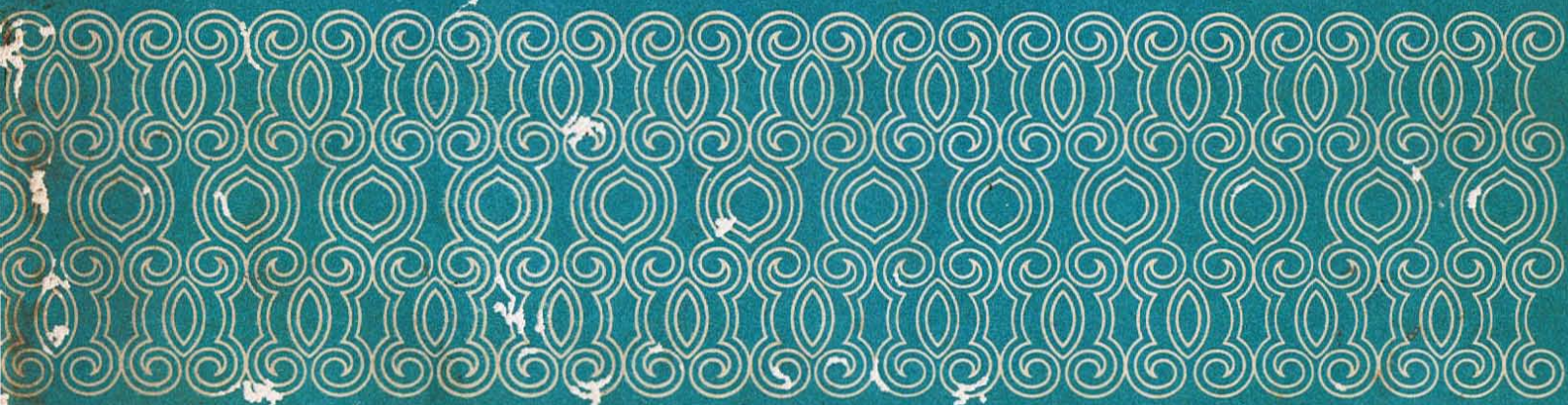


Important Operating, Safety and Maintenance Instructions

'70



PONTIAC
Owner's Manual

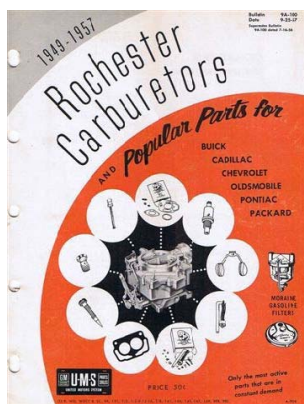


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This is the General Motors mark of excellence that appears on all Pontiac motor vehicles.

We use it in the same spirit with which craftsmen, through the centuries, have used a personal mark to identify the products of their skills: We are proud of the things we make, and we want our customers to be able to identify them easily and to know that we stand behind them.

Whenever you see this mark of excellence, you can be certain that it represents GM design and engineering . . . and that it has been built with the care and dedication you have come to expect from Pontiac.

Your new 1970 Pontiac meets or exceeds all applicable U.S. Federal Motor Vehicle Safety Standards. Effectiveness of these safety features can best be continued through regular vehicle inspection and maintenance.

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ECONOMY KEEP YOUR GM CAR ALL GM.
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General Motors Corporation
Pontiac, Michigan 48053

IMPORTANT INFORMATION FOR THE PONTIAC OWNER

This manual has been prepared to acquaint you with the operation and maintenance of your 1970 Pontiac. We urge you to read it carefully and follow the recommendations contained to help assure the most enjoyable and trouble-free operation of your vehicle. Listed below are subjects that deserve your special attention.

AIR POLLUTION CONTROL—A special colored supplement describes the operation and maintenance of the air pollution control systems on your car.

See 2nd Insert

ALPHABETICAL INDEX—A complete index will be found in the back of the manual to assist you in locating specific information on your vehicle.

See Page 83

CHANGE OF ADDRESS OR VEHICLE OWNERSHIP—U.S. Federal Law requires the manufacturer to contact vehicle owners of record in the event a product safety defect is discovered. Your Pontiac Dealer should be notified if you change your address or purchase this car used.

See Your Dealer

DEALER ASSISTANCE—Your Pontiac Dealer knows your vehicle best and is interested in your complete satisfaction. Return to him for Guardian Maintenance Service and any other assistance you may require. To assist dealers in handling your needs, Pontiac Motor Division maintains zone offices at the locations listed on page 78. Should you have any questions which your dealer is unable to answer, the zone office nearest you, or the Owner Relations Department at the Pontiac Division address shown on the inside front cover, will be pleased to assist you.

See Your Dealer

MAINTAINING SAFETY AND DEPENDABILITY—A special colored supplement contains recommendations to help you maintain the safety and dependability originally built into your Pontiac.

See 1st Insert

PROTECTING YOUR INVESTMENT—Only you can assure that the investment in your Pontiac is adequately protected. Regular and proper service as outlined in the manual will help you get the utmost in satisfaction and extended service from your car.

See Page 56

WARRANTY—When purchased new, your Pontiac is covered by the Pontiac New Vehicle Warranty and the Policy on Pontiac Owner Service. Complete details will be found in the Pontiac New Vehicle Warranty and Owner Protection Plan folder which was given to you by your Pontiac Dealer at the time of new car delivery.

See Your Warranty Folder

Safety on the Road depends on...

1. *You, the Driver*
2. *The Condition of Your Vehicle*
3. *Traffic and Highway Conditions*

... BE SURE YOU UNDERSTAND ALL THREE !

REMEMBER Proper operation, periodic maintenance and safety inspections help provide

- *Economical Operation of Your Vehicle*
- *Safety for You and Your Passengers*
- *Dependable Transportation*

**OBSERVE ALL TRAFFIC LAWS—
MAKE SAFE DRIVING A HABIT**

WHEN PARKED—Don't invite theft by leaving your car unlocked or leaving valuable articles in view. Never leave children unattended in the automobiles where they could accidentally release the brake or activate other controls.

IN TRAFFIC—Study and understand surrounding traffic conditions before slowing, passing, turning or lane-changing, so you won't run into the unexpected. Maintain proper spacing, and check rearward conditions too.

When the light turns green, make sure cross-wise traffic has stopped before starting up.

Anticipate your next move and signal your intention at a reasonable time to the drivers around you.

DRIVING AT NIGHT—Remember to remove sun glasses at dusk and at other times when the lighting is poor. Be especially alert for pedestrians and unlighted vehicles at dusk and after dark.

Use "low beam" when approaching or following other cars, and look slightly to the right of oncoming lights.

Even properly aimed headlamps may cause annoying glare if the car is heavily loaded in the trunk. Distribute the load in your car as evenly as possible to avoid blinding other drivers.

Turn on your headlamps at early dusk, and during bad weather, to help other drivers see your car.

INCLEMENT WEATHER—Proceed cautiously in inclement weather, until you are sure it is safe to drive faster. Be prepared for sudden crosswinds when crossing bridges or viaducts.

Remember that some wet pavement is as treacherous as ice, and bridges and viaducts can be slipperier.

BAD ROADS—Remember, dust obscures vehicles and ob-

stacles as completely as fog; drive cautiously in dust-clouded areas.

Avoid striking sharp rocks and pot-holes to avoid unnecessary (and often hidden) tire damage.

Remember to clean off headlamps, tail lamps and side markers after driving on wet, dusty, or muddy roads.

WINTER DRIVING—Drive extra cautiously when winter comes, until you adjust to winter driving conditions.

Remember side streets may be slippery for days after main streets have been cleared, and drive accordingly.

In heavy snow or on icy roads, drive more cautiously, allow more room to stop, and use the brakes conservatively, and reduce the possibility of skids by using chains or special tires.

STUCK IN SNOW, SAND, MUD—If your vehicle becomes stuck in sand, snow or mud, you may be able to free it by gently rocking the vehicle back and forth by moving the selector lever from "D" to "R" in a repeat pattern while simultaneously applying moderate pressure to the accelerator. *Do not* race engine as this will possibly damage the transmission and/or cause the rear wheels to spin thus reducing the effective friction between the wheels and the ground. Sand, rock salt, Liquid Tire Chain, or a piece of carpeting under the rear wheels can help if you do get bogged down.

Remember that wet ice—at about 32°F—is extremely slippery; drive very cautiously.

EXTENDED TRIPS—Before and regularly during the trip, check tire pressure, windshield washer and other fluid levels, and have necessary maintenance performed on a regular basis.

When driving along unfamiliar routes, it is safer to drive during daylight hours, and it is wise to obtain up-to-date maps and route information beforehand.

Remember that a high percentage of rural accidents involve head-on collisions and drive accordingly.

Budget your driving over the length of your trip. Share the driving or take rest breaks.

When driving alone for a long period, counteract monotony by changing radio stations, changing heater settings, opening windows, etc. If fatigue sets in, pull off the road for a short nap, or at least a rest.

ALWAYS—Be prepared for stopped or slow moving vehicles ahead.

Maintain an adequate distance between your car and the car ahead, to reduce the chances of rear-end collisions.

If you smell, or otherwise suspect that exhaust fumes are entering the passenger compartment, drive only with all windows and vents fully open, and then only until the cause can be determined and corrected.



The First Few Hundred Miles of Driving

We recommend the following:

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

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

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

Avoid severe high speed stops during this 600 mile interval to permit proper brunishing of brake linings and ensure conformity to drums.

The crankcase of your new Pontiac was filled at the factory with a high quality MS engine oil meeting General Motors standard GM-6041M. During this period, oil consumption will be slightly higher than normal until the piston rings are fully seated.

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

KEYS to a New Experience in Driving

KEYS—Two separate keys are provided for your car. Each key has a different cross section so that it can be inserted only in certain locks. The key with the square head and the letter "J" stamped on it operates the ignition switch, door locks (and station wagon tailgate). The key with the oval head and the letter "K" is used for the luggage compartment and glove box locks, as well as the center console lock on cars so equipped. These compartments should be locked and the key removed from the car should it be necessary to leave the ignition key with an attendant.

The code number of each key is stamped on the "knock-out" plug in the key head. Your Pontiac dealer removed the key plugs and placed them with the spare set of keys in the special key envelope that was given to you at time of delivery. Record the numbers on the key envelope and discard the key plugs. Keep the key envelope in a safe place such as



your wallet, NOT IN THE CAR, so that you can have duplicate keys made in the event the original keys are lost.

DOOR LOCKS—Front and rear side doors can be locked from the inside by depressing the passenger guard door lock buttons located on the upper door panel. All doors can be locked from the outside by first depressing the door lock button and depressing the outside door handle plunger while closing the door.

The front doors can also be locked by using the key.

All models have as a standard safety feature overriding door locks. When the doors are locked, both the inside and outside door latch mechanisms are inoperative, thus preventing inadvertent opening of the door by movement of the inside handle.

CAUTION: Always lock the doors when driving for greater security in the event of an accident and for security against unauthorized entry. Do not close the vehicle doors by pushing on the door glass . . . instead, use the handles.

ANTI-THEFT STEERING COLUMN LOCK—The anti - theft lock, located on the right side of the steering column, has five positions. Starting from the full counterclockwise position (the position nearest you) they are, accessory, lock, off, on and start. To provide added theft protection for your car, the

system is designed to prevent normal operation of the steering and shift controls when the ignition switch is in "lock" position. The transmission selector lever must be in "park" on automatic transmission models, or reverse on manual transmission models, before the key can be turned to the "lock" position. The "off" position is provided so that the ignition can be turned off without locking the steering column or transmission selector lever. The ignition switch "accessory" position permits operation of electrical accessories when the engine is not running. It can be engaged only by pushing in on the ignition key and turning the key toward you (counterclockwise). The key can be withdrawn only when the switch is in the "lock" position.

NOTE: The Anti-Theft Steering Column Lock is not intended as a substitute for the parking brake. Always set your parking brake when leaving the vehicle unattended, to help assure that the vehicle will not move.

CAUTION: In a parking situation, always let go of the steering wheel, BEFORE turning the ignition key to LOCK position. When parking on a hill with wheels turned in to the curb, be sure the car has come to a complete stop before turning the key to LOCK position. Turning the wheels to left or right after the car stops "winds up" the steering system, which can result in a "spring back" of the steering wheel when the lock is released. As a further precaution, never reach through the steering wheel to operate controls, or for any other reason.

When leaving your car unattended,

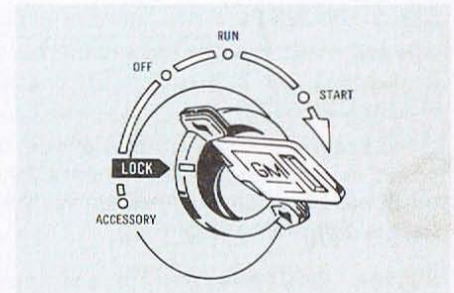
- Set parking brake
- Place automatic transmission selector in Park (Reverse for manual transmission)
- Turn key to LOCK position
- Remove key
- Lock all doors

The ignition key warning buzzer warns you if you have left the key in the anti-theft lock when the driver's door is opened. Heed its warning—remove the key and lock the doors. The visible vehicle identification number on the instrument panel aids in apprehension of thieves and recovery of stolen vehicles. Help it work; make sure it is not obscured by gloves, maps or other objects.

Starting the Engine

CAUTION: When starting the engine with the car parked always have the brake applied—use foot brake on automatic transmission cars and the parking brake on manual transmission cars.

NOTE: To prolong battery life, turn off switches for headlamps, radio, heater fan and other unnecessary electrical loads prior to starting the engine in colder weather. Leave accessories off until the engine is running smoothly.



AUTOMATIC TRANSMISSION START PROCEDURE—

Place transmission selector lever in "P" or "N" ("P" preferred). A starter safety switch incorporated in automatic transmission cars is designed to prevent starter operation while the transmission selector lever is in any drive position. If it is necessary to re-start the engine with the car moving, place the selector lever in "N".

MANUAL TRANSMISSION START PROCEDURE—

Hold clutch pedal to the floor throughout the starting procedure. A starter safety switch incorporated in manual transmission cars is designed to prevent starter operation when the clutch is not fully depressed. Select the proper gear range before releasing the clutch pedal.

COLD ENGINE—Fully depress accelerator pedal and slowly release. With foot off the accelerator pedal crank the engine by turning the key to the Start position and release when engine starts.

If the engine starts, but fails to run, repeat above procedure. When the engine is running smoothly, the idle speed may be reduced by slightly depressing the accelerator pedal and then slowly releasing.

WARM ENGINE—Depress accelerator pedal about halfway and hold while cranking the engine.

WARM UP—Racing the engine or driving at high speeds before the engine is warm is harmful . . . causing unnecessary wear. Oil needs time to warm up and circulate between moving parts. Let the engine idle momentarily after starting and drive at moderate speeds for the first few minutes. This is particularly important in cold weather.

EXTREMELY COLD WEATHER (BELOW 0°F) OR AFTER CAR HAS BEEN STANDING IDLE SEVERAL DAYS—

Fully depress and release accelerator pedal two or three times before cranking the engine. With foot off the accelerator pedal crank the engine by turning the key to the Start position and release when engine starts.

IF ENGINE FAILS TO START—If the engine fails to start using the appropriate procedure above, first, fully depress and release the accelerator pedal several times. Then remove foot from the accelerator and crank the engine.

If the engine still does not start, fully depress the accelerator pedal and hold to the floor while cranking the engine. If the engine has been flooded with gasoline it may start to run but not have enough power to keep running. In that case, continue cranking with the accelerator fully depressed until the engine clears itself of excess gasoline and runs smoothly.

PASSING SPEED—On models equipped with automatic transmission, for added acceleration at speeds below 35 mph (with transmission selector lever in drive (D) position), a partial application of the accelerator pedal will downshift the transmission. At speeds between approximately 35 and 75 mph., depress the accelerator pedal to the floor to downshift to a lower range.

GOOD DRIVING PRACTICE: On cars equipped with manual transmissions, use second gear at slow speeds (less than 30 m.p.h.) when driving in stop-and-go traffic, for improved vehicle performance during acceleration, and when descending steep hills.

Transmissions

ROCKING CAR (AUTOMATIC TRANSMISSIONS)—If it becomes necessary to rock the car to free it from sand, mud or snow, move the selector lever from "D" to "R" in a repeat pattern while simultaneously applying moderate pressure to the accelerator. Do not race engine. Avoid spinning wheels when trying to free the car.

CAUTION: Care should be taken to avoid sudden accelerations when both drive wheels of any vehicle are on a slippery surface. This could cause both drive wheels to spin, especially when car is equipped with a Safe-T-Track differential, and allow the vehicle to slide sideways on the curved surface of a road or in a turn.

TOWING, GENERAL

CAUTION: Attachment should NOT be made to bumpers or bumper brackets for towing. When vehicle is towed in a manner that requires hoisting one end off the ground, this it to be done only with a sling-type attachment hooked to main structural members of the car.

Always use safety back-up chains crossed under the tow bar in a manner that will retain the vehicle if the primary attachment fails or breaks free, preferably attached to dif-

ferent structural members than those used for the primary attachment.

When towing vehicles on the front wheels, the steering wheel should be secured to maintain a straight ahead position.

NOTE: Do not use the locking feature of the Anti-Theft Lock to secure the front wheels for towing purposes.

