




WIDTH

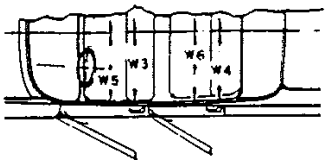



LENGTH & HEIGHT




GROUND CLEARANCE

### INTERIOR CAR AND BODY DIMENSIONS

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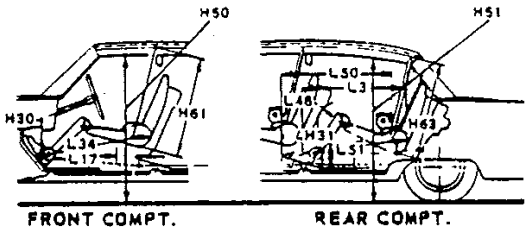
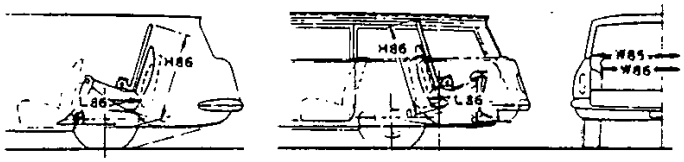
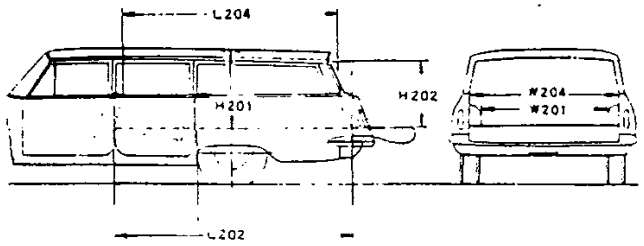



FRONT COMPT. REAR COMPT.




THIRD SEAT




CARGO SPACE

# AMA Specifications—Passenger Car

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## CAR AND BODY DIMENSIONS
## KEY SHEET
## DIMENSION DEFINITIONS

### EXTERIOR WIDTH DIMENSIONS

W101 WHEEL TREAD – FRONT. Measured at centerline of tires, with nominal camber, at ground.

W102 WHEEL TREAD – REAR. Measured at centerline of tires at ground.

W103 MAXIMUM OVERALL CAR WIDTH. Include bumpers, moldings, or sheet metal protrusions. Measured to outside of metal.

W117 MAXIMUM BODY WIDTH AT #2 PILLAR. Measured across body at #2 pillar, excluding hardware and applied moldings.

### EXTERIOR LENGTH DIMENSIONS

L 30 VERTICAL ZERO LINE TO ACTUAL FRONT OF DASH. If actual Front of Dash is to the rear of Body Zero Line, it is identified by a minus (–) sign.

L101 WHEELBASE.

L103 OVERALL LENGTH. Include bumper guards if standard equipment.

L104 OVERHANG – FRONT. Measured from C/L of front wheels to front of car, including bumper guards if standard equipment.

L105 OVERHANG – REAR. Measured from C/L of rear wheels to rear of car, including bumper guards if standard equipment.

L123 BODY UPPER STRUCTURE LENGTH AT CAR CENTERLINE. The horizontal dimension from the Cowl Point to the Deck Point.

L127 VERTICAL ZERO LINE TO CENTERLINE OF REAR WHEELS. A horizontal dimension.

L130 VERTICAL ZERO LINE TO WINDSHIELD COWL POINT. The horizontal dimension from the vertical zero line to the theoretical intersection of extended windshield glass plane and normal cowl surface.

### EXTERIOR HEIGHT DIMENSIONS

H101 OVERALL HEIGHT – DESIGN. Measured with the vehicle in Manufacturer's Design Weight attitude.

H114 COWL POINT TO GROUND. Measured at vehicle centerline.

H138 DECK POINT TO GROUND. Measured at vehicle centerline.

H112 ROCKER PANEL TO GROUND – FRONT. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at foremost point of rocker panel.

H111 ROCKER PANEL TO GROUND – REAR. The vertical dimension from ground to bottom of rocker panel, excluding flanges. Measured to the outside of sheet metal at front of rear wheel opening.

H122 WINDSHIELD SLOPE ANGLE. The angle between a vertical line and the windshield surface at car centerline. On compound-curved windshields the chord of the arc is used and limited to that section of the windshield comprehended by an 18-inch chord.

### GROUND CLEARANCE DIMENSIONS

H102 BUMPER TO GROUND – FRONT. Minimum dimension, includes bumper guards.

H104 BUMPER TO GROUND – REAR. Minimum dimension, includes bumper guards.

H106 ANGLE OF APPROACH. The angle between ground and a line tangent to the front tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.

H107 ANGLE OF DEPARTURE. The angle between ground and a line tangent to the rear tire static loaded radius arc and the first point of interference, i.e., bumper, guard, gravel deflector, tail pipe, fender or other component, excluding license plate. This dimension may be determined graphically for reporting purposes.

H147 RAMP BREAKOVER ANGLE. The supplement of included ramp angle (180° minus included ramp angle) over which car can pass without interference; measured with car sitting on a level surface, using lines tangent to arcs of front and rear static loaded radii and intersecting at point on underside of car which defines the smallest angle.

H156 MINIMUM RUNNING GROUND CLEARANCE. Location of measurement on the car is to be clearly recorded.

### FRONT COMPARTMENT DIMENSIONS

H 61 EFFECTIVE HEAD ROOM – FRONT. The dimension from H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.

L 34 MAXIMUM EFFECTIVE LEG ROOM – ACCELERATOR. Measured along a diagonal line from the Manikin ankle pivot center to the H Point plus a constant of 10.0 inches. For treadle type accelerator pedals, the leg room is measured with the Manikin's right foot on the accelerator pedal and the Manikin Heel Point at Accelerator Heel Point. All other types of accelerator pedals will be measured with the Manikin foot angle set at 87° and the shoe touching the pedal.

H 30 H POINT TO HEEL POINT – FRONT. The vertical dimension from the H Point to the Accelerator Heel Point.

L 17 H POINT TRAVEL. The horizontal dimension between the H Point in the most forward and rearward seat positions.