TOWING (WITHOUT IGNITION KEY)—Since the Anti-Theft Steering Column Lock locks the steering and shift controls as well as the ignition system, special provisions are necessary for towing a vehicle when the switch is in "lock" position. Normally it will be necessary to place a dolly under the rear wheels and tow the vehicle with the front end raised. Detailed towing information is available at your dealer and has been provided to tow truck operators responsible for movement of disabled or locked vehicles. Proper lifting and towing equipment is necessary to prevent damage to the vehicle during the towing operation.

TOWING (WITH IGNITION KEY AVAILABLE)—Normally your Pontiac may be towed with all four wheels on the ground for distances up to 50 miles at speeds of less than 35 mph. However, the drive wheels (rear wheels) must be raised off the ground or the drive shaft disconnected when the transmission is not operating properly or when a speed of 35 mph or distance of 50 miles will be exceeded.

CAUTION: For towing, the parking brake should be released, the transmission should be in neutral and the engine ignition should be "off", but the Anti-Theft Steering Column Lock should not be in the "lock" position.

EMERGENCY STARTING—If your Pontiac is equipped with a manual 3-speed transmission, it can be started in an emergency by pushing. When being pushed to start the engine, turn ignition to "ON", depress the clutch and place the shift lever in second gear. Release the clutch when

the car speed reaches approx. 15 miles per hour. Bumpers and other parts contacted by the pushing vehicle should be protected from damage during pushing. Never tow the car to start.

Engines in vehicles with automatic transmissions cannot be started by pushing the car. To start the car when the Energizer is discharged, use a single auxiliary battery or Energizer of the same voltage as the discharged battery, with suitable jumper cables.

Warning

BATTERY - GAS WARNING: Since normal battery or Energizer chemical action generates hydrogen gas which is explosive when mixed with air, never expose the battery to an open flame or electric spark. Also, avoid getting battery fluid, which is a sulfuric acid solution, on skin, on clothing or other fabrics, or on painted surfaces. Eye protection should be worn while working on the battery for any reason.

Hydrogen gas may be released by a battery and is generally present when the battery has been, or is charging. If the booster battery is part of another vehicle's electrical system, the booster battery should be treated carefully when using jumper cables—follow exactly the procedure outlined below, being careful not to cause sparks which could ignite any hydrogen which might be present when attaching jumper cable clips to the two batteries.

When attaching jumper cables:

First, attach one end of one jumper cable to the positive terminal

of the booster battery (identified by a "+" or "P" on the battery case, post, or clamp) and the other end of the same cable to the positive terminal of the discharged battery.

Second, attach one end of the remaining cable to the negative terminal ("—" or "N") of the booster battery, and finally to the negative terminal of the discharged battery—taking care that none of the jumper clips contact each other.

Reverse this sequence exactly when removing the jumper cables.

CAUTION: Any procedure other than the above could result in personal injury caused by electrolyte squirting out the battery vents, damage or injury due to battery explosion, and/or damage to the charging system of the booster vehicle's or immobilized vehicle's charging system.

CAUTION: Do not attempt to jump start a frozen battery. If a frozen battery is suspected, open and examine all fill vents on the battery. If ice can be seen, or the electrolyte fluid cannot be seen, do not attempt to start with jumper cables.

OPERATING THE TRANSMISSION

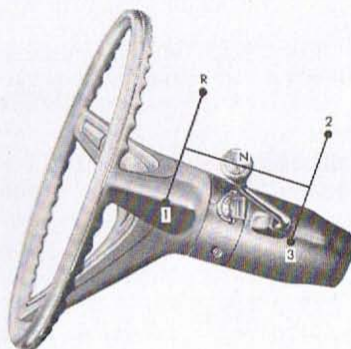
Three-Speed Manual

The three-speed manual transmission with column mounted shift lever is standard equipment on all models. It incorporates three forward speeds and reverse. The shift pattern for the manual transmission is the familiar "H" pattern as illustrated.

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

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

For smooth, efficient transmission operation, the following detailed shift procedures are recommended.



FIRST GEAR (LOW)—Depress the clutch pedal, shift into first (1), and smoothly release the clutch pedal while simultaneously pressing on the accelerator pedal. First gear should always be used to start the car moving. All vehicles have fully synchronized first gears and may be shifted into first with the car in motion below 20 mph. In the event the car is completely stopped and if it is difficult to shift into first, release the clutch momentarily with transmission in Neutral, and then shift into first.

SECOND GEAR—As the car gains speed, depress the clutch pedal, release the accelerator and move the gearshift lever into second gear (2). Release the clutch pedal and depress the accelerator pedal as above. Avoid starting from a stop in second gear as this practice may cause clutch slippage, thereby reducing clutch life.

NOTE: Use second gear at slow speeds (less than 30 mph) when driving in stop and go traffic, for improved performance during acceleration and when descending steep hills.

THIRD GEAR (HIGH)—As the car continues to gain more speed, shift into third gear (3) in the same manner described above. Slowly release the clutch pedal and depress the accelerator. Third gear is the cruising gear for all normal driving. NEVER use third gear to accelerate from a stop.

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

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

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

Operating Cautions

- 1 Do not "speed shift", allow time between shifts for the transmission synchronizers to coordinate.
- 2 Do not use second or third gear to accelerate from a stop.
- 3 Always place gear selector in neutral and set the foot brake when starting the engine.
- 4 Never leave vehicle unattended with the engine running.
- 5 Always set parking brake firmly before leaving the vehicle.
- 6 Do not coast in Neutral.

- 7 Never "ride" the clutch pedal as this will cause excessive slippage with resultant wear on the clutch parts.

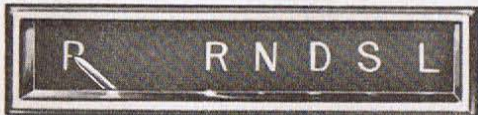
CAUTION: When parking or leaving the car unattended, even for a few minutes, place the transmission in reverse, remove the ignition key, and fully apply the parking brake.

CLUTCH PEDAL ADJUSTMENT—The pedal should be adjusted at normal service maintenance intervals so that it has some free travel before the clutch actually begins to disengage. The pressure of one finger should be enough to push the pedal in about 3/4" to 1" before the resistance of the clutch springs is felt. If there is little or no pedal lash, the clutch may be slipping, which will cause it to wear out faster. If there is too much pedal lash, the clutch may not disengage completely, causing gear shifting trouble. When pedal lash is less than 1/2" or more than 1 3/4", an adjustment should be made by your Pontiac dealer.

Automatic Transmissions

Automatic transmission shift quadrants of all G.M. cars continue the uniform sequence of selector positions. This particularly benefits multicar families and those who occasionally drive other cars. Shift indicators are arranged with Park

position at one end, followed in sequence by Reverse, Neutral and the forward driving ranges. All automatic transmissions are equipped with a starter interlock system designed to permit starting the engine only when the transmission selector is in Park or Neutral position. For additional engine braking effect, as sometimes needed in mountainous driving, place the transmission in Super or Low range.

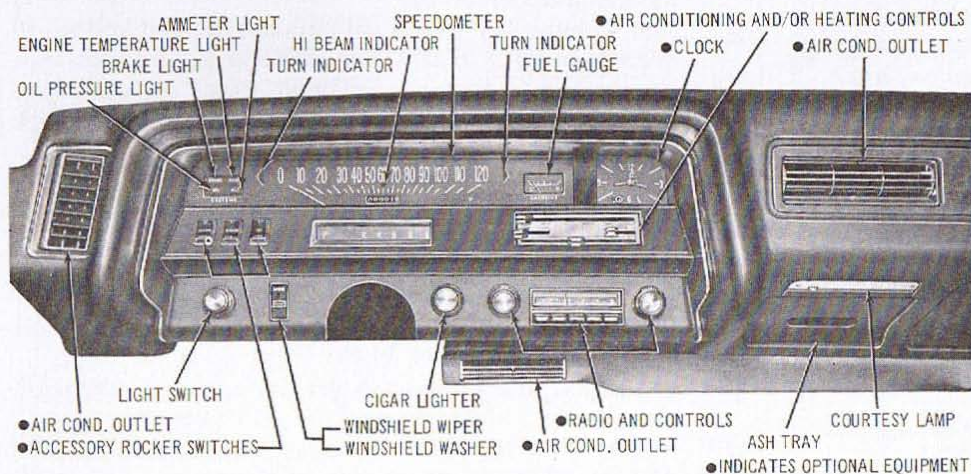


- P** Park—For starting engine and/or holding the car in locked position.
- R** Reverse—For backing the car.
- N** Neutral—An alternate position for starting engine.
- D** Drive—For all normal forward driving.
- S** Super—(Turbo Hydra-Matic models only). For engine braking when descending moderate grades.
- L** Low—For engine braking when descending steep grades when road signs require use of “low gear”, or for use in sand, mud or snow.
Do not exceed 40 mph in Low gear.

Operating Cautions

- 1** When parking or leaving the car unattended, even for a few moments, place selector lever in Park position, and remove the ignition key.
- 2** Accelerating the engine with brakes applied and transmission in R, D, S or L can damage the transmission.
- 3** Use brakes to hold car on uphill grade for prolonged periods instead of speeding up engine with transmission in gear.
- 4** Use caution when shifting into Low or Super on slippery surfaces, with vehicle moving—the abrupt braking action could cause the rear wheels to skid.
- 5** Always bring car to complete stop before engaging Park or Reverse. See special instructions for rocking car on page 9.
- 6** Do not coast in Neutral at any time.
- 7** Prolonged idling, while in the Drive range, especially when on fast idle, may damage transmission.
- 8** Never work under the hood with the engine running and the transmission in any position other than Park.
- 9** Before descending a steep or long grade, down a mountain or hillside, reduce speed and shift into a lower gear. Use the brakes sparingly to prevent them from overheating and thus reducing brake effectiveness.

INSTRUMENTS AND CONTROLS



GOOD DRIVING PRACTICE: A good driver familiarizes himself with the controls of an automobile **BEFORE** operating it.

FUEL GAUGE—The fuel gauge, in operation only when the ignition switch is on, indicates the quantity of fuel remaining in the tank. The far left mark on the gauge indicates empty (E), while the far right indicates full (F). When the gauge first registers empty, a reserve of 1 to 2 gallons still remains in the tank. For additional carefree driving, a fuel warning light is available as an optional item.

AMMETER (GAUGE OR LIGHT)—The ammeter indicates battery charge or discharge. If the gauge pointer indicates discharge at road speeds over 25 mph, or the red battery light comes on at any road speed, take your car to an authorized Pontiac dealer for servicing. When the battery is nearly fully charged the gauge will indicate a very low rate of charge. With the ignition switch in the accessory position the light will glow dimly. When first starting engine, the gauge will read full charge for a few seconds before returning to normal.

WATER TEMPERATURE LIGHT—A red light located on the instrument cluster will appear should the engine overheat. If this happens while idling or driving in city traffic, run engine slightly faster by placing in neutral and depressing the accelerator slightly or by driving faster if conditions permit to allow engine to cool better. If this happens while driving fast, decrease speed to cool engine. In either case, proceed to nearest service station to remedy cause. For checking purposes (in insure light is operative), the red light appears while cranking the engine.

TEMPERATURE GAUGE (OPTIONAL)—This gauge indicates the temperature of the coolant which under normal engine operation should be 190° F. or above. If the gauge should indicate hot, over 250°F., take immediate action to ease difficulty and find cause as outlined above under Water Temperature Light.

OIL PRESSURE LIGHT—When the ignition is turned on, the red oil warning light appears until the engine is running. Thereafter, the light should be off unless there is insufficient oil pressure, or engine idle speed is below normal. If the red light should come on at any time while driving (other than momentarily at idle speed or after an emergency or panic stop), stop immediately and investigate the cause of the low oil pressure. This could possibly be caused by low oil level in the crankcase.

OIL PRESSURE GAUGE (OPTIONAL)—Under normal engine operating conditions, the oil pressure should be 20 to 60 psi. Should the pressure, as indicated on the gauge, fall below this range (other than at idle) immediately turn the engine off and investigate the cause. Engine oil pressure should not fall below 4 psi, even at idle.

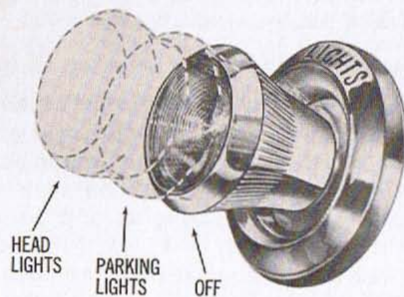
NOTE: Pressures are always higher when the oil is cold.

HEADLIGHT, DOME LIGHT AND INSTRUMENT PANEL LIGHT SWITCH—The headlight switch controls the headlights, parking lights, interior lights and the instrument panel lights. The parking lights are illuminated when the switch is pulled out to its middle position. The headlights and parking lights are illuminated when the switch is in the full out position. Instrument panel, license plate, side markers, and tail lights are on in both positions.

Clockwise and counterclockwise movement of the switch controls the brightness of the instrument panel lights. When turned fully clockwise, the instrument panel lights will go off. To operate the dome light, turn the control switch fully counterclockwise.

A good driver turns on his headlamps at early dusk, and during bad weather to help other drivers see his car from a distance, even though he himself may still be able to see the roadway adequately.

The headlamp circuits are protected by a circuit breaker in the light switch. An overload on the breaker will cause the lamps to "flicker" on and off. If this condition develops, have your headlamp wiring checked immediately.



CAUTION: It is the owner's responsibility to check all lamps, signaling systems and warning lights frequently to be sure they are working properly. Headlamp aim should also be checked periodically. It is important that any malfunctions be corrected promptly for your safety, and for the safety of others.

WINDSHIELD WIPING AND WASHING SYSTEMS—

The windshield wiping system operates at two speeds (with

two positions) and is designed to wipe clear designated areas of the windshield under most inclement weather conditions. The windshield wipers work electrically and are not affected by engine operation. To engage wipers, slide the control switch either to center (low speed) or up (high speed).

NOTE: If your vehicle is equipped with the optional "Artic Wiper Blades", these blades should only be used at temperatures below 40°F.

The windshield washers are activated by depressing the small button located in the center of the wiper switch. Activating the washer system will simultaneously engage the wipers on low speed. After the washer action stops, the wiper control switch must be returned to "off" to shut off the wipers.

NOTE: When engaging the washer system, hold the button in long enough to start wiper travel, then release.

The windshield wipers incorporate an added feature of the washer system, wherein pushing the washer button part of the way in will engage the wipers only, and the windshield will be wiped until the button is released—at which time the

wipers will automatically return to the "park" position. This feature enables the driver to operate the system momentarily (to remove road splash, etc.).

NOTE: If windshield wipers are frozen in place, break them free by using your regular windshield ice scraper to chip the ice and jar the wiper assembly loose.

CAUTION: Have the fluid level in the washer reservoir checked regularly, with special attention to keeping the reservoir filled during periods of heavy use. GM Optikleen should be used as directed to prevent freezing damage and for better cleaning of the windshield under all conditions. Do not use radiator anti-freeze as this will cause paint damage.



VENTILATION—Air conditioned models are equipped with adjustable instrument panel air outlets. Models not having air conditioning are equipped with both upper and lower ventilation systems. Lower ventilation is provided by the use of a knob located at each kick pad. Upper ventilation is also controlled by a knob at the kick pad.

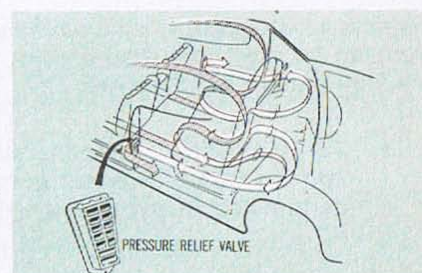
The air flow circulates through the passenger compartment and passes under the rear seat into the trunk, then forward along the body sides to the lock pillar where it escapes through relief valves.

EXHAUST GAS WARNING (CARBON MONOXIDE)—

Avoid inhaling exhaust gases because they contain carbon monoxide, which is a potentially lethal gas that by itself is colorless and odorless.

SITTING IN A PARKED CAR WITH ENGINE RUNNING FOR AN EXTENDED PERIOD IS NOT RECOMMENDED.

Do not run engine in confined areas such as garages any more than needed to move vehicle in or out of area. When



vehicle is stopped in an unconfined area with the engine running for any more than a short period, the following precaution should be observed:

- Adjust heating or cooling system to force outside air into car with blower set at medium or high speed and controls set in any position except "OFF" or "INSIDE".

The trunk lid should be closed while driving to prevent drawing exhaust gases into the car. However, if for some reason the trunk must remain open while moving, the following precautions should be observed:

- Close all windows.
- Adjust heating or cooling system to force outside air into car with blower set at high speed, and controls set in any position except "OFF" or "INSIDE".
- On cars equipped with outside air vents in and/or under instrument panel, open vents fully.

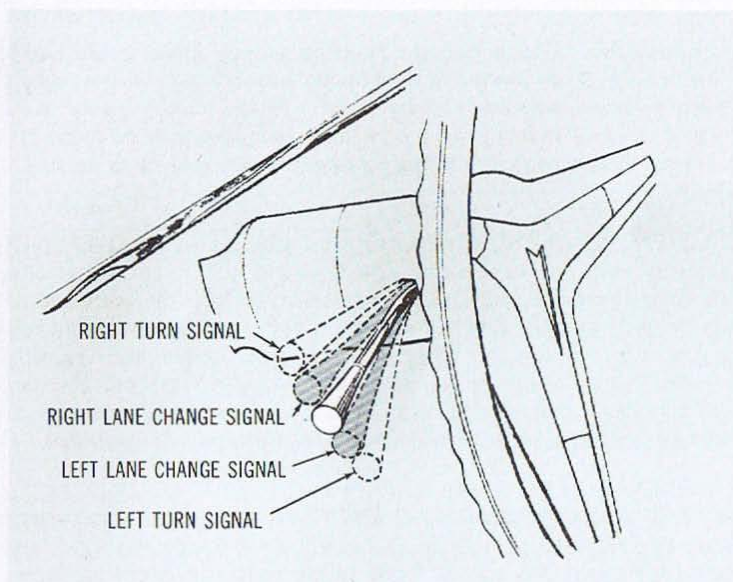
The best protection against carbon monoxide entry into the car body is a properly maintained engine exhaust system.

Whenever a change is noticed in the sound of the exhaust system, when exhaust fumes can be detected inside the vehicle, or when the underside of the vehicle is damaged, have a competent mechanic inspect the complete exhaust system and adjacent body areas for broken, damaged or mispositioned parts, deterioration, open seams or loose connections which could permit exhaust fumes to seep into the trunk or passenger compartment. In addition, inspect the exhaust system each time the vehicle is raised for lubrication or oil change. Replace or adjust as required.

TURN SIGNALS AND LANE CHANGE FEATURE—The turn signal lever is located on the left side of the steering column immediately under the steering wheel.

The lever is moved upward to signal a right turn and downward to signal a left turn. Lamps on the front and rear of the car transmit this signal to other motorists and pedestrians. The ignition switch must be in the "ON" position in order for the turn signals to be operational. This feature prevents battery drain if the lever is left in a signal position when your car is not in use.

In a normal turning situation such as turning a corner, the turn signal is canceled automatically after the turn is com-

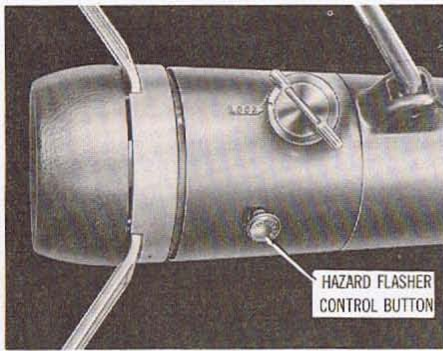


pleted. However, in some driving maneuvers such as changing lanes on an expressway, the steering wheel is not turned back sufficiently after completing the turn to automatically cancel the turn signal. For convenience in such maneuvers

the driver can flash the turn signals by moving the turn signal lever part way (to the first stop) and holding it there. The lever returns to the neutral or canceled position when the driver releases his hold on the lever.

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

FOUR-WAY HAZARD WARNING FLASHER—In the event your car is disabled or you stop for any reason on the highway, the four-way hazard warning flasher system on your vehicle, front and rear signal lamps, should be used to warn other drivers that your vehicle is a traffic hazard. However, you should do everything possible to avoid stopping on the actual highway. The hazard warning system is activated by pushing in on the button located just below the steering wheel on the right side of the steering column. When the system is operating, the turn signal indicators will flash simultaneously. Use this system only when your vehicle is stopped on or near the roadway, or otherwise constitutes a traffic hazard. The hazard warning flasher may be canceled by pulling the button outward.



CAUTION: Use of the hazard warning flasher while the vehicle is moving is prohibited in some states.

NOTE: The hazard warning flasher will operate with the ignition in the "lock" position and the key removed, allowing the car to be locked while help is sought.

CAUTION: If the brake pedal is depressed when the hazard warning flasher is in operation, the lights will not flash but will glow continuously instead.

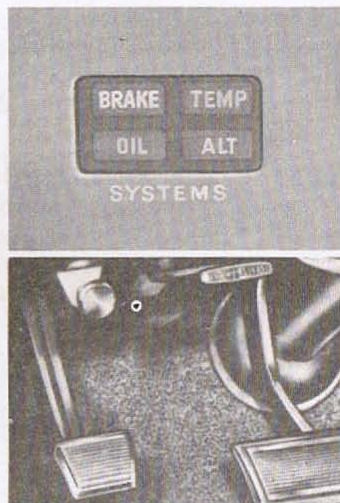
BRAKING SYSTEM—The service brake system is designed for braking performance under a wide range of driving conditions even when the vehicle is loaded to its full rated vehicle load.

CAUTION: Driving through deep water may affect brake performance. Applying the brakes lightly will indicate whether they have been affected. To dry them quickly, lightly apply the brakes while maintaining a slow forward speed with an assured clear distance ahead until brake performance returns to normal.

POWER BRAKES—Cars equipped with power brakes utilize engine vacuum to reduce the braking effort to much less than is required with regular brakes. A built-in vacuum reserve will supply two or more power assisted brake applications after the engine has stopped. After the vacuum reserve has been exhausted, the vehicle can be stopped utilizing the manual portion of the power brake system although considerably more foot pressure will be needed.

BRAKE SYSTEM WARNING LIGHT—The service brake system is designed so that in the event of a hydraulic fluid leak in one half of the system, the other half still provides some braking action.

A brake system warning light is located on the instrument panel. The warning light glows red to indicate to the operator that the parking brake has not been fully released. It also is designed to glow red while braking in the event of broken brake lines, major brake fluid loss, air in the brake lines or a pressure deviation between the front and rear wheel brake lines. If this happens, it may mean that braking effectiveness is impaired. It will be possible to bring the vehicle to a stop, but depending on the severity of the malfunction, greater pedal force and pedal travel may be required and stopping distance may be increased. The cause should be determined and any problem



NOTE: This warning light is not a substitute for visual checking of the fluid level in the master cylinder, which is a normal maintenance item at intervals specified on page 69.

corrected as soon as possible. To make sure the brake warning light is not burned out, set the parking brake and start the engine. If the light does not come on, have your Pontiac dealer correct the trouble as soon as possible.

AUTOMATIC BRAKE ADJUSTERS—All Models are equipped with self-adjusting brakes designed to eliminate periodic brake adjustments. The self-adjusting mechanism is actuated, as needed, whenever the car is moved in reverse and the brakes are applied. It is possible, however for excessive brake pedal travel to develop if the required reverse movement with a brake application does not take place during a prolonged period of stop and go forward driving. Should this occur, the car should be driven backward and forward with the brakes applied firmly at the end of each rearward movement, until the brake pedal travel is back to normal. If this procedure fails to restore normal pedal travel, or if any abnormally rapid increase in pedal travel is experienced, immediate inspection should be made by your Authorized Pontiac Dealer.

CAUTION: Brake pedal travel should not be obstructed by improper floor mats or other interfering material under the pedal.

CAUTION: "Riding the brake" by resting your foot on the brake pedal when not intending to brake can cause abnormally high brake temperatures, excessive lining wear and possible damage to the brakes.

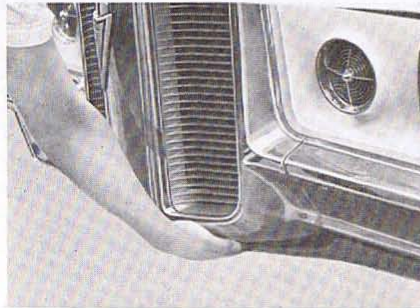
CAUTION: Brake linings should be periodically inspected for wear by a qualified mechanic. The frequency of this inspection depends upon driving conditions in your area, such as traffic or terrain, and also the driving techniques of individual owners. Your Pontiac Dealer is best qualified to advise you as to how often this inspection should be performed. When brakes require relining, use Genuine General Motors Parts and Delco fluid as required.

NOTE: Disc brake linings should be visually inspected for wear each time the wheels and tires are rotated.

PARKING BRAKE—The parking brake operates independently of the regular foot brake hydraulic system. It is applied by fully depressing the foot pedal which is located to the lower left side of the front compartment under the instrument panel. The parking brake is released by pulling the "BRAKE RELEASE" lever located directly over the parking brake foot pedal. Never drive the car with the parking brake engaged.

POWER STEERING—Power steering assist is provided by a hydraulic pump driven by the engine. When the engine is not running or if the power steering pump drive belt breaks, there is no power assist, therefore, much greater steering effort will be required.

DUAL ACTION SAFETY HOOD LATCH—The hood latch release lever is located beneath the center grille nose panel on all models. As an added safety feature, all models are equipped with a safety catch. This safety catch prevents the hood from raising to the full open position in the event the release lever becomes disengaged while the vehicle is in motion.



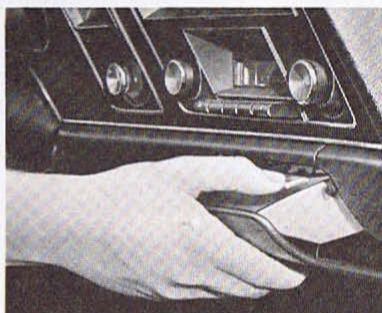
TO OPEN HOOD—

A sharp pull on the release handle will allow the hood to pop-up past the safety catch. Should the hood be retained by the safety catch after the release lever is pulled, press down on hood while pulling on release lever. The hood can now be lifted.

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

ASH TRAY REMOVAL—

The ash tray, within easy reach of front seat passengers, slides open on ball bearings and makes opening and closing effortless. The ash tray also features a positive release tab for quick removal and cleaning.



DIMMER SWITCH—The foot dimmer switch, located to the left of the brake pedal, enables you to raise or lower the headlight beams. The high beam red-indicator light, in the middle of the instrument cluster, is illuminated when the high beams are on.

Good Driving Practice: Always use the "low beam" when approaching or following other cars.

FUSE BLOCK—The fuse block on all models is mounted under the instrument panel to the left of the steering column. For fuse specifications, see page 73.

FUEL FILLER—On all models except station wagon, the gasoline filler cap is located behind the rear license plate. Pull out on the top of the plate to open. The station wagon model fuel filler is located on the left rear quarter panel.

The fuel tank, filler pipe and all tank connections have been carefully designed to reduce fuel leakage. This design reduces fire hazards in collisions.

REARVIEW MIRRORS—Rearview mirrors are not intended for use while backing up, or for surveillance of conditions close to the rear of the car. It is suggested that the driver turn his head and look to the rear during backing operations.

The inside day-night rearview mirror incorporates a triple-jointed mounting so the driver can position the mirror vertically and horizontally to suit his driving needs. It is only necessary to exert enough pressure to overcome the friction load at the three joints in order to adjust the mirror to any position within the physical limits of its travel.

Good Driving Practice: A good driver always scans the area to the rear BEFORE entering the vehicle and backing up, and

makes a habit of using his rearview mirrors while driving, so as to be aware of the rearward aspect of his total driving environment.

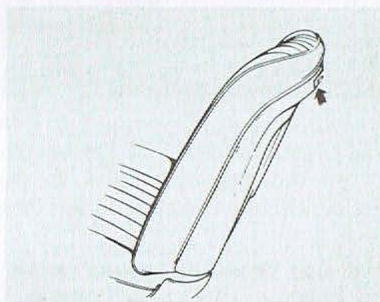
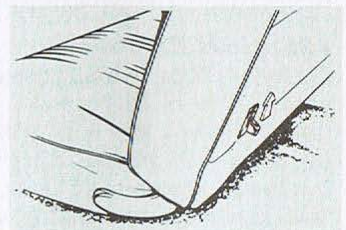
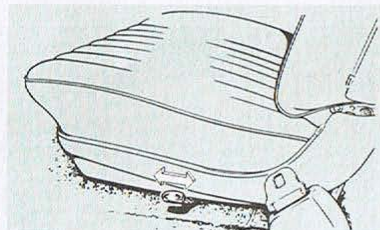
SUN VISOR ADJUSTMENTS—In order to properly position the sun visor in the front upper portion of the windshield, simply grasp the visor by the edge and pull it downward. To position the visor at the side window, remove it from its retainer, rotate it in its socket and position it in the desired location. If visor drops down of its own weight, tighten adjusting screw at pivot and, conversely, if visor is too tight, loosen adjusting screw.

MANUAL SEAT ADJUSTMENT—The front seat, either bench or bucket, may be adjusted to suit an individual's preference. Simply release the seat lock mechanism located at the side of the seat. Once released, exert slight body pressure in the direction desired. Release the lever to lock the seat in the desired position.

FOLDING SEAT BACK LATCHES—For your safety, all folding seats are equipped with locks which keep the seat back securely anchored in place while in the up position. The remote control lock release button used on all Strato bucket seats may be found at the top center of the seat back. All

bench seats with folding backs have a release lever located at the base of the seat back, outboard side.

The locks may be released to fold the seat backs forward for entry or exit. When the seats are returned to their normal positions, the seat backs automatically lock in place.



CAUTION: The filler panel between the rear seat and the rear window should not be used for storage — even of light weight, small articles. They might become dangerous projectiles during a collision or sudden stop; larger items may also reduce vision to the rear.

MAINTAINING SAFETY AND DEPENDABILITY

Listed below are a number of vehicle features that should be periodically checked to help maintain continued safe and dependable vehicle operation. Some will require physical checks, either while parked or driving, while others can be accomplished by simple visual inspections. In certain other instances, you should ask your dealer or service station to check the items when your vehicle is in for regular maintenance. Because weather and atmospheric conditions, varying road surfaces, individual driving habits and vehicle usage have a considerable effect on the need for replacing or adjusting these items, a single uniform service interval recommendation for all drivers is not always practical for every item.

TIRES — Tires will wear under normal use and require replacement periodically throughout the life of the vehicle. Original equipment tires incorporate built-in tread wear indicators to assist in determining when your tires have been worn to the extent that replacement is needed (described on page 65). Whenever your car is on the hoist for service, have your serviceman take a good look at your tires, checking them for excessive wear, cuts, nails, etc. Check too that all wheel nuts are tight, and that each wheel is running true (no wobble, as would occur with bent wheels).

Improper inflation, rapid acceleration, quick stops, fast cornering, high speeds and heavy loading adversely affect tire life and can cause uneven wear. Tires should be rotated every 6,000 miles for more uniform wear and maximum life. Check inflation pressure at least monthly.

WHEEL ALIGNMENT AND BALANCING — Wheel alignment and balancing contribute greatly to longer tire life and better vehicle handling.

The need for wheel alignment service will generally be indicated by abnormal tire wear, and in some cases, by a noticeable pull to the right or left when driving on a straight level road. The need for wheel balancing may be indicated by a vibration at 60 mph or higher. Take your vehicle to your dealer or a qualified wheel alignment shop whenever the need for wheel alignment or balance is indicated or suspected.

BRAKES — Brake lining wear will vary depending upon driving conditions and driving habits of each individual driver. Brake linings, as well as the other internal brake components at each wheel (such as drums or rotors, wheel cylinders, etc.) should be checked by a competent service technician at least every 12,000 miles or more often if driving conditions and habits result in frequent brake application. Parking brake adjustment should be checked whenever brake linings are checked, and front wheel bearings should be lubricated whenever brake drums or rotors are removed.

Owners should periodically check parking brake function by parking on a steep hill, restraining the vehicle with the parking brake only. Following this, check the "Park" mechanism of automatic transmissions by releasing all brakes with the transmission selector lever in "P" position. If either mechanism does not hold, have needed adjustments or repairs made by a competent service technician.

The brake fluid in the master cylinder should be checked at every oil change. Any significant loss generally means that a malfunction is developing in the system. On cars with disc brakes, a low fluid level in the front brake reservoir could be an indicator that brakes need relining. If loss is noted, the cause should be determined and corrective action taken immediately. Any noticeable increase in brake pedal travel should also be brought to the attention of your serviceman, since this could also indicate brake fluid loss, improper brake adjustment or other brake malfunctions. Check your (dual purpose) brake warning light when you start your car, as set forth on page 20. See page 21 for detailed information on the function of automatic brake adjusters and how to use them.

BRAKE LINES AND BRAKE HOSES — Brake lines and brake hoses should also be periodically checked for proper attachment, leaks, cracks, chafing, deterioration, etc. Ask your serviceman to check brake lines and hoses when your car is on the hoist for oil change or lubrication service. Any questionable parts noted should be replaced immediately by a qualified service technician.

EXHAUST SYSTEM — Each time the vehicle is raised for lubrication or oil change service, the complete exhaust system and adjacent body areas should be inspected for broken, damaged, or

mispositioned parts, deterioration, open seams or loose connections, which could permit exhaust fumes to seep into the passenger compartment. Exhaust system leaks may sometimes be indicated by excessive under-car noise or the smell of exhaust fumes inside the car. Leaks may also be indicated by "smoke" coming from under the car after starting, particularly on a cold day. Any signs of leaks or other exhaust system deterioration should be discussed with your serviceman and necessary corrections made immediately. Exhaust system pipes and resonators rearward of the mufflers should be replaced whenever a new muffler is installed.

LIGHTS — As with any household light bulbs, the light bulbs in your car will eventually burn out and require replacement. License plate lights, side marker lights, headlamps, parking lamps, tail lamps, brake lights, turn signals and hazard warning flashers should be checked periodically. Have your serviceman check them during regular maintenance visit or have a member of your family observe light operation while you activate the brake pedal and switches involved. Have any malfunctions corrected for your benefit and for the benefit of other drivers too.

Headlamp aim should also be checked periodically. Frequent signaling by oncoming motorists when you are using your low beams is a good indication that headlamps are aimed too high. Likewise, poor visibility when driving on a dark road may indicate improper aim. Have your dealer or a qualified service station check headlamp aim at least once a year and be sure to have replacement units aimed properly at time of installation or following a front-end collision.