### FRONT COMPARTMENT DIMENSIONS (Cont.)

W 3 SHOULDER ROOM – FRONT. The minimum lateral dimensions between the door garnish moldings or nearest interference, measured at the H Point station.

W 5 HIP ROOM – FRONT. The lateral dimension through the H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction if such construction exists.

H 50 UPPER BODY OPENING TO GROUND – FRONT. The vertical dimension from a point on the trimmed body opening to the ground, measured at the H Point station.

### REAR COMPARTMENT DIMENSIONS

L 50 H POINT COUPLE DISTANCE. The horizontal dimension from the front seat H Point to the rear seat H Point.

H 63 EFFECTIVE HEAD ROOM – REAR. The dimension from the H Point to the headlining, plus a constant of 4.0 inches, measured along a line 8° to rear of vertical.

L 51 MINIMUM EFFECTIVE LEG ROOM – REAR. Measured along a diagonal line from the ankle pivot center to the H Point plus a constant of 10.0 inches, with the foot positioned to the nearest interference between the seat structure and toe, instep or lower leg.

H 31 H POINT TO HEEL POINT – REAR. The vertical dimension from the H Point to the Manikin Heel Point on the depressed floor covering.

L 48 MINIMUM KNEE ROOM – REAR. The minimum dimension from the Manikin knee pivot center to the back of the front seat back.

L 3 REAR COMPARTMENT ROOM. The horizontal dimension from the back of front seat to front of rear seat back at height tangent to the top of rear seat cushion.

W 4 SHOULDER ROOM – REAR. The minimum lateral dimension between the door garnish molding or nearest interference. Measured at H Point station.

W 6 HIP ROOM – REAR. The lateral dimension through H Point to trimmed body surfaces. Depress loose side wall cloth to trim foundation or other obstruction when such construction exists.

H 51 UPPER BODY OPENING TO GROUND – REAR. The vertical dimension from a point on the trimmed body opening to the ground, measured 13.0 inches forward of the H Point.

### LUGGAGE COMPARTMENT DIMENSIONS

V 1 LUGGAGE CAPACITY – USABLE. The total luggage compartment luggage capacity in cubic feet with the tire and tools in place.

H195 LIFTOVER HEIGHT. Vertical dimension from the highest point on the luggage compartment lower opening to ground, excluding corner radii.

### STATION WAGON – THIRD SEAT DIMENSIONS

W 85 SHOULDER ROOM – THIRD SEAT. The minimum lateral dimension between the door garnish moldings or nearest interference. Measured at H Point station.

W 86 HIP ROOM – THIRD SEAT. The lateral dimension through H Point to trimmed surfaces.

L 86 EFFECTIVE LEG ROOM – THIRD SEAT. Measured along a diagonal line from ankle pivot center to H Point plus a constant of 10.0 inches. With rear-facing third seat, foot is positioned in foot well or to nearest interference with rear end or rear closure.

H 86 EFFECTIVE HEAD ROOM – THIRD SEAT. The dimension from H Point to the headlining, plus a constant of 4.0 inches. Measured along a line 8° to rear of vertical.

### STATION WAGON – CARGO SPACE DIMENSIONS

L202 CARGO LENGTH AT FLOOR – FRONT SEAT. The horizontal dimension, measured at the floor level from the rear of the front seat back to the normal inside limiting interference on the tailgate, on the car centerline.

L204 CARGO LENGTH AT BELT – FRONT SEAT. The horizontal dimension measured from the top rear of front seat back to a vertical extension line from the normal inside limiting interference at the top of the tailgate, on the car centerline.

W201 CARGO WIDTH – WHEELHOUSE. The minimum horizontal dimension, measured between wheelhousings at floor level.

W204 OPENING WIDTH AT BELT. The minimum horizontal dimension, measured between the nearest normal inside limiting interferences of the rear opening at the top of the tailgate.

H201 MAXIMUM CARGO HEIGHT. The maximum vertical dimension, measured from the top of the floor covering to the headlining, on the car centerline.

H202 REAR OPENING HEIGHT. The vertical dimension measured from the top of the floor covering to the normal inside limiting interference at the top of the rear opening, on the car centerline, with both tail-and liftgates fully open.

V 2 CARGO VOLUME INDEX BEHIND FRONT SEAT. The total volume in cubic feet above the normal load floor and behind the front seat with the liftgate and tailgate closed.

$$\frac{W4 \times L204 \times H201}{1728}$$

# AMA Specifications—Passenger Car

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## INDEX

# 1970 PONTIAC MASTER

## 3700 Le Mans Sport • 4200 GTO

CUSTOMER OR TAG FOR

ZONE & DLR. CODE 14-18

DLR. NAME

DIST. 13

STREET

DLR. TOWN

ZIP CODE

DEALER SIGNATURE

ORDER DATE 3-5

ZONE USE 6-8

ORDER NO. 19-23 № 16554

| FLEET CLASS CODE | C L P R S Z | GMAC | 11A | TRUCK | 123 |
|---|---|---|---|---|---|
| | | ODC * | 11B | TRUCK-BOAT-TRUCK | 124 |
| SOLD | 101 | CASH | 11C | | |
| STOCK | 102 | ZONE STOCK | 11J | RAIL | 129 |
| FLEET | 103 | | | | |

CHECK MARK INDICATES SPEC. EQUIP. ORDER ATTACHED ☐

**COLORS**

A - STARLIGHT BLACK
B - PALOMINO COPPER
C - POLAR WHITE
D - BERMUDA BLUE
E - ATOLL BLUE
G - BAJA GOLD
H - PALISADE GREEN
K - MINT TURQUOISE
M - PEPPER GREEN
N - BURGUNDY
P - PALLADIUM SILVER
Q - VERDORO GREEN
R - CARDINAL RED
Y - SIERRA YELLOW
Z - GRANADA GOLD

**CORDOVA TOPS**
1 - WHITE
2 - BLACK
5 - SANDALWOOD
7 - DARK GOLD
9 - DARK GREEN

**CONV. TOPS**
1 - WHITE
2 - BLACK
5 - SANDALWOOD
7 - DARK GOLD

MODEL 24-27/COLOR 28-29/TRIM 30-31

| LEMANS SPORT | CIRCLE MODEL TRIM & COLOR | | BLUE KNIT VINYL | GOLD KNIT VINYL | BROWN KNIT VINYL | RED KNIT VINYL | SADDLE KNIT VINYL | GREEN KNIT VINYL | SANDALWOOD KNIT VINYL | BLACK KNIT VINYL | BLUE BENCH VINYL | BLUE BENCH KNIT VINYL | GOLD BENCH KNIT VINYL | GREEN BENCH VINYL | GREEN BENCH KNIT VINYL | SADDLE BENCH VINYL | SANDALWOOD BENCH KNIT VINYL | BLACK BENCH VINYL | BLACK BENCH KNIT VINYL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | SPORTS COUPE | 3727 | | 52 | | | | 56 | | 58 | | | | | | | | | |
| | SAFARI | 3736 | | | | | | | | | 41 | | | 46 | | 45 | | 48 | |
| | 2 DOOR H.T. | 3737 | 50 | | 53 | 54 | 55 | 56 | 57 | 58 | | | | | | | 67 | | 68 |
| | 4 DOOR H.T. | 3739 | | | | | | | | | | 60 | 62 | | 66 | | | | 68 |
| | CONV. COUPE | 3767 | 50 | | | 54 | 55 | 56 | 57 | 58 | | | | | | | 67 | | 68 |

| LOWER COLOR | UPPER COLOR | CORDOVA TOPS | CONV. TOPS |
|---|---|---|---|
| A G P | A G P | 1 | 1 |
| B H Q | B H Q | 2 | 2 |
| C K R | C K R | 5 | 5 |
| D M Y | D M Y | 7 | 7 |
| E N Z | E N Z | 9 | |

| GTO | CIRCLE MODEL TRIM & COLOR | | BLUE KNIT VINYL | BROWN KNIT VINYL | RED KNIT VINYL | SADDLE KNIT VINYL | GREEN KNIT VINYL | SANDALWOOD KNIT VINYL | BLACK KNIT VINYL | SANDALWOOD KNIT VINYL BENCH | BLACK KNIT VINYL BENCH |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2 DOOR HARDTOP | 4237 | 50 | 53 | 54 | 55 | 56 | 57 | 58 | 67 | 68 |
| | CONV. COUPE | 4267 | 50 | | 54 | 55 | 56 | 57 | 58 | 67 | 68 |

| UPC | GROUPS | COL. | | |
|---|---|---|---|---|
| Y88 | **BASIC GROUP**<br>401—Radio—AM & Windshield Antenna<br>421—Custom Foam Cushion—FRONT—3736 ONLY<br>441—Mirror—Visor Vanity—R.H.<br>444—Mirror—Outside Remote Control<br>492—Clock, Electric<br>554—Deck Lid Release, Remote Control<br>724—Air Cleaner, Dual Stage H.D. | 32 | 1 | |
| Y92 | **LAMP GROUP**<br>652—Lamp, Luggage, Exc. 3736<br>654—Lamp, Dome & Reading<br>671—Lamp, Underhood | 32 | 2 | |
| Y85 | **DECOR GROUP**<br>471—Deluxe Wheel Covers<br>694—Wheel Opening Mouldings | 32 | 4 | |
| W56 | **POWER ASSIST GROUP**<br>351—Turbo Hydra-Matic<br>501—Power Steering<br>502—Power Disc Brakes, Front | 33 | 1 | |
| W71 | **GTO JUDGE PKG. (4200 Only)**<br>348—Ram Air III Engine<br>474—Rally II Wheels—LESS TRIM RINGS<br>PF Tires—G70 x 14 Black—FIBERGLASS<br>T-Handle Shifter—W/MAN. TRANS.<br>Airfoil on Rear Decklid<br>Judge Stripes & Decals<br>Ram Air Decals<br>Black Texture in Grill | 33 | 2 | |
| W58 | **RALLY GROUP**<br>462—Custom Sports Steering Wheel<br>474—Rally II Wheels<br>488—Rally Gauge Cluster & Clock<br>621—Ride & Handling Pkg. | 33 | 4 | |