STEERING — On cars equipped with power steering, the power assist is provided by a hydraulic pump driven by the engine. When

the engine is not running, or if the power steering pump drive belt should break, there is no power assist; therefore, much greater steering effort will be required. A loud squealing noise when making a full right or left turn is usually an indication of improper belt tension. The pump belt, as well as the other engine drive belts, should be checked periodically and adjusted or replaced as necessary.

Power steering lines and hoses should be checked for leaks, deterioration and chafing at every oil change. The power steering pump fluid level should also be checked at the same interval. In addition, your serviceman should be asked to visually check the condition of all steering linkage whenever your vehicle is raised for lubrication or oil change service. This should include an inspection of the pitman shaft, tie rod, idler arm, and steering arm attachments. Needed adjustments or replacements should be made promptly.

OTHER FEATURES — Many features provided for safety of vehicle operation could become ineffective because of wear, misalignment or misadjustment occurring during normal use or as a result of misuse or abuse. Periodically, the driver should check performance of these features, as listed below, to determine that they are performing properly, or if repairs or adjustments are needed.

ANTI-THEFT LOCK — Check that it will lock in only the PARK position (REVERSE on manual transmission cars) by attempting to turn key to LOCK in some other transmission selector position, with car stationary.

SEAT BELTS — Lap belts and shoulder belts, as well as buckles, retractors and anchors, should be checked for loose connections, damage, and proper latching action. Any questionable parts should be replaced.

WINDSHIELD WIPERS AND WASHERS — Continued good windshield wiper and washer performance is important to good driver vision. Drivers should check performance of both systems, particularly in regard to the condition and alignment of wiper blades, and the amount and direction of fluid sprayed by the washers. Blades should be replaced and wipers and/or washers should be serviced whenever vision is impaired.

DEFROSTERS — Defroster performance could be adversely affected by malfunctions in the heater/defroster wiring or air distribution systems, which develop during vehicle use. Drivers should check defroster performance by turning controls to "de-ice" and noting whether a good supply of air is directed against the windshield. Cause of weak or mis-directed air flows should be determined and corrected by your Pontiac dealer.

STARTER SAFETY SWITCH — Check automatic transmission cars by placing the transmission in each of the driving gears and attempting to start the engine. The starter should operate only in Park ("P") or Neutral ("N").

CAUTION: Be sure to have a clear distance ahead and behind the car, set the parking brake and firmly apply the foot brake. Do not depress accelerator pedal. Be prepared to turn off ignition switch immediately if engine should start.

To check a manual transmission car, depress the clutch halfway, place the transmission in neutral, and attempt to start. The starter should operate only when clutch is fully depressed.

TRANSMISSION SHIFT INDICATOR — Check the automatic transmission selector lever indicator each time you drive the car, to be sure it accurately indicates the shift position you select.

HORN — Blow the horn occasionally to assure that it works.

SEAT BACK LATCHES — Check that seat back latches are holding firmly, by giving an emphatic yank at the seatback top, when latches are latched.

REARVIEW MIRRORS AND SUN VISORS — Check that friction joints are properly adjusted so mirrors and/or sun visors stay in the desired position. It may be necessary to have the friction joints adjusted for best performance.

DOOR LATCHES — If for some reason doors do not close, latch or lock properly, your dealer should be consulted without delay for evaluation and correction of the problem.

HOOD LATCHES — Check to make sure the hood closes easily but firmly, by lifting on the hood after closing. Check also for broken or damaged or missing parts which might prevent secure latching of the hood, especially after any front-end collision.

When closing hood, place hand on top center of hood behind edge (to avoid injury to hand) and push down very firmly to assure proper alignment of hood to bumper assembly.

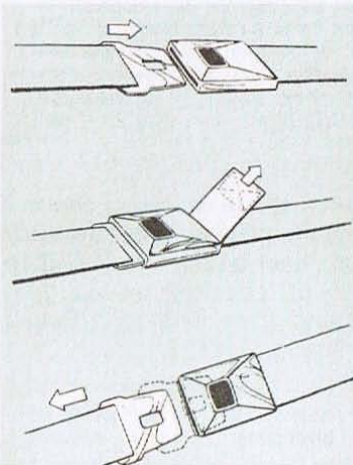
FLUID LEAKS — Inspect your vehicle periodically for fuel, water or oil leaks; and have repaired as needed. A good way to check is to observe the ground beneath the vehicle after it has been parked for a while.

For your convenience, all of the checks discussed in this section that would normally be made by the car owner are listed in the "Owner Safety Checks" chart on page 77. The other services discussed that would normally be performed by your dealer or service station are included in the "Maintenance Schedule" on page 69. Perform the checks and services as indicated to help maintain the safety and dependability originally built into your Pontiac. Whenever malfunctions are discovered, they should be corrected as soon as possible by a competent mechanic.

For maximum performance and economy, keep your GM car all GM. Specify General Motors Parts identified by one of these trademarks:



Occupant Restraint Belts



Lap and shoulder belts provide added security and comfort for you and your passengers. Proper use and care of these belts will assure continuance of this security.

LAP BELTS—After the front seat has been adjusted to the satisfaction of the driver, grasp the buckle end and the flat metal “eye” end of your individual belt assembly and position

the belt across the lap as **LOW ON THE HIPS AS POSSIBLE**. Insert the metal eye into the open end of the buckle until an audible snap is heard. Make sure the connection is secure and adjust the belt to a **SNUG FIT** by pulling on the end of the belt extending from the buckle. The snug and low positions are essential in order that the force exerted by the lap belt in a collision may be spread over the strong hip bone structure and not across the soft abdominal area. For retractor equipped belts, pull retractor half of the belt to a solid stop to make sure that the belt webbing is completely unwound from the retractor drum, then connect the belt and make the necessary adjustments at the buckle for proper fit. To lengthen a lap belt, place the buckle at right angles to the belt webbing. The belt will then slide easily through the buckle. To release the lap belt, simply depress the push button located in the center of the buckle.

Automatic-locking lap belt retractors are provided for the added convenience of the driver and outboard front seat passenger on all models (as an extra cost option). The automatic-locking retractors adjust and lock the lap belts into position automatically to provide a snug and comfortable fit. To fasten a lap belt equipped with an automatic-locking retractor, pull the webbing across the lap far enough to permit inserting the flat metal “eye” end into the buckle. If the webbing is not initially pulled out far enough to permit buck-

ling, release the webbing, thus allowing it to rewind in the retractor and release the locking mechanism, so the webbing can be pulled out to the proper length. Once the buckle is fastened, pull the belt firmly across the lap in the direction of the retractor to obtain a snug fit. The retractor will automatically take up the excess webbing.

CAUTION: The buckle and flat metal "eye" of the lap belt used with automatic locking retractors are smaller than those used with other systems. Care should be taken to avoid inserting the small metal "eye" in the larger buckle of either the shoulder belt or the center lap belt because it will not latch properly.

CAUTION: Never use the same belt for more than one person at a time. Be sure to avoid: (a) wearing a lap belt loosely or with slack in the system; (b) wearing the belt with the webbing not fully extracted from a non-locking retractor; and (c) wearing the belt in a twisted condition or pinched between the seat structural (metallic) members.

SHOULDER BELTS—When properly worn with a lap belt, a shoulder belt can provide additional protection against impact with the car interior by restraining forward motion of the upper torso in a collision. This is primarily true in case of frontal impacts, which are the most frequent type of accident.

CAUTION: Wearing a shoulder belt without a lap belt can be extremely hazardous to the wearer in case of an accident. In addition, the use of a shoulder belt is not recommended for a person less than 4 feet 7 inches in height because the belt would cross over the body too near the neck and thereby substantially increase the danger of neck injury in a collision. Also to avoid improper force distribution, the shoulder belt should not be worn under the arm.

Shoulder belts are fastened and released in the same manner as lap belts. A shoulder belt should not be uncomfortably tight. A fist's width between your chest and the belt should provide sufficient slack. This can be checked by inserting a clenched fist between the belt and your chest with thumb against chest and back of hand facing upward.

CAUTION: The driver's shoulder belt should be adjusted so the driver can reach essential operating controls without undue restraint.

When not in use, shoulder belts should be secured in the special storage convenience provision. This is to reduce the danger of the metal end striking an occupant in a sudden stop. When storage provisions are not provided, the loose end mounted on the upper structure should be fastened to the floor-mounted end, and adjusted to remove excess slack.

Passengers in the rear seat of a convertible must remove their (optional) shoulder belts BEFORE the top is lowered.

The shoulder belt will require adjustment after the top has been either lowered or raised.

SEAT BELT INSPECTION AND CARE—Keep the belts clean and dry. Clean with a mild soap solution and lukewarm water. Keep sharp edges and damaging objects away from belts. Periodically inspect belts, buckles, retractors, and anchors for damage that could lessen the effectiveness of the restraint system, and have questionable parts replaced. Seat belts should be replaced if cut, weakened, frayed, or subjected to collision loads. During seat belt inspection, check that anchor mounting bolts are tight to the floor. Do not bleach or dye belts since this may cause severe loss of strength.

HEAD RESTRAINTS—The head restraint may be raised by simply pulling up until the spring latch engages the detent notch in the UP position. DO NOT use the head restraint above the UP detent position. To lower the head restraint, depress the latch at the base of the supporting rod at the same time the restraint is pushed downward. Select the UP or DOWN position for the head restraint according to your seated height. The position that places the top of the head

restraint at the same height as, or above the center of your head will normally prove best suited to your needs. Do not operate the vehicle with the head restraint removed. The head restraint is also designed to protect rear seat passengers by shielding the head restraint latch and bracket on the front seat back rest, which may be in the head impact area of some adult rear seat occupants. Check the head restraints periodically; if any components are missing or if the restraints do not appear to be functioning properly, they should be inspected by your Pontiac dealer and any necessary corrections made.

CHILD RESTRAINTS—Children in automobiles should be restrained to lessen the risk of injury in accidents, sudden stops or other driving conditions. General Motors has designed an "INFANT SAFETY CARRIER" specifically for infants and a "CHILD SAFETY SEAT" specifically for small children, which are available from your Pontiac dealer. The Carrier and Child Seat are designed to utilize lap belts in your 1970 Pontiac.

The General Motors Infant Safety Carrier and the Child Safety Seat must be used only in passenger vehicles equipped with lap belts. They may be used on seats which do not fold or folding seats equipped with a latch to hold the seat back upright (Standard on 1967 and later model GM passen-

ger vehicles). Otherwise the Carrier or Child Seat should be used on the rear seat of the passenger vehicle. In using either Carrier or Child Seat, read and comply with all installation and usage instructions shown on the label attached to the device; do not use them in any manner not in accord with the label. Do not place more than one child at a time in the Carrier or Child Seat. All unused seat belts near the Carrier or Child Seat should be stowed properly to prevent them striking the child in the event of a sudden stop or collision.

Shoulder belts should be stowed in any special storage convenience provision provided, lap belts and shoulder belts without storage provisions should have buckles latched and belts adjusted to remove slack.

CAUTION: Neither the Carrier nor Child Seat are recommended for use with folding or hinged seat backs not having self-locking devices. The carrier is designed for use only with infants weighing up to 20 pounds. The Child Seat is designed for use only by children who are able to sit by themselves weighing up to 30 pounds.

CARS NOT EQUIPPED WITH SPECIAL CHILD RESTRAINTS

—If a child is traveling in a vehicle not equipped with a

General Motors Infant Safety Carrier or Child Safety Seat, the following precautions should be taken:

- (1) Children should be placed in the rear seat. Never allow a child to stand or kneel on any seat.
- (2) Infants unable to sit up by themselves should be restrained by placing them in a covered, padded bassinet which is placed crossways in the vehicle (width-wise) on the rear seat. The bassinet should be securely restrained with the regular vehicle seat belts. An alternate method is to position the bassinet so that it rests against the back of the front seat, again crossways in the vehicle.
- (3) When a child is old enough to sit up by himself in a car, he should sit on a firm cushion and use the conventional lap belt to restrain him at the hips. The cushion should be as firm as practical and enable the child to look horizontally out of the car windows.
- (4) The use of the cushion should be discontinued as soon as the child is old enough to see out of the car windows without it.

- (5) Do not use shoulder belts on children shorter than approximately 4 feet 7 inches in height.
- (6) General Motors recommends that children be restrained when riding. However, if conditions require that a child must stand, he should stand on the floor directly behind the front seat. This will minimize the possibility of his being thrown from the rear compartment during a sudden stop. This method should be used only if more complete restraint cannot be used.

PRE-COLLISION POSITIONING—If in addition to wearing seat belts, a person can “pre-position” his body to get ready for a frontal impact, the severity of his impact with the vehicle interior can be reduced by a considerable amount. If a severe accident threatens, the “pre-positioning” technique calls for reducing the space between one’s body and the vehicle interior as much as possible. Practice beforehand in assuming the proper position may make its employment automatic in an accident situation.

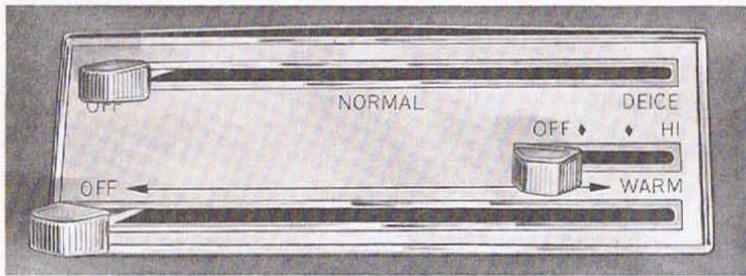
A driver wearing both lap and shoulder belt should lean

forward into the restraint system, grip the upper rim of the steering wheel with both hands, and rest the arms on the steering wheel rim with elbows out. Control of the vehicle can be maintained until the last possible moment; then bend the head forward. If the shoulder belt is not worn, the driver should at the last moment rest his forehead on the backs of his hands.

A front seat passenger wearing both shoulder and lap belt should lean into the shoulder belt, place hands and forearms on top of the instrument panel with elbows out to the side and the head bent far forward. Front seat passengers wearing lap belts only should lean as far forward as possible, place their forearms on top of the instrument panel, and cradle their head on their arms. Lap-belted rear seat occupants should lean far forward, and rest head on arms on the top of the front seat back rest. Children or short adults in front or back seats who cannot contact instrument panel or seat back with their head when swinging forward should lean far forward with head down, and wrap their arms beneath and around their upper legs.

While these positions cannot protect the occupants against all types of injury in all types of accidents, they can be expected to reduce injury severity in the majority of cases.

Heater Operation



The heater provides excellent cold weather heating and defrosting. The windshield defrosting and defogging system assists in providing good visibility through designated areas of the windshield under most inclement weather conditions.

AIR CONTROL LEVER—The air control lever (Off-Normal-De Ice) regulates the air flow from the heater and defroster outlets. When the lever is in the OFF position, the air flow is cut off. When the lever is in the NORMAL position, air is directed out the heater duct with a small amount to the windshield. By moving the lever to the extreme DE ICE position, maximum air flow is directed towards the windshield for de-icing purposes.

TEMPERATURE CONTROL LEVER—The temperature control lever (Off—Warm) regulates the temperature of the air discharged from the heater and defroster outlets.

BLOWER CONTROL LEVER—The blower control lever (Off—Hi) provides speed control of the blower, either OFF, LO, MED or HI. To adequately provide heat to the rear seat area, it is necessary that the blower switch be set at the MED or HI position.

CAUTION: In inclement weather, clear snow or ice from air inlets at rear of hood. This will improve heater and defroster efficiency and reduce formation of fog or frost on the inside of the windshield during initial operation under certain atmospheric conditions. Also, clear the windshield, rear window, outside mirrors and all side windows of ice or snow prior to operation of the vehicle. This will improve driver's vision during initial operation.

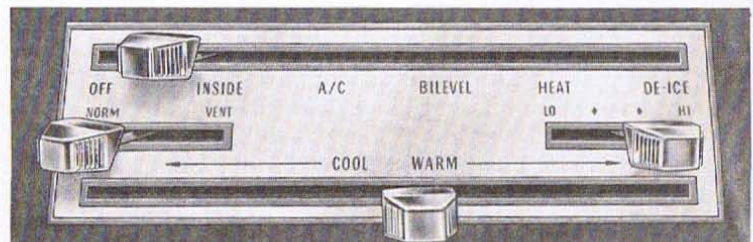
SETTING YOUR HEATER CONTROLS

	Air	Temp.	Blower
Normal Driving— No Rear Seat Passengers	Normal	As Desired	LO, MED
Normal Driving— Rear Seat Passengers	Normal	As Desired	MED, HI
Windshield De-Icing	De-Ice	Warm	HI
Slow Driving	Normal	As Desired	MED, HI
Avoid Outside Objectionable Odors	OFF	—	OFF

To provide draft free heater operation, all windows and upper and lower vents must be closed.

AIR CONDITIONING

Air conditioning systems offer a new concept of year-round comfort, for all seasons and climates, day or night, in rain, or in brilliant sunshine. Combining the heater and air conditioner into an integrated package gives you complete comfort regardless of the weather. Maximum versatility of control over the system is afforded the operator through the use of "Vent" and "Bi Level" modes of operation.