OTHER ACCESSORIES

| UPC | ENGINES 3700 SERIES | COL. | 37 | 42 |
|---|---|---|---|---|
| STD. 250 | 1 Barrel 6 Cyl.—REG. FUEL | 34 | 1 | N |
| L30 350 | 2 Barrel V-8—REG. FUEL | 34 | 3 | N |
| L78 400 | 4 Barrel V-8—PREM. FUEL—HYD. ONLY | 34 | 4 | N |
| L65 400 | 2 Barrel V-8—REG. FUEL—HYD. ONLY | 34 | 6 | N |
| | **ENGINES 4200 SERIES** | | | |
| STD. 400 | 4 Barrel V-8—PREM. FUEL | 34 | 5 | N |
| L75 455 | 4 Barrel V-8—PREM. FUEL | 34 | 4 | N |
| L74 400 | 4 Barrel V-8—RAM AIR III J | 34 | 8 | N |
| L67 400 | 4 Barrel V-8—RAM AIR IV | 34 | 7 | N |
| | **TRANSMISSIONS** | | | |
| M38 M40 | Turbo Hydra-Matic 3 Speed—AVAIL. W/ALL ENG. P | 35 | 1 | |
| M35 | Auto. 2 Speed—AVAIL. W/1 BBL. 6 CYL. (EXC. W/A.C.) OR 350 2 BBL. ONLY | 35 | 2 | N |
| STD. | 3 Speed Man.—COL. SHIFT | 35 | 3 | N |
| M13 | H.D. 3 Speed Man.—FLOOR SHIFT—STD. GTO—N.A. W/341 | 35 | 5 | |
| M20 | 4 Speed Man.—N.A. 341-344-346 | 35 | 4 | |
| M21 | 4 Speed Man.—CLOSE RATIO—W/3.31-3.90-4.33 AXLES ONLY | 35 | 8 | N |
| | **AXLES** | | | |
| G80 | Safe-T-Track Rear Axle | 36 | 1 | |
| G95 G97 | Economy Axle Ratio | 36 | 4 | |
| G90 G92 | Performance Axle Ratio | 36 | 8 | |
| | **TIRE OPTIONS** COLS. 38-39 | | | |
| PX6 | F78 x 14 White—FIBERGLASS—N.A. V-8 ENG. | GR | | |
| STD. PK1 | G78 x 14 Black—FIBERGLASS—STD. V-8 ENG. OPT. 6 CYL. | RF | | S |
| PK2 | G78 x 14 White—FIBERGLASS | RR | | |
| PX8 | G70 x 14 White—FIBERGLASS—WIDE OVAL | PR | | |
| PY7 | G70 x 14 Red—FIBERGLASS—WIDE OVAL | PT | | |
| PK5 | G70 x 14 White Letter—FIBERGLASS—WIDE OVAL | PL | | |
| | **OPTIONS & ACCESSORIES** | | | |
| U63 | Radio, AM & Windshield Antenna B | 40 | 1 | |
| U69 | Radio, AM/FM & Windshield Antenna | 40 | 2 | |
| U58 | Radio, Stereo—AM/FM & Windshield Antenna | 40 | 4 | |
| U80 | Rear Seat Speaker—N.A. WITH 404, 412 | 41 | 1 | |
| U57 | Stereo Tape Player—N.A. W/411 | 41 | 2 | |
| B50 | Custom Foam Cushion—FRONT—3736 ONLY B | 42 | 1 | N |
| P17 | Spare Tire Cover—N.A. W/704 | 42 | 4 | |
| D34 | Mirror—Visor Vanity—R.H. B | 44 | 1 | |
| DH5 | Mirror—Visor Vanity—L.H. | 44 | 2 | |
| D33 | Mirror—Outside Remote Control—L.H. B | 44 | 4 | |
| AK1 | Seat Belts, Cust.—INC. FRONT SHOULDER STRAPS | 45 | 1 | |
| AK2 | Seat Belts, Cust.—INC. FRT & REAR SHOULDER STRAPS | 45 | 2 | |
| A39 | Seat Belts, Cust.—FRONT AND REAR—CONV. ONLY DOES NOT INC. SHOULDER STRAPS | 45 | 4 | |
| N34 | Custom Sports Steering Wheel R | 46 | 2 | |
| NK1 | TA Sports Steering Wheel | 46 | 4 | |

| UPC | OPTIONS & ACCESSORIES | COL. | | 37 | 42 |
|---|---|---|---|---|---|
| P01 | Deluxe Wheel Covers D | 47 | 1 | | |
| P02 | Custom Wheel Covers | 47 | 2 | | |
| N95 | Wire Wheel Covers | 47 | 3 | | |
| N98 | Rally Wheels J R | 47 | 4 | | |
| K30 | Cruise Control—WITH 351-352 & V-8 ONLY | 48 | 1 | | |
| U15 | Safeguard Speedometer—N.A. WITH 484-488 | 48 | 2 | | |
| U30 | Rally Gauge Cluster & I.P. Tach.—N.A. 482-488-491 | 48 | 4 | | |
| W63 | Rally Gauge Cluster & Clock—N.A. 482-484 R | 48 | 8 | | |
| U85 | Tachometer, Hood Mounted—N.A. W/484 | 49 | 1 | | |
| U35 | Clock, Electric—N.A. WITH 484 (INC. W/488) B | 49 | 2 | | |
| D55 | Console—ORDER WITH BUCKET SEATS ONLY | 49 | 4 | | |
| N41 | Power Steering, Variable Ratio P | 50 | 1 | | |
| JL2 | Power Disc Brakes, Front P | 50 | 2 | | |
| N33 | Tilt Steering Wheel—N.A. WITH STD. STEERING N.A. MAN. COL. SHIFT | 50 | 4 | | |
| J59 | Power Drum Brakes | 51 | 1 | | N |
| D32 | Floor Mats—FRONT ONLY | 52 | 1 | | |
| B53 | Floor Mats—REAR ONLY | 52 | 2 | | |
| A01 | Glass, Soft Ray—ALL WINDOWS | 53 | 1 | | |
| A02 | Glass, Soft Ray—WINDSHIELD ONLY | 53 | 2 | | |
| C51 | Rear Window Wind Deflector | 53 | 4 | | N |
| C49 | Rear Window Defroster, Electric—N.A. ON STA. WGN. | 53 | 4 | | |
| C90 | Rear Window Defogger—N.A. CONV. | 54 | 1 | | |
| V55 | Luggage Carrier | 54 | 1 | | N |
| A33 | Power Tail Gate Window | 54 | 2 | | N |
| A31 | Power Windows | 55 | 1 | | |
| AU3 | Electric Door Locks—INC. SEAT BACK LOCKS ON 2 DOOR MODELS | 55 | 2 | | |
| A90 | Deck Lid Release, Remote Control—N.A. WGN. B | 55 | 4 | | |
| A41 | Power Seat—Bench | 56 | 1 | | |
| A46 | Power Seat—Bucket—L.H. ONLY | 56 | 4 | | |
| C60 | Air Conditioning, Custom—N.A. 347 | 58 | 2 | | |
| C57 | Power Flow Ventilation—N.A. W/582 | 58 | 8 | | |
| T42 | Hood Air Inlet—OPT. 344 ONLY—STD. 347-348 | 60 | 1 | N | |
| NC1 | Performance Dual Exhaust | 60 | 2 | N | |
| M09 | Custom Floor Shift Knob—MANUAL TRANS. ONLY | 61 | 4 | | |
| Y96 | Ride & Handling Pkg.—(SPRINGS—SHOCKS & STABILIZER BAR) R | 62 | 1 | | |
| U46 | Rear Lamp Monitor—N.A. STA. WGN. & CONV. | 63 | 4 | | |
| U25 | Lamp, Luggage—N.A. ON STATION WAGON L | 65 | 2 | | |
| C89 | Lamp, Dome & Reading L | 65 | 4 | | |
| C88 | Lamps, Sta. Wgn. Rear Compt. Courtesy | 66 | 1 | | N |
| U26 | Lamp, Underhood L | 67 | 1 | | |
| T81 | Headlamp Turnoff Delay | 67 | 2 | | |
| B93 | Door Edge Guards | 68 | 4 | | |
| UA1 | Battery—H.D. | 69 | 2 | | |
| B96 | Mouldings, Wheel Opening D | 69 | 4 | S | |
| N65 | Spare Tire, Space Saver | 70 | 4 | | |
| N10 | Dual Exhaust—N.A. STATION WAGON OR 6 CYL. | 72 | 1 | | S |
| V64 | Instant-Aire Pump—N.A. 347-348 | 72 | 2 | | |
| K45 | Air Cleaner, Dual Stage H.D. B | 72 | 4 | | |

* DEALER CERTIFIES THAT HE HAS CURRENT ARRANGEMENTS WITH AN ODC FINANCER AND THAT SETTLEMENT SHOULD BE MADE THROUGH SUCH ODC FINANCER.

1970 MODEL WHOLESALE CAR ORDER
PONTIAC MOTOR DIVISION GMC

FLEET ACCT. No. (ZONE USE ONLY) ☐

ZONE COPY—White
DEALER COPY—Yellow

FORM 516—37/42 6-18-69

N = Not Available S = Standard

# ***Window Stickers***

Did you ever wonder why new vehicles have window stickers? Many people think they are meant to show your neighbors that you bought a new car, or to annoy you with the glue residue on the window, but this is not the case.

In March of 1958, Senator Michael Monroney, Chairman of the Senate Subcommittee on Automobile Marketing Practices, proposed a bill that would take the mystery out of new car prices. This bill required every automobile manufacturer to attach a label to the window of each new vehicle, which would show the manufacturer's suggested retail price, transport methods, freight charges, and accessory prices. This would be the first time in twenty years that a consumer could walk into an automobile dealership and find an itemized, accurate price tag on a new vehicle.

Prior to the proposal of this bill, there was often a large discrepancy between the showroom price and the actual price of a new vehicle. The fact was that existing price tags did not tell the full story. Most customer-quoted prices were for "stripped-down" models and did not include additions for preparation charges, freight charges, federal, state, and local taxes, or optional factory-installed equipment requested by the purchaser.

These hidden charges were used by some dealers to increase the selling price while giving the new vehicle buyer an inflated idea of their trade-in allowance. This price confusion led to a slump in auto sales during the early 1950's. Senator Monroney's bill was designed to prevent the abuse of the new vehicle list prices, but would not, however, prevent dealers and buyers from bargaining over vehicle prices.

Senator Monroney received widespread support for this bill from both consumers and dealers. Dealers viewed the Monroney Label as an opportunity to restore the confidence of the new vehicle buyers, which they hoped would result in a more successful sales year.

On July 7, 1958, Monroney's bill became a law. Beginning on September 1, 1958, every automobile manufacturer was required to securely affix a label to the window of the vehicle, disclosing information concerning the vehicle and its price. Any manufacturer who failed to comply, could be levied a fine of not more than $1000. Removal, alteration, or illegibility of the required label could result in a fine of not more than $1000 and/or imprisonment of not more than one year.

Once enacted, the law increased both dealer morale and auto sales. Customers grew more confident in their ability to make an informed decision and get the best deal possible. This law was instrumental in brightening industry-wide automobile sales during that time, by increasing consumer confidence.

In this day and age, we tend to take window stickers for granted, but the next time you are out shopping for a new car, you can thank Senator Michael Monroney for making your job much easier.

# Pontiac Oakland Club International
# Membership Application

**Start your subscription to the *Smoke Signals* Magazine and membership to the Pontiac-Oakland Club International. Choose your membership type:**

**____ $45.00 United States Membership**

**____ $74.00 Outside of the United States**

**____ $25.00 "Electronic" Membership**

**(access to the *Smoke Signals* magazine on-line, no magazine is mailed)**

**Return this form with U.S. funds to:**

**POCI World HQ, PO Box 68, Long Lake, MN 55356**

or Fax to (763) 479-3571 (credit card payments)

**We Accept Visa, Mastercard or Discover credit cards. To sign up by phone: call 763-479-2111 (or sign on-line on our website www.poci.org)**

**Card #:**_____

**Exp. Date:**_____ **3-digit sec. code (back of card)** _____

**Signature:**_____

## Member Information

**Name:**_____

**Address:**_____

**City and State:** _____

**Zip/Postal Code:** _____ **Country:**_____

**eMail Address:** _____

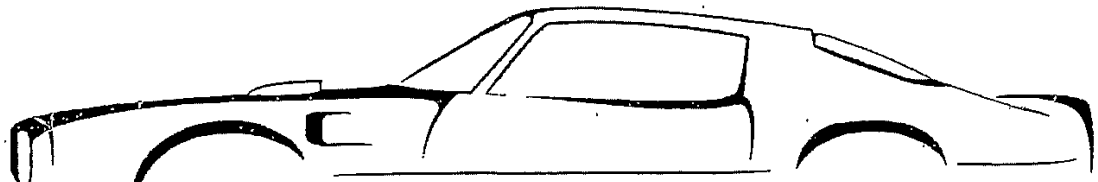
**Phone # (_____)** _____

**Pontiac/Oakland or GMC vehicles owned:**

_____

_____

*REFERRED BY: PONTIAC HISTORICAL SERVICES*



**PHS** *automotive services, inc.*

Dear Pontiac Enthusiast:

Thank you for your inquiry concerning the history package on your Pontiac. There are several items that you should be aware of:

1. The microfilm quality is not the best. In those cases where it is difficult to read, we've hand-written the data. Additionally, in all cases, the copy attached is the very best we can reproduce.

2. We've attached a copy of the car order form, matching your car, for ease in decoding the manifest or billing history card. Options such as code "382" found on the manifest refer to the same option on the order form (in this case a "382" is the GTO option for 1964/65). Don't try to decode all of options from the manifest, as several codes were used to describe things as "Winter Antifreeze" and are not listed on the order form.