Air Outlets

As dictated by comfort requirements in cool weather, heated air may be introduced into the car at foot level, where it sweeps the floor. If snow or sleet interferes with vision, then heated air can be directed toward the windshield for clear vision and safer driving. In warmer weather, refrigerated and dehumidified air enters the interior of the car through five outlets, which provide excellent passenger cooling: (A) Air outlets at the ends of the instrument panel, with individual passenger controlled shut-off valves can direct cooled air to suit the occupant's wishes. (B) The center outlet (high in the center of the instrument panel) contains a rotary vaned valve that can be vertically adjusted to direct air flow to the rear seat area. (C) Two smaller outlets are located lower on the instrument panel for lap and body cooling of the driver and front passenger.

In addition, a combination of heating and cooling may be selected wherein warm air is supplied through the heater floor outlet while cooler air is supplied through the upper instrument panel outlets. Operation in this "Bi Level" mode results in the upper levels of the vehicle being progressively cooler to give a pleasant sensation to the upper body and face of the occupant particularly on cool days with bright sunshine.

Regulating Your Air Conditioning System

AIR CONTROL LEVER (OFF-INSIDE-A/C-BI LEVEL-HEAT-DE ICE)—The system may be operated in any of five (5) positions or OFF.

OFF—In the OFF position, the entire system is turned off.

AIR CONDITIONING CONTROLS

	Norm-Vent Lever		Air Control Lever						Blower Lever	Temp. Lever
	Norm	Vent	Off	Inside	A/C	Bi-Level	Heat	De-Ice		
Fast Cool Down (Hot Weather)	X			***					HI	full cool
Hot Weather Driving	X				X				2 or 3	as desired
Mild or damp Weather	X				*	*			2 or 3	as desired
Heating (Standard)	X	**					X		2 or 3	as desired
Maximum Heat	X	**					X		HI	full warm
Windshield De-Icing	X							X	HI	as desired
Refrigeration Off		X			*	*	*		as desired	as desired
To Avoid Objectionable Odor or Dust	X		*	***					as desired	as desired
To Turn System Off			X							

* Mode of operation is optional at discretion of operator.

** Optional to turn refrigeration off.

*** Do not use INSIDE position except in extremely hot weather or briefly when unpleasant odors exist, as in a tunnel.

INSIDE—Passenger compartment air is recirculated, blended with a small amount of outside air and then conditioned before returning to the air outlets.

A/C—In the air conditioning (A/C) position, fresh outside air is conditioned and directed out the five (5) upper air outlets.

BI LEVEL—The BI LEVEL position provides fresh conditioned outside air through the five upper air outlets mentioned above, as well as the lower heater outlet. Air from the upper outlets is slightly cooler than air from the lower outlets.

This provides excellent ventilation on cool sunny days.

HEAT—In the HEAT position, fresh outside air is conditioned and directed out the lower heater duct. A small amount of the air is also directed to the windshield. This provides clear vision under normal operating conditions.

DE ICE—The DE ICE position directs maximum air flow to the windshield. This quickly clears the windshield of fog or frost.

CAUTION: Operate the system in heater or air conditioning mode, system "norm", for 30 seconds before switching to DE ICE. This will remove humid air from the system and reduce possible rapid formation of fog or frost on the inside of the windshield during initial operation under certain atmospheric conditions. In addition, clear any snow or ice from cowl air vents (at outside base of windshield).

NORM-VENT LEVER—In the "NORMAL" position, the refrigeration system is on. This cools and dehumidifies fresh outside air before it enters the passenger compartment. In the "VENT" position the refrigeration system is turned off.

This position is useful on cool dry days when air entering the passenger compartment need not be cooled or dehumidified. After selecting one of the five (5) positions with the air control lever, the NORMAL-VENT lever will be in the "NORMAL" position. If desired, the lever may be moved to the "VENT" position to turn off the refrigeration portion of the system. Whenever the air control lever is moved to another position, the "NORMAL-VENT" lever will automatically return to the NORMAL position (turning on the refrigeration system). In order to operate in the VENT position, the NORMAL-VENT lever must be reset after each movement of the air control lever.

BLOWER CONTROL LEVER—The blower control lever controls the speed of the blower which moves air into the passenger compartment. Whenever the system is operating, the blower will also operate, at one of the four (4) blower lever positions.

TEMPERATURE CONTROL LEVER—The temperature control lever regulates the temperature of the air entering the passenger compartment. Position of the temperature lever determines air temperature in any one of the five (5) operating positions of the air control lever.

NOTE: For proper operation of the air conditioning system, car windows should always be closed except for the first two or three minutes to remove hot air if the car has been closed. This provides a fast cool down.

AUTOMATIC TEMPERATURE CONTROL

The Automatic Temperature Control, an optional extra cost item offered in conjunction with the Pontiac air conditioning system, provides thermostatically controlled interior temperature and offers a new range of personalized comfort. With this control the driver can set the desired interior comfort level with a lever located in the air conditioning control



panel. The system will maintain the set comfort level automatically regardless of the weather, and provides "hands off" operation which will compensate for outside changes in weather conditions.

The Automatic Temperature Control is beneficial in summer or winter. In hot weather, it will cool the passenger compartment rapidly to the pre-set comfort level, and then modulate temperature to whatever degree is required to maintain comfort without the driver having to operate the controls. In mild weather the driver has comfortable in-car conditions, still without having to reset the controls. In cold weather, the system will heat the car quickly to the desired temperature then maintain the pre-set comfort level. Variations in the comfort level, to suit individual passenger desires, can be obtained by adjustment of the temperature control lever.

NOTE: The Automatic Temperature control, utilizing the air conditioning and heater units, modulates to maintain the pre-set temperature level, thus producing constant passenger comfort. Once set, the system will operate at the optimum to bring the temperature to the desired comfort level as rapidly as possible. The temperature control should not be set low or high in an attempt to warm or cool the car faster as this is not required. The system does the start-up controlling for you.

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

Regulating Automatic Temperature Control System

AIR CONTROL LEVER—(OFF-NORMAL-INSIDE-DE FOG-DE ICE)—The air control lever may be moved to five (5) positions which allow selection of turning the entire system off, automatic heating or cooling, and de-fogging or de-icing the windshield.

OFF—Turns off system completely and cuts off air intake.

NORMAL—Turns on the Automatic Temperature Control System. Most operation will be in this position.

INSIDE—Passenger compartment air is recirculated and combined with a small amount of outside air. The air is then conditioned and directed to the passenger compartment. This position is mostly used for a dusty road condition.

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

DE ICE—For icing conditions—most of the air is directed to the windshield at maximum available heat and maximum blower speed.

CAUTION: Operate the system in either the heater or air conditioning mode for 30 seconds before switching to DE-ICE. This will remove humid air from the system and reduce possible formation of fog or frost on the inside of the windshield during initial operation under certain atmospheric conditions.

AIR CONDITIONING—AUTOMATIC TEMPERATURE CONTROL

	Air Control Lever					Blower Lever	Temperature Lever
	Off	Normal	Inside	De-Fog	De-Ice		
Mild or Damp Weather		X				HI *	as desired
Hot Weather Driving		X				HI *	as desired
Heating		X				HI *	as desired
Windshield De-Fogging				X		HI *	as desired
Windshield De-Icing					X	HI *	as desired * *
To Avoid Objectionable Odors			***			HI *	as desired
To Turn System Off	X						

* LO Blower Range may be selected if lower air flow is desired. Note that maximum performance in either hot or cold weather is not obtained with this blower setting.

* * Temperature setting has no effect on system since maximum heat is provided with most of the air directed to the windshield.

* * * Do not use INSIDE position except in extremely hot weather or briefly when unpleasant odors exist, as in a tunnel.

TEMPERATURE CONTROL LEVER—Regulates the comfort level of the air entering the car, whether heated or cooled. Once set, the control requires little or no change in setting from day to day or season to season. Other drivers, however, may change the setting to suit their personal comfort.

BLOWER RANGE LEVER—Permits selection of two ranges of air flow, HIGH or LOW. Air flow varies automatically in either range, as comfort requirements change.

HIGH range will give the most rapid and uniform comfort

throughout the car, especially with passengers in the rear seat.

LOW range will result in quieter operation but requires a greater period of time to achieve comfort.

When operating, the Automatic Temperature Control System causes changes in three areas of air entering car, amount of air and the location at which the air enters.

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

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

STATION WAGON

STATION WAGON TAILGATE AND REAR WINDOW—

Your new Station Wagon has been designed to give you the necessary additional cargo space not found in the standard passenger car while still incorporating all of the same ride and comfort characteristics.

CAUTION: Under some conditions, driving with the tailgate window open can permit exhaust fumes to enter the vehicle (see Exhaust Gas Warning, Page 17.)

If it is desired to drive with the tailgate window open, the following precautions should be observed:

- Close all other windows.
- Adjust heating or cooling system to force outside air into car with blower set at high speed, and controls set in any position except "OFF" or "INSIDE."
- On cars equipped with outside air vents in and/or under instrument panel, open vents fully.

Be sure to roll the glass all the way down before opening or closing the tailgate either to the side or down.

CAUTION: When using your station wagon to transport luggage or other cargo, it is recommended that the articles be secured in place. This precaution may prevent such items from becoming projectiles in the event of a sudden stop or collision. Cargo loads, whether inside or on the roof (in a Pontiac luggage rack) should be distributed as far forward as possible for better vehicle handling.

CAUTION: When the vehicle is in motion, it is recommended that children not be allowed to play or rest in rear areas of the station wagon where there are no lap or shoulder belts available for proper occupant restraint.

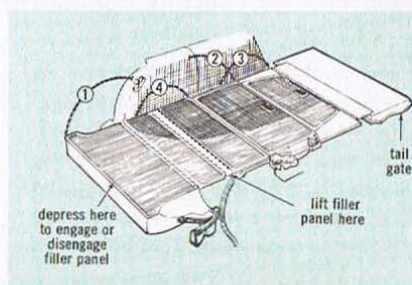
TAILGATE OPENING—To open the tailgate, first lower the window fully. (1) To lower tailgate, lift up on center handle, located at upper edge. (2) To swing tailgate (open), lift up on handle located at right side of tailgate.

TAILGATE CLOSING—Before closing the tailgate, the window must be in the down position. **DO NOT CLOSE THE TAILGATE WITH THE WINDOW EVEN PARTIALLY RAISED AS BREAKAGE COULD RESULT.** Lift the tailgate upward (or swing closed) and push it forward firmly. Be sure that it is fully forward and that the latches on each side are completely engaged. Raise the window.

MANUALLY OPERATED TAILGATE WINDOW—The window

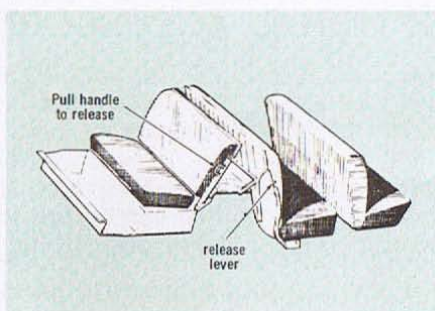
may be opened or closed with the handle located outside the tailgate. (1) Lift the handle out of its base for access to the lock cylinder. (2) To unlock the handle, insert the key and turn to the left. (3) Rotate the handle counterclockwise until the window is lowered to the desired position. (4) When the desired lowered position is achieved, rotate the handle clockwise to a horizontal position and snap into the escutcheon. (5) To close, simply reverse the procedure.

POWER OPERATED TAILGATE WINDOW—The power operated tailgate window is controlled by a switch located on the lower instrument panel bezel. The tailgate window can also be opened or closed from the outside by turning the square ignition key in the tailgate lock, and holding it until the window reaches the desired position.



SECOND SEAT OPERATION—To lower second seat, release catch at right side of second seatback rest and fold seatback down. To raise, depress seat as shown, lift filler panel at point indicated and raise seat.

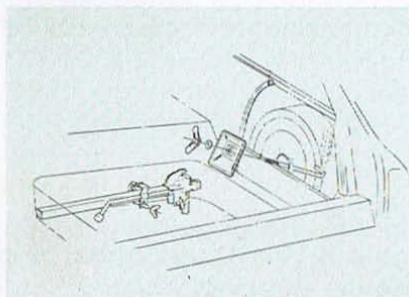
THIRD SEAT OPERATION— To lower: (1) Open tailgate. (2) Grasp rear of seat cushion and rotate it over and back, forming rear of cargo space. (3) Pull handle rearward and down to complete floor of cargo space. To raise, simply reverse the procedure.



FULL RATED LOAD—2 or 3 seat Station Wagon—1200 lbs.

SPARE TIRE AND TOOLS

—The spare tire is stored behind the right rear trim panel (removable on all Station Wagons). The tools are stored under the rear cargo space.



CONVERTIBLES

Folding Top Operation

IMPORTANT: Do not attempt to lower the top when the temperature is below 40° fahrenheit. Prior to lowering or raising the top, the car must be completely stopped and the sunshades turned down. Also, prior to lowering the top, make sure the top material is thoroughly dry and the top well is free of any stored items.

To lower the top, disengage the lock handles, located at the front of the side rails, by rotating inboard until the lock hook levers are free from the lock strikers located on the windshield header. (The lock handles must remain in the rotated position until the top is again locked to the windshield header.) Actuate the top control switch and lower the top assembly to the full down position.

To raise the top, actuate the control switch until the top contacts and rests on the windshield header and the guide pins at the outboard corners of the top engage the striker assemblies on the windshield header.

To lock the top, rotate the left side locking handle outboard to engage the lock hook to the striker. Then, perform the same operation to the right side lock handle.

IMPORTANT: The top assembly must be securely locked to the windshield header prior to movement of car.

INSTALLING THE BOOT—Attach the forward edge of the boot by grasping edge and sliding the welt of the boot into the retainer located on the top of the rear seat back panel. Position the boot over the lower top and engage the snap fasteners on the boot to the snap studs located on the quarter trim. The rear and sides of the boot are then secured by starting at the center and pulling the rear edge of the boot rearward over the belt molding and inserting the plastic retainer under the molding.

OPTIONAL ACCESSORIES

Sound Systems

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

CONTROL KNOBS—All radios have the following controls:

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

RIGHT HAND KNOB—The right hand knob manually selects radio stations.

AM-FM RADIO—Select the AM band by depressing the extreme left hand push button; select the FM band by depressing the extreme right hand push button.

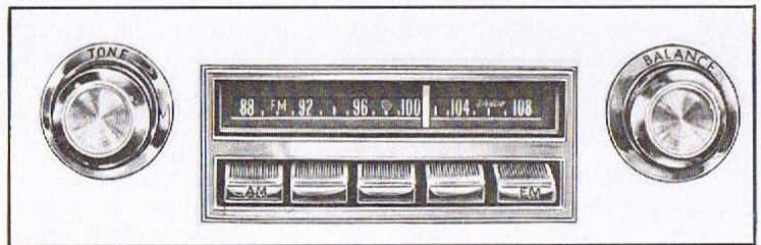
NOTE: Do not attempt to set up an AM station with the FM push button (or vice-versa). This may damage the dial mechanism.

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

AM-FM STEREO RADIO—Unique listening pleasure is provided by the AM-FM stereo radio in conjunction with its special stereo speaker system.

AM or FM reception is controlled by the extreme left or right push buttons respectively. Pushing the far left button moves the dial drum to the AM position in the dial panel, tuning in a pre-selected station. Pushing the far right button moves the dial drum to the FM position in the dial panel, also tuning in a pre-selected station. AM, FM or stereo reception (provided the tuned station is broadcasting stereo) will provide an exciting new sound through all speakers, as governed by the balance control.

The bezel located behind the right control knob and identified as **BALANCE**, provides variable volume control for both front and rear speakers. By moving the control in either direction, front, rear or balanced speaker volume may be achieved.



NOTE: The operating range on stereo FM is only two-thirds that of monaural FM. Therefore, fringe area flutter will be more pronounced.

ADJUSTING THE PUSH BUTTONS—

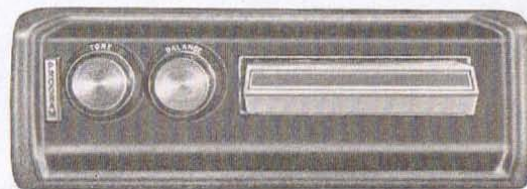
1. Turn the radio receiver on.
2. Pull selected push button out.
3. Manually tune to the desired station.
4. Push button in and release.
5. The push button will always return the dial to this preset station until it is reset.

ANTENNA—The radio antenna consists of two thin conductive elements, placed between the layers of the windshield glass. The vertical portion of the antenna wires picks up AM broadcast signals (vertically oriented), and functions similar to a conventional antenna set to a height of 18". The horizontal portion of each antenna wire picks up the horizontally oriented FM broadcast signals, and has a combined length of 31", providing optimum FM reception. In rural areas, weak distant AM station reception may be improved by use of a fully extended external antenna. Consult your Pontiac dealer.

SEPRAPHONIC REAR SPEAKER—This system provides variable balance control for both the front and rear speakers; extreme left—front speaker only, and extreme right—rear speaker only can be obtained by rotating the right hand radio bezel. Positions between these extremes give varying levels of front to rear balance.

STEREO TAPE PLAYER—The Stereo tape player, available as a factory or dealer installed accessory, offers the unique pleasure of selecting the type of prerecorded music desired, and enjoying it without interruption.