3. One trick is required:

| Manifest Code | Car Order Form Code |
|---|---|
| 503 | 501 - Power Steering<br>502 Power Brakes |

Add the 50(1) and the 50(2) to get 50(3). This applies to all manifests and billing history cards.

(Note: 1969 and newer Pontiacs have their options already decoded, so the above information need not apply.)

We have made every effort to be as thorough as possible in responding to the varied special requests that we have received, in addition to the vin information package on your vehicle. Some of these requests are, unfortunately, impossible to fill or the information requested no longer exists.

Sincerely,

PHS Historic Services

# The GTO Association of America

☐ New Member  Referred by: _____

☐ Renewal  GTOAA#: _____  Expiration Date: _____

☐ Previous Member

Name: _____

Address: _____

City: _____ State: _____ ZIP: _____

Phone: (____)_____ Cell: (____)_____

E-Mail: _____ (important) [we do not share]

**Names of family members for Associate Memberships (additional $5.00 per associate)**

_____

_____

Your GTO ownership

| *Year* | *Body Style* | *Cool Options* |
|---|---|---|
| 1. | | |
| 2. | | |
| 3. | | |

**Please indicate payment method: Check:____ Money Order:____ Visa:____ MasterCard:____**

**Credit Card # _____Expiration Date: _____ 3 Digit CVV:_____**

**Add $3.00 processing fee if paying by credit card**

**$45 per year for U.S.**
**$50 per year for Canada**
**$60 per year for all other countries**
**$5.00** per year for associate members in the same family (includes membership cards for each member). Canada and overseas fees include first class airmail.

**Signature:** _____

**Please return this completed form with appropriate application fee to:**

**GTO ASSOCIATION OF AMERICA**
**P.O. BOX 277**
**BATESVILLE, IN. 47006**

# GTO PRODUCTION FIGURES - 1964-1974

| YEAR | BODY STYLE | PRODUCTION | ENGINE | TRANSMISSION |
|---|---|---|---|---|
| 1964 | Coupe | 7,384 | --- | ---- |
| 1964 | Hardtop | 18,422 | --- | ---- |
| 1964 | Convertible | 6,644 | --- | ---- |
| Total | | 32,450 | | |
| | | | | |
| 1964 | --- | 8,245 | 389 3x2 | ---- |
| 1964 | --- | 24,205 | 389 4bbl. | ---- |
| Total | | 32,450 | | |

| YEAR | BODY STYLE | PRODUCTION | ENGINE | TRANSMISSION |
|---|---|---|---|---|
| 1965 | Coupe | 8,319 | --- | ---- |
| 1965 | Hardtop | 55,722 | --- | ---- |
| 1965 | Convertible | 11,311 | --- | ---- |
| Total | | 75,352 | | |
| | | | | |
| 1965 | --- | 20,547 | 389 3x2 | ---- |
| 1965 | --- | 54,805 | 389 4bbl | ---- |
| Total | | 75,352 | | |
| | | | | |
| 1965 | --- | 56,378 | --- | Manual |
| 1965 | --- | 18,974 | --- | Automatic |
| Total | | 75,352 | | |

| YEAR | BODY STYLE | PRODUCTION | ENGINE | TRANSMISSION |
|---|---|---|---|---|
| 1966 | Coupe | 10,363 | --- | ---- |
| 1966 | Hardtop | 73,785 | --- | ---- |
| 1966 | Convertible | 12,798 | --- | ---- |
| Total | | 96,946 | | |
| | | | | |
| 1966 | --- | 19,045 | 389 3x2 | ---- |
| 1966 | --- | 77,901 | 389 4bbl. | ---- |
| Total | | 96,946 | | |
| | | | | |
| 1966 | --- | 61,279 | --- | Manual |
| 1966 | --- | 35,667 | --- | Automatic |
| Total | | 96,946 | | |

| YEAR | BODY STYLE | PRODUCTION | ENGINE | TRANSMISSION |
|---|---|---|---|---|
| 1967 | Coupe | 7,029 | --- | ---- |
| 1967 | Hardtop | 65,176 | --- | ---- |
| 1967 | Convertible | 9,517 | --- | ---- |
| Total | | 81,722 | | |

| YEAR | BODY STYLE | PRODUCTION | ENGINE | TRANSMISSION |
|---|---|---|---|---|
| 1967 | --- | 751 | 400 RA | ---- |
| 1967 | --- | 13,827 | 400 HO | ---- |
| 1967 | --- | 2,967 | 400 2bbl | ---- |
| 1967 | --- | 64,177 | 400 Std | ---- |
| Total | | 81,722 | | |
| | | | | |
| 1967 | --- | 39,128 | --- | Manual |
| 1967 | --- | 42,594 | --- | Automatic |
| Total | | 81,722 | | |

| YEAR | BODY STYLE | PRODUCTION | ENGINE | TRANSMISSION |
|---|---|---|---|---|
| 1968 | Hardtop | 757 | 400 RA | Manual |
| 1968 | Hardtop | 183 | 400 RA | Automatic |
| 1968 | Hardtop | 6,197 | 400 HO | Manual |
| 1968 | Hardtop | 3,140 | 400 HO | Automatic |
| 1968 | Hardtop | 0 | 400 2bbl | Manual |
| 1968 | Hardtop | 2,841 | 400 2bbl | Automatic |
| 1968 | Hardtop | 25,371 | 400 Std | Manual |
| 1968 | Hardtop | 39,215 | 400 Std | Automatic |
| Total | Hardtop | 77,704 | | |
| | | | | |
| 1968 | Convertible | 92 | 400 RA | Manual |
| 1968 | Convertible | 22 | 400 RA | Automatic |
| 1968 | Convertible | 766 | 400 HO | Manual |
| 1968 | Convertible | 461 | 400 HO | Automatic |
| 1968 | Convertible | 0 | 400 2bbl | Manual |
| 1968 | Convertible | 432 | 400 2bbl | Automatic |
| 1968 | Convertible | 3,116 | 400 Std | Manual |
| 1968 | Convertible | 5,091 | 400 Std | Automatic |
| Total | Convertible | 9,980 | | |
| Total | | 87,684 | | |

| YEAR | BODY STYLE | PRODUCTION | ENGINE | TRANSMISSION |
|---|---|---|---|---|
| 1969 | Hardtop | 549 | 400 RAIV | Manual |
| 1969 | Hardtop | 151 | 400 RAIV | Automatic |
| 1969 | Hardtop | 6,143 | 400 RAIII | Manual |
| 1969 | Hardtop | 1,986 | 400 RAIII | Automatic |
| 1969 | Hardtop | 0 | 400 2bbl | Manual |
| 1969 | Hardtop | 1,246 | 400 2bbl | Automatic |
| 1969 | Hardtop | 22,032 | 400 Std | Manual |
| 1969 | Hardtop | 32,744 | 400 Std | Automatic |
| Total | Hardtop | 64,851 | | |
| | | | | |
| 1969 | Convertible | 45 | 400 RAIV | Manual |
| 1969 | Convertible | 14 | 400 RAIV | Automatic |
| 1969 | Convertible | 249 | 400 RAIII | Manual |
| 1969 | Convertible | 113 | 400 RAIII | Automatic |
| 1969 | Convertible | 0 | 400 2bbl | Manual |
| 1969 | Convertible | 215 | 400 2bbl | Automatic |
| 1969 | Convertible | 2,415 | 400 Std | Manual |
| 1969 | Convertible | 4,385 | 400 Std | Automatic |
| Total | Convertible | 7,436 | | |

| YEAR | BODY STYLE | PRODUCTION | ENGINE | TRANSMISSION |
|---|---|---|---|---|
| 1969 | GTO Hardtop | 58,126 | --- | ---- |
| 1969 | GTO Hdtp. Judge | 6,725 | --- | ---- |
| 1969 | GTO Convertible | 7,328 | --- | ---- |
| 1969 | GTO Conv. Judge | 108 | --- | ---- |
| Total | | 72,287 | | |

| YEAR | BODY STYLE | PRODUCTION | ENGINE | TRANSMISSION |
|---|---|---|---|---|
| 1970 | Hardtop | 627 | 400 RAIV | Manual |
| 1970 | Hardtop | 140 | 400 RAIV | Automatic |
| 1970 | Hardtop | 3,054 | 400 RAIII | Manual |
| 1970 | Hardtop | 1,302 | 400 RAIII | Automatic |
| 1970 | Hardtop | 1,761 | 455 4bbl | Manual |
| 1970 | Hardtop | 1,986 | 455 4bbl | Automatic |
| 1970 | Hardtop | 9,348 | 400 Std | Manual |
| 1970 | Hardtop | 18,148 | 400 Std | Automatic |
| 1970 | Hardtop | 36,366 | | |
| | | | | |
| 1970 | Convertible | 24 | 400 RAIV | Manual |
| 1970 | Convertible | 13 | 400 RAIV | Automatic |
| 1970 | Convertible | 174 | 400 RAIII | Manual |
| 1970 | Convertible | 114 | 400 RAIII | Automatic |
| 1970 | Convertible | 158 | 455 4bbl | Manual |
| 1970 | Convertible | 241 | 455 4bbl | Automatic |
| 1970 | Convertible | 887 | 400 Std | Manual |
| 1970 | Convertible | 2,173 | 400 Std | Automatic |
| Total | Convertible | 3,783 | | |
| | | | | |
| 1970 | GTO Hardtop | 32,737 | --- | ---- |
| 1970 | GTO Hdtp Judge | 3,629 | --- | ---- |
| 1970 | GTO Convertible | 3,615 | --- | ---- |
| 1970 | GTO Conv. Judge | 168 | --- | ---- |
| Total | | 40,149 | | |

| YEAR | BODY STYLE | PRODUCTION | ENGINE | TRANSMISSION |
|---|---|---|---|---|
| 1971 | Hardtop | 476 | 455 HO | Manual |
| 1971 | Hardtop | 412 | 455 HO | Automatic |
| 1971 | Hardtop | 0 | 455 4bbl | Manual |
| 1971 | Hardtop | 534 | 455 4bbl | Automatic |
| 1971 | Hardtop | 2,011 | 400 Std | Manual |
| 1971 | Hardtop | 6,421 | 400 Std | Automatic |
| Total | Hardtop | 9,854 | | |
| | | | | |
| 1971 | Convertible | 21 | 455 HO | Manual |
| 1971 | Convertible | 27 | 455 HO | Automatic |
| 1971 | Convertible | 0 | 455 4bbl | Manual |
| 1971 | Convertible | 43 | 455 4bbl | Automatic |
| 1971 | Convertible | 79 | 400 Std | Manual |
| 1971 | Convertible | 508 | 400 Std | Automatic |
| Total | Convertible | 678 | | |

| YEAR | BODY STYLE | PRODUCTION | ENGINE | TRANSMISSION |
|---|---|---|---|---|
| 1971 | GTO Hardtop | 9,497 | --- | ---- |
| 1971 | GTO Hdtp. Judge | 357 | --- | ---- |
| 1971 | GTO Convertible | 661 | --- | ---- |
| 1971 | GTO Conv. Judge | 17 | --- | ---- |
| Total | | 10,532 | | |

| YEAR | BODY STYLE | PRODUCTION | ENGINE | TRANSMISSION |
|---|---|---|---|---|
| 1972 | Coupe | 3 | 455 HO | Manual |
| 1972 | Coupe | 7 | 455 HO | Automatic |
| 1972 | Coupe | 0 | 455 4bbl | Manual |
| 1972 | Coupe | 5 | 455 4bbl | Automatic |
| 1972 | Coupe | 59 | 400 Std | Manual |
| 1972 | Coupe | 60 | 400 Std | Automatic |
| Total | Coupe | 134 | | |
| | | | | |
| 1972 | Hardtop Coupe | 310 | 455 HO | Manual |
| 1972 | Hardtop Coupe | 325 | 455 HO | Automatic |
| 1972 | Hardtop Coupe | 0 | 455 4bbl | Manual |
| 1972 | Hardtop Coupe | 235 | 455 4bbl | Automatic |
| 1972 | Hardtop Coupe | 1,519 | 400 Std | Manual |
| 1972 | Hardtop Coupe | 3,284 | 400 Std | Automatic |
| Total | Hardtop Coupe | 5,673 | | |
| Total | | 5,807 | | |