To operate the system, completely insert a cartridge into the unit. This turns on the tape player. The insertion of a tape



cartridge automatically removes power from the radio and switches the speakers from the radio to the stereo tape unit. After making sure the cartridge is firmly seated in the unit, adjust the volume and speaker balance, utilizing the available controls, to enhance your listening pleasure. Each of the four programs in the cartridge will play in succession, repeating the cycle until the system is shut off, the tape cartridge pulled out of the unit, or a new cartridge is inserted. Tracks can also be selected by pushing "program" button. When the unit is left unattended, pull the tape cartridge slightly away from the unit (rack), approximately one inch to avoid possible roller damage.

Store tapes in a cool, clean and dry place out of direct sunlight and with the tape end of the cartridge in the upright position.

CAUTION: Due to possible damage to the cartridge or tape player, use only good quality 8-track stereo tape cartridges in the Pontiac tape player.

WARNING LAMPS—This system includes four warning lamps:

BELTS—Glows as soon as the ignition switch is turned on, and will remain illuminated for approximately 7-10 seconds. This is the driver's signal to "buckle up".

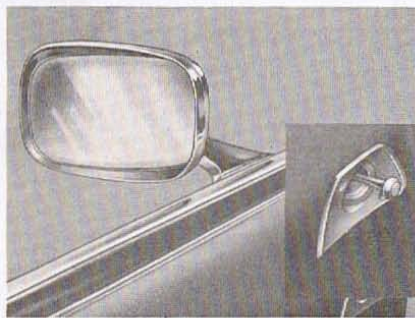
LIGHTS—Glows any time the ignition switch is turned off, indicating that the headlamps are still on.

LOW FUEL—Glows when fuel level has dropped to approximately 1/8 Full.

LOW WASHER SOLVENT—Glows when fluid level drops to approximately 1/3 full.

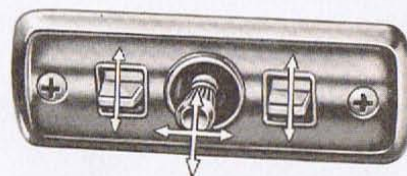
**REMOTE CONTROL
OUTSIDE MIRROR—**

The remote control lever for the outside rear view mirror is located on the forward section of the interior door trim panel. Simply move the lever in the desired direction to adjust the position of the mirror.



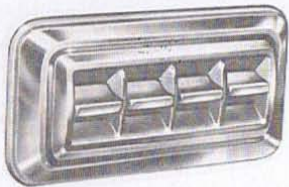
POWER SEAT—The electrically operated front seat assembly can be moved forward, rearward, upward, downward, or tilted (six-way) by means of an electrically-operated seat control switch.

The large center control knob controls movement of the entire seat assembly. The smaller forward control knob controls the vertical movement of the front of the seat assembly. In the same manner, the rear control knob controls vertical movement of the rear of the seat assembly. To obtain maximum vertical travel, it will be necessary to engage the center vertical control until the limit of travel is reached, then engage the smaller forward or rear control knob to complete the maximum travel.



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

POWER WINDOWS—Power windows on all models have an ignition interlock so the windows cannot be operated unless the ignition switch is in the "run" or "accessory" position.



(Reminder: Remove the ignition key when leaving the vehicle unattended by a responsible person). A master control for all windows is provided at the driver's position. Individual switches are provided under each window for passenger use.

ELECTRIC DOOR LOCKS—All doors may be locked or un-



locked by operating the switch marked "Lock", located on either front trim pad, on vehicles equipped with power door

locks. The automatic locking mechanism does not, at any time, interfere with manual operation of any door lock button. The doors will not unlock or open with inside door handle when the lock button is depressed, but can be unlocked individually by lifting the lock button.

NOTE: All 2 Door Models with electric door locks also incorporate an automatic seat back latch release feature.

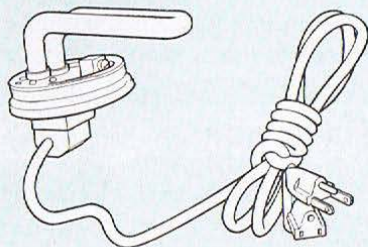
TILT STEERING WHEEL—Drivers can experience maximum driving comfort with Pontiac's tilt steering wheel. The wheel can be adjusted by lifting the control lever on the left side of the steering column, placing the wheel in the desired position



and then releasing the lever. There are seven positions: three above, center position, and three below center. In order to provide easy entry or exit from the vehicle, the wheel should be moved to its uppermost position when leaving the vehicle.

ELECTRIC CLOCK—Automatic regulation is built into the setting device of the electric clock and operates only when the clock is manually adjusted to reset the time. If the clock gains time, pull the stem out and turn the hands counter-clockwise to the correct time. If it loses time, turn the hands clockwise to the correct time.

ENGINE BLOCK WATER HEATER—An electric preheater for engine coolant helps provide fast starts and quick heater action in severe cold weather. Overnight, a single unit will raise the engine coolant temperature from 0°F to 50°F, dual units will raise the temperature to 90°F. The unit is operated with a cord located in the grille panel, that plugs into a standard house 110 volt, 60 cycle electrical outlet.



SAFE-T-TRACK—A Safe-T-Track differential is available on all models. The optional Safe-T-Track differential provides additional traction on snow, ice, mud, sand and gravel,

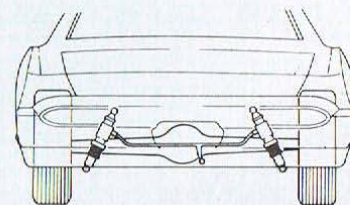
particularly when one rear wheel is on a surface providing poor traction. During normal driving and cornering, the Safe-T-Track unit functions as a standard differential. When one wheel encounters a slippery surface, however, the Safe-T-Track differential directs driving force to the rear wheel having the better traction.

CAUTION: On cars equipped with a Safe-T-Track differential, never run the engine with one rear wheel off the ground since the car may drive through the rear wheel remaining on the ground.

CAUTION: Care should be taken to avoid sudden accelerations when both rear wheels of any vehicle are on a slippery surface. This could cause both rear wheels to spin, especially when the car is equipped with a Safe-T-Track, and allow the vehicle to slide sideways on the curved surface of a road or in a turn.

SUPERLIFT SHOCK ABSORBERS—

Superlift Shock Absorbers let you control the level of your car under heavy load



conditions with air. They allow you to maintain the correct road height at all times.

Under load conditions the system can be inflated to a maximum of 90 lbs. However, when empty, for best ride characteristics a minimum of 10 lbs. should be retained.

AUTOMATIC LEVELING SYSTEM—An automatic car leveling system is available only in conjunction with Superlift Shock Absorbers. A vacuum operated air compressor mounted in the engine compartment provides high air pressure to the height control valve which regulates the air pressure in the conventional Superlift shock absorber system. This pressure regulation keeps the rear of the vehicle at a constant height regardless of loading.

REAR WINDOW DEFOGGER—The rear window defogger mounted under the rear window filler panel provides for rapid defogging of the rear window. The blower control switch, located on the instrument panel, manually controlled, may be set either to the high or low position depending upon the amount of airflow needed.

consists of a heating element impregnated in the glass. The unit is operated by a rocker switch on the instrument panel and functions only in the ON position. A small green light in the control switch illuminates whenever the heated rear window is operating.

NOTE: The heated rear window will NOT feel warm to the touch.

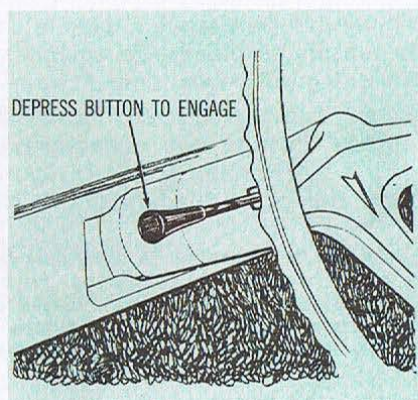
LUGGAGE CARRIER—A roof mounted luggage carrier available on all models except convertibles, is designed to carry your luggage safely and securely while enroute to or from your destination. The load should be reasonably distributed and should not exceed 200 pounds. The carrier is not designed to carry boats, long ladders or other extended items.

CRUISE CONTROL—The Cruise Control system, an automatic speed control system, allows the driver to accurately control his speed over a wide range of operating conditions. Within engine limitations, a speed of 30 miles per hour or higher can be accurately held, thus increasing comfort and economy on turnpikes, expressways and other non-congested highways.

46 **HEATED REAR WINDOW**—The electric rear window heater

HOW TO OPERATE —

The Cruise Control system can be activated by accelerating to the desired speed then depressing and slowly releasing the control button located on the end of the turn signal lever. You may then remove your foot from the accelerator pedal. The vehicle's speed will be automatically maintained regardless of the terrain.



Vehicle speed may be increased for highway passing and the system overridden simply by depressing the accelerator pedal. The system will automatically return to its previous setting once the accelerator is released.

To permanently increase the speed while the Cruise Control system is engaged, simply accelerate to the desired speed then depress the control button and release slowly.

DISENGAGEMENT—To decrease the speed once the system is engaged, depress the brake pedal lightly. When the desired speed is reached, it will be necessary to once again depress the engagement button. Speed reduction may also be accomplished by depressing the engagement button fully and holding it in firmly until the desired speed is reached.

The automatic control system is instantly released by light application of the brake pedal or by turning the ignition system off. Once off, the system will require reactivation through control button engagement.

CAUTION: With the Cruise Control engaged, releasing the accelerator pedal does not permit engine speed to return to idle. Do not use the Cruise-Control when conditions do not warrant maintaining a constant speed such as in heavy traffic or on winding or slippery roads.

REAR LAMP MONITORING SYSTEM—A new accessory on all models is a monitoring system for the rear lamps. This system uses fiber optics to transmit light from the lamps to an indicator on the package shelf, thus verifying the operation of the lamps.

RECOMMENDATIONS

FUEL REQUIREMENTS—Your Pontiac is designed to operate efficiently on "Regular" or "Premium" grade fuels commonly sold in the United States and Canada, depending on the type of engine installed in your car. The table to the right indicates the fuel grade requirements for various engines.

FUEL GRADE REQUIREMENTS

ENGINE	COMPRESSION RATIO	FUEL
2 Bbl. 350 cu. in.	8.8:1	Regular
2 Bbl. 400 cu. in.	8.8:1	Regular
2 Bbl. 400 cu. in.	10.0:1	Premium
4 Bbl. 400 cu. in.	10.0:1	Premium
4 Bbl. 455 cu. in.	10.0:1	Premium
4 Bbl. 455 cu. in.	10.25:1	Premium

Use of a fuel which is too low in anti-knock quality will result in "spark knock". Since the anti-knock quality of all regular grade or of all premium grade gasolines is not the same and factors such as altitude, terrain and air temperature affect operating efficiency, knocking may result even though you are using the grade of fuel recommended for your

engine. If persistent knocking is encountered, it may be necessary to change to a higher grade of gasoline and, if knocking continues, consult your authorized Pontiac dealer. In any case, continuous excessive knocking may result in engine damage and constitutes misuse of the engine for which the Pontiac Motor Division is not responsible under the terms of the Manufacturer's New Vehicle Warranty.

CAUTION: Gasoline is extremely flammable and highly explosive under certain conditions. Always stop the engine and do not smoke or allow open flames or sparks near the vehicle when refueling. If gasoline fumes are noticed while driving, the cause should be determined and corrected without delay.

FUEL VOLATILITY—Gasolines blended for cold weather use have high volatility for fast starting. When these gasolines are used during unseasonably warm days or during spring or early summer they may cause vapor-lock, surging or stalling. If you've experienced these difficulties, it may be that your fuel source has not as yet adjusted the volatility of its fuel for warm weather driving.

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

This Owner's Manual includes the recommendations for inspections of spark plugs, ignition points and ignition timing at yearly intervals.

Driving Tips for Maximum Gasoline Mileage

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

Lubrication

ENGINE OIL RECOMMENDATIONS—To give long engine life with low oil consumption and without the loss of compression, your new Pontiac is equipped with specially engineered piston rings. To promote proper lubrication during the break-in period, these rings allow oil to flow freely on the cylinder walls.

Therefore, oil consumption may be slightly higher during the break-in period than afterward, when the rings have seated. Consequently, the oil level should be checked more

frequently during this period.

Oil control on existing high performance engines has been developed to suit the lubrication requirements of higher engine output. This design provides the necessary lubrication for upper cylinder wall and valve train components, proportional to the power and performance demands of the driver. Therefore, a higher rate of oil consumption is normal on this type of engine to assure adequate engine lubrication and will be highest on those units which are called upon to deliver maximum performance more frequently.

High quality engine oils are available at your Pontiac dealer and at many service stations.

Use only engine oil which meets oil quality standard GM 6041-M. High quality oils which are intended for service MS and pass car makers' tests are of this quality. The oil change interval (see section on "Engine Oil Change Interval") and the new vehicle warranty are based on the use of oils that meet these requirements.

NOTE: Non-detergent and other low quality oils are specifically not recommended. The use of proper engine oils and oil change intervals are your best assurance of continued reliability and performance from your Pontiac engine.

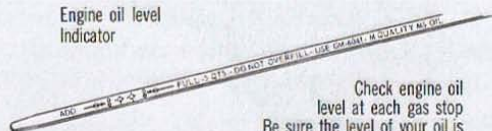
SUPPLEMENTAL ENGINE OIL ADDITIVES—The regular use of supplemental additives is specifically not recommended

and will increase operating costs. However, in cases of specific problems which may arise under certain conditions, additive supplements are available that can effectively and economically solve these problems without causing other difficulties. For example, if higher detergency is required to reduce varnish and sludge deposits resulting from some unusual operational difficulty, a thoroughly tested and approved concentrate—"Engine Oil Supplement"—is available at your Pontiac dealer. It is suggested that, in the event of an operational problem, you consult your dealer for advice.

CHECKING OIL LEVEL—The engine oil should be maintained at proper level. The best time to check it is before operating the engine or as the last step in a fuel stop. This will allow the normal oil accumulation in the engine to drain back in the crankcase. To check the level, remove the oil gauge rod (dip stick), wipe it clean and reinsert for an accurate reading. The oil gauge rod is marked FULL and ADD. The oil level should be maintained in the safety margin, neither going above the FULL line nor below the ADD mark. Reseat the gauge firmly after taking the reading.

NOTE: The oil gauge rod is also marked, "Use GM 6041-M Quality MS Oil," as a reminder to use only high quality oils as prescribed under "Engine Oil Recommendations."

Engine oil level
Indicator



Check engine oil
level at each gas stop.
Be sure the level of your oil is
somewhere above the ADD OIL
mark, and be careful not to
overfill above the FULL mark.

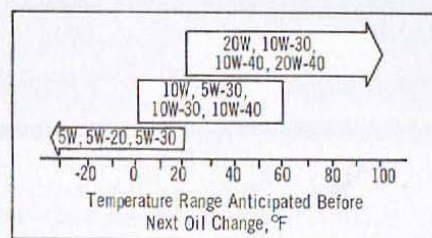
ENGINE OIL CHANGE INTERVAL—Change oil each 4 months. If more than 6,000 miles are driven in a 4-month period, change oil each 6,000 miles.

IMPORTANT: In certain types of service including operation under dusty conditions, trailer hauling, extensive idling, or short trip (engine not thoroughly warmed up) operation at freezing temperatures, **THE OIL CHANGE INTERVALS SHOULD NOT EXCEED 2 MONTHS, or 3,000 MILES, whichever occurs first.** Operation in dust storms may require an immediate change of oil. See your Pontiac dealer for advice on the frequency of oil and filter changes under unusual driving conditions.

The above recommendations apply to the first change as well as subsequent oil changes. The oil change interval for your Pontiac engine is based on the use of oils that meet the requirements indicated in the section on "Engine Oil Recommendations." Oil change intervals longer than those listed above will result in serious reductions in engine life and may affect Pontiac's obligation under the provisions of the new vehicle warranty.

A high quality MS oil meeting General Motors Standard GM 6041-M was installed in your engine at the factory. It is not necessary to change this factory-installed oil prior to the recommended normal change period. However, the oil level should be checked more frequently during the break-in period since somewhat higher oil consumption is normal until the piston rings become seated.

RECOMMENDED VISCOSITY—The following chart will serve as a guide for selecting the proper oil viscosity. Recommended SAE Viscosity Number—



NOTE: SAE 5W and 5W-20 oils are not recommended for sustained high-speed driving.

SAE 30 oils may be used at temperatures above 60°F.

The proper viscosity helps assure good cold and hot starting by reducing friction and thus increasing cranking speed.

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

ENGINE OIL FILTER REPLACEMENT—The engine oil filter should be replaced at the first engine oil change and every second oil change thereafter. This recommendation is based on the use of engine oils that meet the requirements indicated in the section on "Engine Oil Recommendations," and the use of a quality oil filter. AC Oil Filters provide maximum engine protection.

AUTOMATIC TRANSMISSION FLUID RECOMMENDATIONS
—General Motors DEXRON® Automatic Transmission Fluid, Part Number 1050568-69-70 which has been especially formulated and tested for use in your automatic transmission is

recommended. Other Automatic Transmission Fluids identified with the mark DEXRON® are also recommended.

Check the fluid level at each engine oil change period. For an accurate fluid level check, drive the car several miles, making frequent starts and stops, to bring the transmission up to normal operating temperature (approximately 180-190°F). Park the car on a level surface, place selector lever in "Park" and leave the engine running. Remove dipstick, wipe clean, reinsert until the CAP SEATS, remove and note reading. If fluid level is at or below the ADD mark, add sufficient fluid to raise the level to the FULL mark. One pint raises the level from ADD to FULL. DO NOT OVERFILL.