| YEAR | BODY STYLE | PRODUCTION | ENGINE | TRANSMISSION |
|---|---|---|---|---|
| 1973 | Coupe | 0 | 455 4bbl | Manual |
| 1973 | Coupe | 25 | 455 4bbl | Automatic |
| 1973 | Coupe | 187 | 400 4bbl | Manual |
| 1973 | Coupe | 282 | 400 4bbl | Automatic |
| Total | Coupe | 494 | | |
| | | | | |
| 1973 | Sport Coupe | 0 | 455 4bbl | Manual |
| 1973 | Sport Coupe | 519 | 455 4bbl | Automatic |
| 1973 | Sport Coupe | 926 | 400 4bbl | Manual |
| 1973 | Sport Coupe | 2,867 | 400 4bbl | Automatic |
| Total | Sport Coupe | 4,312 | | |
| Total | | 4,806 | | |

| YEAR | BODY STYLE | PRODUCTION | ENGINE | TRANSMISSION |
|---|---|---|---|---|
| 1974 | Hatchback | 687 | 350 4bbl | Manual |
| 1974 | Hatchback | 1,036 | 350 4bbl | Automatic |
| Total | Hatchback | 1,723 | | |
| | | | | |
| 1974 | Coupe | 2,487 | 350 4bbl | Manual |
| 1974 | Coupe | 2,848 | 350 4bbl | Automatic |
| Total | Coupe | 5,335 | | |
| Total | | 7,058 | | |

# NEWS FROM PONTIAC

Pontiac Motor Division of General Motors + Public Relations Department + Telephone (313) 332-8111 + Pontiac, Mich. 48053


**FOR RELEASE** In Afternoon Newspapers of
Monday, September 8, 1969

## 1970 TEMPEST, LEMANS, LEMANS SPORT AND GTO

Pontiac Motor Division's 1970 Tempest, LeMans, LeMans Sport and GTO models feature performance, comfort and safety.

These new cars go on sale September 18.

With a line-up of 15 models in the Tempest, LeMans, LeMans Sport and GTO series, Pontiac will have a new six-cylinder engine as standard and offer as optional a 350 cubic-inch and two 400 cubic-inch V-8's. In addition, a new 455 cubic-inch power plant is optional on the GTO.

Every 1970 model is equipped with bias-ply, glass-belted tires.

All new Pontiacs have side guard door beams built in for added protection. This safeguard consists of a box-like steel beam positioned horizontally within each door plus additional door pillar reinforcements.

The concealed radio antenna, pioneered last year by Pontiac on the Grand Prix, will be used on all 1970 models. Fabricated in the windshield are two barely visible wires which are not subject to weathering, being bent or broken.

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"Our 1970 models are designed to meet the full range of driving needs of even the most discriminating customer," said F. James McDonald, a General Motors vice president and Pontiac general manager.

NEW ENGINES

The standard intermediate engine in 1970 will be a 250 cubic-inch, in-line six-cylinder regular fuel engine rated at 155 horsepower with a compression ratio of 8.5:1.

Optional are a regular fuel 350 cubic-inch V-8 engine and the 400 cubic-inch V-8 available with two or four-barrel carburetion. The 400's will be offered with the Turbo Hydra-matic transmission only.

The standard engine for the GTO is a 350 horsepower, 400 cubic-inch V-8. A 455 cubic-inch engine rated at 360 horsepower is a new option.

Pontiac's famed 366 horsepower Ram Air and 370 horsepower Ram Air IV performance packages are available on the GTO.

Transmissions include the standard three-speed manual, and as options an automatic transmission, Turbo Hydra-matic and a four-speed floor shift.

EXTERIOR STYLING

The Tempest, LeMans and GTO models have been completely restyled.

The front view reveals the familiar Pontiac split grille while the bumper, wraparound parking and side marker lamps and valance panels all have been restyled.

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Horizontally mounted headlamps extend to the outboard ends, and the split grilles are surrounded by the wraparound bumper.

The one-piece panel which is above the grille and houses the headlamps is made from Fiberglass reinforced plastic. This is another first for Pontiac engineers who have been the leading industry innovators in the use of plastic exterior applications.

The GTO has its own distinctive front end highlighted by a newly styled energy-absorbing Endura bumper. The car's profile shows the fresh look of new fenders, doors and rear quarter panels.

Tail lamps, which wrap around to serve as rear side markers, are mounted in a new bumper.

The wheelbase for two-door models is 112 inches, and 116 inches on four-door models. Four-door cars are 206.5 inches in overall length, while the two-door coupes and convertibles are 202.5 and the GTO is 202.9. All models are 76.7 inches wide and the Wide Track is 61 inches in front and 60 inches in the rear.

Fifteen exterior colors are offered for 1970 ... 11 of which are new ... along with five color choices of Cordova tops and four for convertible tops.

INTERIORS

A new trend in colors and redesigned instrument panels are combined with safety and comfort features inside the Tempest, LeMans, LeMans Sport and GTO.

A new pad assembly and a new wood grain trim plate give the instrument panel a new look. Instruments and controls are deeply recessed and are surrounded by soft vinyl padding.

The standard head restraints have a new slide catch designed to make adjustments with one hand easier.

Those who order two-door models with the optional electric door locks also will have electric seat back locks which automatically unlock the front seat backs when the doors are opened and lock them when the doors are closed. The lever or push button still is present for manual unlocking.

All models have a slide action windshield wiper switch designed for easier operation.

The new trend in interior colors is toward leather tones with considerable use of saddle, sandalwood, and dark brown. LeMans Sport and GTOs will feature new knit and expanded Morrokide trims on bucket and notch-back bench seats.

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