Under normal driving conditions, the transmission fluid should be changed every 24,000 miles. If your car is driven extensively in heavy city traffic during hot weather, frequently is allowed to idle while parked to keep air conditioning system operating, or is used to pull a medium weight or heavy trailer, change fluid every 12,000 miles. Likewise, operators of cars in commercial use such as taxicab, rural route delivery, limousine or patrol car service or any use where the engine idles for long periods, should change fluid every 12,000 miles.

Whenever the fluid is changed, the strainer must also be replaced (Turbo Hydramatic) or cleaned (Two-Speed Automatic).

CHASSIS LUBRICATION—All suspension pivot joints and steering linkage connections are lubricated with a long-life lubricant and sealed when assembled. Under normal driving conditions, the chassis should be lubricated every 4 months or 6,000 miles.

The throttle linkage, cable, parking brake linkage, manual transmission linkage and body parts requiring attention should be lubricated as required with each oil change.

Your Pontiac dealer knows of these requirements and with his highly trained staff is well equipped to handle any and all lubrication problems that may arise.

Cooling System

The cooling system of your Pontiac is a sealed pressure type unit, designed to maintain efficient engine operating temperature. It requires little care except for maintaining an adequate coolant level. The inhibited year-around engine coolant, used to fill the cooling system at the factory is a special Pontiac Ethylene Glycol type coolant. This factory-filled coolant solution is formulated to withstand two full

calendar years of normal operation without draining or adding inhibitors, provided the same concentration of coolant is added if the system needs additional fluid between drain periods. The original factory fill coolant provides freezing protection to -20°F (-32°F in Canada). Unless there is some evidence of leakage or over-heating, the engine coolant level should be checked only at oil change intervals. More frequent checking can result in some coolant loss due to a pressure release within the system. Eventually this loss of coolant and corrosion protection, with subsequent dilution, will reduce the corrosion and freezing protection level.

The coolant level should be approximately one inch below the bottom of the filler neck with engine hot. If the cooling system is checked with a cold engine, the level should be three inches below the bottom of the filler neck. **DO NOT OVERFILL.** Your cooling system must be drained and flushed with water every two years and refilled with enough Ethylene Glycol type engine coolant to provide adequate freeze protection for the lowest temperature expected in the area in which the vehicle will operate and at least down to 0°F (for corrosion protection). Use special Pontiac Ethylene Glycol type coolant, part number 1050027, 1050028, or an Ethylene Glycol type coolant meeting GM specification 1899-M.

Every two years, the cooling system should be serviced as follows:

1. Drain coolant when hot by opening radiator drain valve and removing hex head brass pipe plugs located in cylinder block below exhaust manifolds.
2. Close drain valve and install pipe plugs, then add sufficient plain water to fill system.
3. Run engine until normal operating temperature is reached.
4. Drain and refill the system as described in steps 1, 2, and 3 a sufficient number of times until the drained liquid is colorless.
5. Allow system to drain completely, then close radiator drain valve tightly, and install pipe plugs.
6. Add the necessary amount of special Pontiac Ethylene Glycol type coolant, part 1050027, 1050028 or equivalent to provide the required freezing and corrosion protection (at least to 0°F).
7. Run engine until normal operating temperature is reached.
8. Check and adjust level of coolant after system has cooled sufficiently to remove radiator cap.

It is the owner's responsibility to keep the freeze protection at a level commensurate with the temperature which may occur in the area in which the vehicle will be operated.

Regardless of whether freezing temperatures are or are not expected, cooling system protection should be maintained at least to 0°F to provide adequate corrosion protection. When coolant additions are required because of coolant loss or to provide additional protection against freezing at temperatures lower than -20°F, (-32°F in Canada), a sufficient amount of the special Pontiac ethylene glycol type coolant should be used.

Do not use sodium borate based engine coolants which do not contain multiple supplementary additives.

NOTE: Alcohol or methanol base coolants or plain water are not recommended for your Pontiac at any time.

RADIATOR PRESSURE CAP—CAUTION: When an engine is at normal operating temperatures or above, the internal pressure built up in the cooling system will blow out scalding fluid and vapors if the radiator cap is suddenly removed. To prevent loss of coolant and to avoid the danger of being burned, the coolant level should be checked or coolant added only when the engine is cool. To remove the cap when engine is cool, slowly rotate cap counterclockwise to detent (DO NOT PRESS DOWN WHILE ROTATING) wait until

any residual pressure is relieved—as indicated by a hissing sound, then press down on the cap while continuing to rotate counterclockwise. Radiator pressure caps should be checked by a qualified mechanic periodically for proper operation and replaced as required with the applicable AC type.

THERMOSTAT—The cooling system is protected and controlled by a thermostat installed in the engine coolant outlet to maintain a satisfactory operating temperature of the engine. This thermostat is designed for continuous use through both winter and summer and need not be changed seasonally. When replacement is necessary, specify United Delco parts.

Air Cleaners

A combination air cleaner/silencer is used on all models. The unit filters air entering the carburetor to keep abrasive dust particles from being carried into the engine, and reduces air and induction noise.

1. The standard air cleaner element on all engines is paper, replace every 12 months or 12,000 miles.
2. A heavy duty air cleaner element, available as an extra cost option on all engines, is of dual stage filter design, consists of a paper inner filter surrounded by an oil moistened polyurethane foam outer filter. Wash the polyurethane foam element in solvent and re-oil with SAE 30 engine oil every 12 months or 12,000 miles; shake the paper element gently to remove loose dirt. DO NOT use an air hose. For maximum protection, specify an AC ACron air filter element.

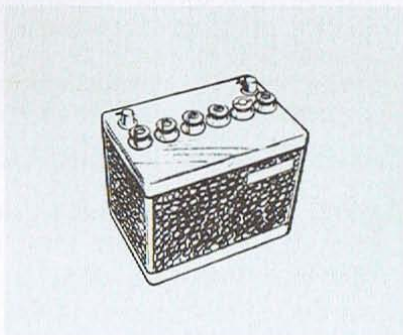
NOTE: All elements should be cleaned and/or replaced after each occasion of driving under severe dust conditions and replaced if plugged or damaged.

CAUTION: In addition to its function of filtering air drawn into the engine through the carburetor, the air cleaner also acts as a flame arrester in the event the engine backfires. The air cleaner should be installed at all times unless temporary removal is necessary during repair or maintenance of the vehicle, because backfiring could cause fire in the engine compartment.

Battery Care

Care of your battery is a very simple operation, however, extremely important. It should receive the following attention:

1. Check the fluid level regularly utilizing the fluid level indicator located in one cell of the battery. If the transparent eye within the cap glows, the fluid level is low.
2. Keep the battery clean. Brush with an ammonia or baking soda and water solution, rinsing with clean water. Apply petroleum jelly to the terminals.
3. If battery performance becomes questionable, have your PONTIAC dealer run an electrical test.



For maximum wattage requirements, specify a Delco Energizer at replacement time.

IMPORTANT! For maximum performance and economy, keep your GM car all GM. Specify General Motors parts identified by one of these trademarks:



GUARDIAN MAINTENANCE FOR OWNER PROTECTION



THE IMPORTANCE OF PROTECTING YOUR INVESTMENT—

Your purchase of a 1970 Pontiac was an important decision - one that represented a sizeable investment. Unquestionably, this was a wise decision since you have selected a fine automobile that, with reasonable care and use, will give you many years of safe, dependable service and enjoyment.

Now you are faced with another decision - - to what extent are you willing to protect your investment? This should not be a difficult decision, but again it is an important one. Only you can make certain that your car receives the care it requires to retain the safety and dependability originally built into it.

Compared to the car of years past, your new Pontiac needs only a few regular maintenance services. But because there are only a few, do not minimize their importance. The de-

mands placed on the present day automobile in all of the varying conditions of traffic, temperature, high speed operation, etc. make it more important than ever that the car receives proper maintenance.

For example, regular attention to engine oil is essential. The oil level must be periodically checked and oil added whenever needed. Also, the oil should be changed at the intervals specified in this manual with the proper quality and viscosity of oil. If your engine should run excessively low on oil or if the oil has lost its lubricating qualities because of old age, serious engine damage could occur -- damage that would not be covered under the New Vehicle Warranty.

It is also important that the safety related components of your car be checked regularly. For example, the exhaust system should be looked at whenever your car is on the hoist for an oil change and corrections made to any defects noted. If leaks in the system are ignored, exhaust fumes could possibly seep into the passenger compartment resulting in serious consequences to the occupants. All of the recommended maintenance items for your Pontiac are discussed in this section of this manual and summarized in the "Maintenance Schedule" presented on page 69. In addition, be sure to read the colored supplement entitled "Maintaining Safety and

Dependability" for tips on keeping your car in optimum condition.

GUARDIAN MAINTENANCE SERVICE—The quality of maintenance your new car receives is as important as the regularity with which it is serviced. The "Guardian Maintenance Service" program has been developed by Pontiac Motor Division in cooperation with Pontiac Dealers to provide nationwide quality in customer service. The program includes the training of dealer technicians at General Motors Training Centers throughout the country and is supported with a continuous follow-up of publications, films, and other service information. The use of genuine General Motors parts and accessories, which have the same high quality standards as original equipment parts, and the use of Pontiac approved tools developed and tested for use by Pontiac Dealers also contribute to the high quality of Guardian Maintenance Service.

No one else has more knowledge or is better prepared to service your Pontiac than your Pontiac Dealer. Return to him for Guardian Maintenance Service at the intervals designated in this manual.

5

APPEARANCE CARE

Care of the Acrylic "Fire-Leveled" Finish

Pontiac's "Fire-Leveled" painting process represents an entirely new approach in body finish techniques resulting in superior gloss finishes.

This unique treatment, a reflow process, consists of applying the finish coat on the vehicle and baking it at a given temperature. The body is then rebaked at a higher temperature to complete the process. This rebaking renders the paint just viscous enough to slowly reflow into small cracks and minor surface abrasions, thus producing a uniform top-coat finish.

In the event that paint repairs are necessary, they should be attempted only by service people well qualified with this material. Your Pontiac dealer will be glad to assist you in this area.

WASHING—Preserve the original beauty of your new car's finish and protect the value of your investment by keeping it as clean as possible. Gasoline, tree sap, road tar, excretion from insects, and smoke from factory chimneys contain harmful chemicals and other foreign matter that may permanently damage the finish of your car if not washed off promptly.



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

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

NOTE: Never use abrasive cleaning agents when washing inside of heated rear window. Abrasives could damage heating elements.

Special Polishes and Waxes

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

Frequent washing is very important in areas where salt or calcium chloride may come into contact with your car's finish.

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

NOTE: Use wax exclusively when polishing Endura Bumpers. Do not use any form of abrasive compound.

CARPET FLOOR COVERINGS—Carpets are cemented to form-fitting jute backings and are held securely in place by side sill mouldings.

When cleaning floor coverings, they should be vacuumed

thoroughly first. If soil remains, use a household-type carpet cleaner. Repeat for heavily embedded stains. Extreme care should be taken to make certain that carpets are not soaked with the cleaner.

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

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

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

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

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

CLEANING YOUR TRIM—A neutral non-alkaline soap with lukewarm water should be used to clean the following:

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

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

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

Some types of stains and soilage, including grease and oil, chewing gum, etc., require special consideration for most satisfactory results. For these and other stains, specific instructions are outlined in the succeeding paragraphs. It must

be expected, particularly where water treatment is specified, that discoloration and finish disturbance may occur. In some cases, fabric disturbances may be considered preferable to the stain itself. By following the procedures outlined with normal care and caution, reasonably satisfactory results can be expected.

GREASE—If grease has been spilled on the material, as much as possible should be removed by scraping with a dull knife or spatula before further treatment is attempted.

Grease and oil stains may be removed by rubbing lightly with a clean cloth saturated with cleaner. Be sure all motions are toward the center of the stained area, to decrease the possibility of spreading the stain. Using clean white blotter, blot area to remove excess cleaner and loosened grease or oil. Repeat blotting action until grease or oil stain is no longer transferred to the blotter.

CAUTION: When cleaning interior fabrics or carpeting, do not use volatile cleaning solvents such as: acetone, lacquer thinners, carbontetrachloride, enamel reducers, nail polish removers, or laundry soaps, bleaches or reducing agents. **NEVER USE GASOLINE OR NAPHTHA FOR ANY CLEANING PURPOSE.**

ON THE FOLLOWING THREE PAGES . . .

SOME IMPORTANT FACTS YOU SHOULD KNOW ABOUT AIR POLLUTION CONTROL SYSTEMS

BACKGROUND INFORMATION:

During the combustion process in an automotive engine, certain hydrocarbons in the fuel fail to burn completely and are discharged into the engine crankcase or exhaust system. Some carbon monoxide is also formed during the combustion process. This is also discharged into the exhaust system. On a per-car basis, concentrations of these combustion products are insignificant. Multiplied by millions of vehicles, however, crankcase and exhaust emissions combine with pollution products from other sources to contribute to the total air pollution problem.

General Motors has, since the late 1940's, been a leader in research and development work related to vehicle emissions, and control systems have been developed which are highly effective in reducing undesirable crankcase and exhaust emissions. This work continues at an accelerated pace.

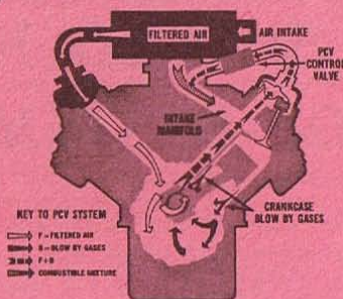
All new 1970 Pontiac passenger cars comply with all Federal and State laws and regulations for the Control of Air Pollution from New Motor Vehicles and New Motor Vehicle Engines.

YOUR ROLE IN CONTROLLING AIR POLLUTION:

It is very important that the engine in your Pontiac vehicle be serviced regularly in order to maintain its efficiency and minimize emissions in normal driving.

The following pages describe the emission control systems on Pontiac vehicles, and provide information on their proper maintenance. By following these recommended maintenance services you will help assure cleaner air and will provide a better running, longer lasting engine for greater all-around satisfaction, economy and performance.

What you should know about Air Pollution Control

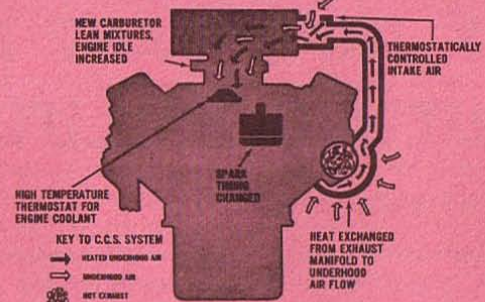


*** Positive Crankcase Ventilation (PCV)**

All General Motors vehicles are equipped with Positive Crankcase Ventilation - a system which permits no crankcase emission to be discharged into the ambient air. To function properly, the system depends on the PCV Valve (smog valve) which recirculates and burns blow-by gases inside the engine. This valve must be clean in order to maintain efficient engine operation.

See service recommendations presented on last page of this section.

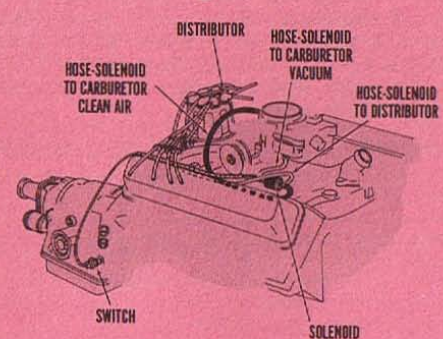
* Systems illustrated on V-8 engines, 6 cylinder systems similar.



*** Controlled Combustion System (CCS)**

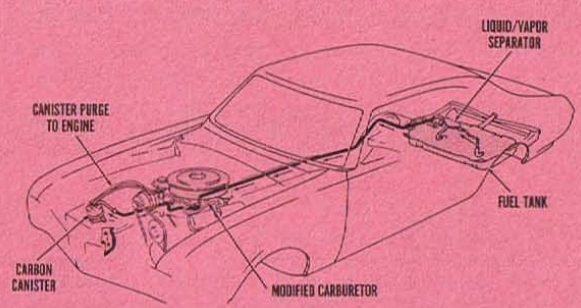
The Controlled Combustion System is designed to reduce exhaust air pollution by altering the combustion process. CCS includes a special air cleaner which incorporates thermostatic control of heated air to the carburetor, a special calibrated carburetor and distributor and related components. Complete effectiveness of the system, as well as full power and performance, depend upon proper engine maintenance. See service recommendations.

Systems on your Pontiac and the service they require



*** Transmission Controlled Spark (TCS)**

Transmission Controlled Spark is another separate system designed to further reduce exhaust emissions by permitting vacuum spark advance during high gear operation only. TCS includes a solenoid which controls vacuum advance to the distributor in response to a signal from a switch operated by the transmission. The system is designed to provide the advantages of advanced spark timing when it is most needed. TCS requires no regular service.



Evaporation Control System (Required Only in California)

General Motors vehicles sold in California are equipped with an Evaporation Control System. This system is designed to minimize the escape of fuel vapors to the atmosphere. Included in the system are a special fuel tank, liquid-vapor separator, carbon canister, canister purge hoses, and carburetor modifications. Fuel vapors which would otherwise escape to the atmosphere are directed into the carbon canister. The carbon adsorbs the vapors and stores them. The vapor is removed from the canister

during periods of engine operation as manifold vacuum draws the vapors into the engine and burns them. The Evaporation Control System requires only periodic canister filter servicing. See Service Recommendations.

NOTE: The General Motors Evaporation Control System is designed to control evaporation losses from your car under all normal conditions using 9 lb. Reid Vapor Pressure fuel specified by California test requirements. However, if you should use fuel of abnormally high volatility for existing temperature conditions, you may detect a gasoline odor during or after driving in heavy traffic. If you find this objectionable, you may obtain relief by using a lower volatility fuel.

FOR CLEANER AIR - BETTER ENGINE PERFORMANCE - FOLLOW THESE PERIODIC SERVICE RECOMMENDATIONS

Interval	SYSTEM		
	Positive Crankcase Ventilation (PCV)	Controlled Combustion System (CCS)	Evaporation Control System
At first oil change - 4 mos. or 6,000 miles (whichever occurs first)	Check for proper operation. Also inspect ventilation filter. Replace if necessary.	Set idle speed, ignition timing and fuel mixture to specifications on decal under hood.	
At Subsequent Oil Changes - Every 4 mos. or 6,000 miles (whichever occurs first)	Inspect Crankcase Ventilation Filter - Replace if necessary. Replace at least every 24,000 miles. *		
Every 12 mos. or 12,000 miles (whichever occurs first)	Replace PCV valve. Inspect all hoses and fittings - clean or replace as necessary.	Set idle speed, ignition timing and fuel mixture to specifications on decal under hood. **	Replace filter in base of canister and inspect canister. * NOTE: Never replace fuel tank cap with other than the specified cap.

* Replace filters more frequently under dusty conditions.

** These adjustments are also included as part of the quality tune-up recommended at the same intervals.

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

SHOE POLISH AND DRESSING—On types of shoe dressings which contain starch, dextrine or some water soluble solutions, allow the polish to dry; then, brush the spot vigorously with a brush. This will probably be all the treatment that is necessary. If further treatment is required, moisten the spot with cold water and after it has dried, repeat the brushing operation.

Paste or wax type shoe polishes may require using a cleaner. Rub the stain gently with a cloth wet with a cleaner until the polish is removed. Use a clean portion of the cloth for each rubbing operation and rub the stained area from outside to center. Blot stained area to remove as much of the cleaner as possible.

LIPSTICK—The compositions of different brands of lipsticks vary, making the stains very difficult to remove. In some instances, a cleaner may remove the stain. If the stain remains

after repeated applications of the cleaner, it is best to leave it rather than try other measures.

TAR—Remove as much of the tar as possible with a dull knife. Moisten the spot lightly with a cleaner, and again remove as much of the tar as possible with a dull knife. Follow this operation by rubbing the spot lightly with a cloth wet with the cleaner until the stain is removed.

CLEANING HEADLINING MATERIAL—Normal soilage such as dirt and fingerprints can be removed with a cleaning solution of approximately two ounces of white detergent powder mixed in a gallon of water. Immerse a clean cellulose sponge in the cleaning solution. Wring the sponge out thoroughly leaving suds only; then, clean the soiled area carefully. Rinse with clean water, however, DO NOT SOAK.

Soilage such as cements, sealers, and grease can be removed by first cleaning the soiled area with the detergent solution, as described above; however, do not rinse. Leaving the suds on the soiled area, clean area with a clean cloth that has been dipped in a good upholstery cleaner and thoroughly wrung out. GM Upholstery Cleaner, Part 1050144, or equivalent is recommended. Then clean the soiled area again with the detergent mixture and rinse.

CARE OF FOLDING TOP, REAR WINDOW AND FABRIC ROOF COVER MATERIAL—The folding top material will retain its luster and bright appearance with frequent washing using neutral soap suds, lukewarm water and a soft bristle brush. In the event heavy soilage or persistent stains are encountered, cleaning with a mild foaming cleanser, lukewarm water, and a soft bristle brush will normally be sufficient. Regardless which method is used, a generous amount of clean rinse water must be applied to insure complete removal of soap suds from the top material and all adjacent body panels.

IMPORTANT: The folding top should never be subjected to volatile cleaners or household bleaches. Also, after cleaning is completed, the top material must be allowed to thoroughly dry before it is lowered.

The rear window and back curtain may be cleaned in the same manner as all body glass. Volatile cleaning agents should be avoided as these liquids could have a deteriorating effect if spilled on the back curtain material or any painted finish.

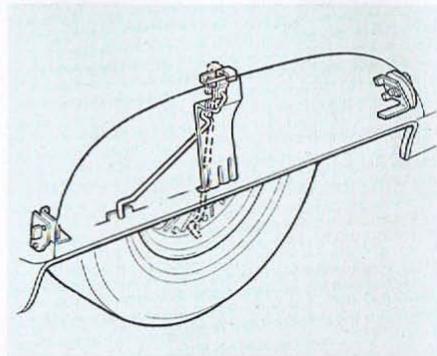
CHANGING WHEEL AND TIRE

Fender Skirt Removal and Replacement

Fender skirts, as standard equipment on all Bonneville's and optional on Catalinas and Executives, may be removed in the following manner:

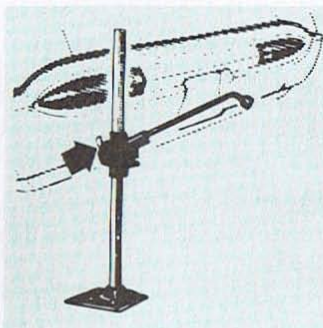
- (1) Locate the locking rod, bottom edge (center) fender skirt.
- (2) Lift locking rod and push away until free.
- (3) Once free, pull downward to release.
- (4) Grasp skirt, tilt downward and remove from fender brackets.
- (5) To re - install, reverse the procedure.

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



CAUTION: Before jacking up the car, firmly set the parking brake and block the wheel diagonally opposite from the jack position.

1. Place transmission in park (P) on a car equipped with an automatic transmission, or in reverse on a car with a manual transmission.
2. Remove the spare wheel, jack and jack handle from the car.
3. Remove hub cap or wheel disc by using the flat end of the combination jack handle and lug wrench. Loosen the wheel lug nuts by turning them counterclockwise one turn while the car is still on the ground. Do not remove the lug nuts until the wheel is off the ground.

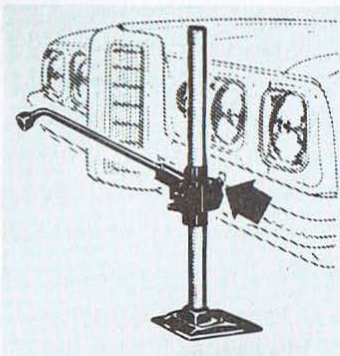


4. Place the small lever on the jack frame in the "UP" position and locate the jack as follows:

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

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

REAR BUMPER—The hook on the jack frame should be firmly positioned in the slot in the rear bumper, on the side to be raised.



CAUTION: Stand clear of, and never get beneath the car when it is supported only by a jack; the jack is designed only for use when changing wheels. Always use safety stands to support the car if necessary to get underneath. On cars equipped with a Safe-T-Track differential do not run the engine with one drive wheel off the ground since the car may drive through the wheel remaining on the ground.

5. Insert the jack handle into the jack and proceed to raise the tire off the ground. Check the stability of the car on the jack and then remove the lug nuts and wheel.

6. Install the spare wheel and tighten the lug nuts clockwise.
7. Place small lever on jack frame in DOWN position and lower the car. Fully tighten the wheel lug nuts, reinstall the hub cap or wheel disc and remove the jack.
8. Replace jack and wheel in proper storage position and secure tightly to prevent rattling. See storage label inside trunk lid.

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

TIRES

The factory installed tires on your car are selected to provide the best all around tire performance for all normal operation. When inflated as recommended in the tire inflation pressure table, they have the load carrying capacity to operate satisfactorily at all loads up to and including the full rated load specified in that table at all normal highway speeds.

In addition, for those owners who prefer the utmost in comfort, optional tire inflation pressures may be used when loads of five passengers or less are carried. For the convenience of owners, many Pontiac dealers are equipped to handle the tire warranty adjustments on certain makes of tires provided on 1970 Pontiac cars.

TIRE TRACTION—A decrease in driving, cornering, and braking traction occurs when water, snow, ice, gravel, or other material is on the road surface. Driving practices and car speed should be adjusted to the road conditions.

When driving on wet or slushy roads, it is possible for a wedge of water to build up between the tire and road surface. This phenomenon, known as hydroplaning, may cause partial or complete loss of traction, which adversely affects vehicle control and stopping ability. To reduce the possibility of traction loss, the following precautions should be observed:

1. Slow down during rainstorms or when roads are slushy.
2. Slow down if road has standing water or puddles.
3. Replace tires when tread wear indicators are visible.
4. Keep tires properly inflated.

For temporary assistance when traction is lost on ice or snow, the use of AC Liquid Tire Chain is recommended.

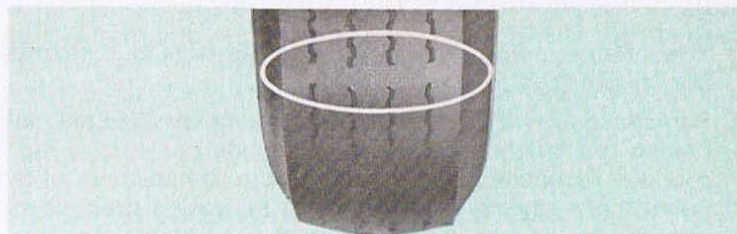
TREAD WEAR INDICATORS—The original equipment tires on your Pontiac incorporate built-in tread wear indicators to assist you in determining when your tires have been worn to the point of needing replacement. These indicators are molded into the bottom of the tread grooves and will appear

as 1/2 inch wide bands when tire tread depth becomes 1/16 of an inch. When the indicators appear in two or more adjacent grooves, tire replacement due to tread wear is recommended.

TIRE USAGE

Models	Equipment	Standard *	Optional *
Catalina	All except 2 Dr., 4 Dr. Sdn. w/o A/C, & Station Wagon	H78 x 15 (Belted)	J78 x 15 (Belted)
	2 Dr & 4 Dr. Sdn. w/o A/C	G78 x 15 (Belted)	H78 x 15 (Belted) J78 x 15 (Belted)
Executive Bonneville	All Except Station Wagons	H78 x 15 (Belted)	J78 x 15 (Belted)
Station Wagons	2 or 3 Seat	9.15 x 15 (Belted) L78 x 15 (Belted)	—
Police Option	—	H78 x 15 (Belted)	J78 x 15 (Belted)

* All standard and optional tires are load range B unless otherwise specified.



INFLATION PRESSURE—The tire inflation pressures listed in the accompanying table have been selected to provide you with the best tire life and riding comfort over the full range of normal driving conditions.

The use of improper tire inflation pressures can cause a serious reduction in tire life. Inflation pressures should be checked at least once a month (and preferably oftener) to insure that the right amount of air is contained in the tires.

Too little air pressure allows abnormal deflection of the tire causing excessive operating temperatures, while too much air pressure prevents normal deflection, making the cord body more vulnerable to road impacts.

Use of optional inflations is allowable only with a reduced load (one to five passengers). When operating at loads greater than the optional reduced load, the inflation pressure *must* be increased to the standard inflation for full rated loads.

1. Tire inflation pressures may increase as much as 6 pounds per square inch (psi) when hot.
2. For continuous high speed operation (over 75 mph), increase tire inflation pressures 4 pounds per square inch over the recommended pressures up to a maximum of 32 pounds per square inch cold for 4 ply rating tires, or 40 pounds per square inch cold for 8 ply rating tires. Sustained speeds above 75 mph are not recommended when the 4 pounds per square inch adjustment would require pressures greater than the maximums stated above.
3. Cold tire inflation pressure: after vehicle has been inoperative for 3 hours or more, or driven less than 1 mile. Hot tire inflation pressure: after vehicle has been driven 10 miles or more at 60-70 miles per hour.
4. Station Wagon loads should be distributed as far forward as possible.
5. Vehicles with luggage racks do not have a vehicle load limit greater than specified.

6. When towing trailers, the allowable passenger and cargo load must be reduced by an amount equal to the trailer tongue load on the trailer hitch.

OPTIONAL TIRES—The optional tires listed in the adjacent table are not necessary on passenger cars for normal requirements. However, an extra margin of tire service is available when these options are used at loads up to and including full rated load. They are available on models as indicated in the table.

On some models space limitations do not permit the use of a larger size tire; hence, the load range D tire is available. In either case, these tires are applicable to trailer towing or when an extra margin of tire service is desired. Use of a larger tire or a load range D tire should not be construed as permitting an increase in the full rated vehicle load over that specified in the tire inflation pressure table.

Only those tires of the size shown in the table on previous page are recommended for use on Pontiacs. Use of any other size of tire may seriously affect ride, handling, ground clearance, tire clearances, and speedometer calibration. To achieve best all around vehicle handling performance, fiberglass belted tires, radial ply tires, and bias ply tires should not be mixed on the same car.

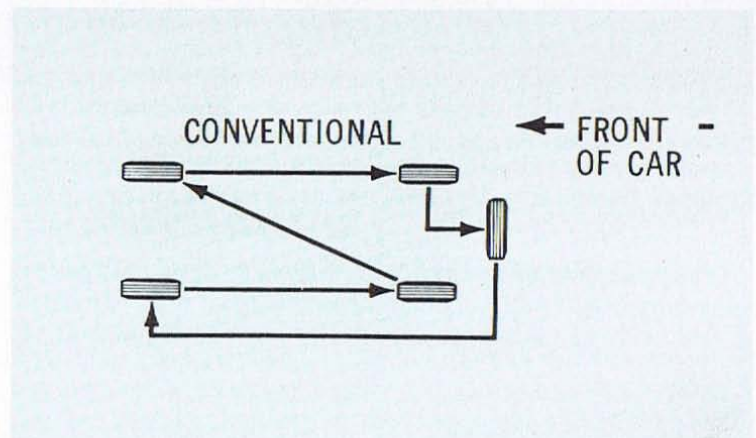
RECOMMENDED TIRE INFLATION PRESSURES
(Pounds Per Square Inch Cool)

Models	Tire Load Range	Standard Inflation For All Loads Including Full Rated *		Optional Inflation For Reduced Loads	
All Except Station Wagons		1 to 6 Pass. + 200 Lbs. Luggage 1100 Lbs. Load		1 to 5 Passengers 750 Lbs. Load	
	B	Front	Rear	Front	Rear
	D	24 Lbs.	28 Lbs.	24 Lbs.	24 Lbs.
Station Wagons		1 to 6 Pass. + 300 Lbs. Luggage 1200 Lbs. Load		1 to 5 Passengers 750 Lbs. Load	
	B	Front	Rear	Front	Rear
	D	24 Lbs.	32 Lbs.	24 Lbs.	32 Lbs.

* If equipped with bucket seats, load limit is 950 lbs. (5 passengers—2 front, 3 rear, and 200 lbs. luggage).

TIRE ROTATION—To equalize wear it is recommended that the tires be rotated every 6,000 miles. Upon rotation, tire pressure must be adjusted (front and rear) in accordance with the recommendations in the tire inflation pressure table.

TIRE ROTATION



LUBRICANT RECOMMENDATIONS

ITEM	LUBRICANT	ITEM	LUBRICANT
Power steering system and pump reservoir	GM power steering fluid Part No. 1050017*—if not available use DEXRON® automatic transmission fluid	Shift linkage, floor shift	Engine oil
Differential—standard	SAE-80 or SAE-90 multi-purpose gear lubricant meeting requirements of MIL-L-2105B.	Hood Latch assembly	
Differential—Safe-T-Track	Lubricant Part No. 1050081*	a. Pivots and spring anchor	Engine oil
Manual Steering Gear	Lubricant Part No. 1051052 *	b. Release pawl	Light grease
Manual Transmission	SAE-80 or SAE-90 multi-purpose gear lubricant meeting requirements of MIL-L-2105B.	Hood hinges	Engine oil
Brake system and master cylinder	Delco Supreme 11 fluid or any SAE 70R3 fluid.	Accelerator linkage	Engine oil
Clutch linkage (Man. Trans. only)		Automatic transmission shift linkage	Engine oil
a. Pivot points	Engine oil	Chassis lubrication	Chassis grease meeting requirements of GM 6031-M
b. Push rod to clutch fork joint, and cross shaft pressure fitting	Chassis grease meeting requirements of GM 6031-M	Automatic transmission	DEXRON® automatic transmission fluid
Manual transmission shift linkage, column shift	Engine oil	Parking brake cables	Light grease
		Front Wheel bearings	High melting point, water-resistant grease
		Body door hinge pins, station wagon tailgate hinge and linkage, station wagon folding seat, fuel door hinge, rear compartment lid hinges	Engine oil
		Convertible door to lock wedge plates	Stick-type lubricant
		Windshield washer solvent	Part No. 1050001*—GM Optikleen washer solvent

* All materials listed under Part Numbers may be obtained from your authorized Pontiac Dealer.

OWNER MAINTENANCE SCHEDULE

Where both time and mileage are shown, the frequency of service is determined by whichever occurs first	Every 4 mo. or 6,000 Mi.	Every 8 Mo. or 12,000 Mi.	Every 12 Mo. or 12,000 Mi.	Every 24 Mo. or 24,000 Mi.
ENGINE OIL CHANGE (change oil filter with first oil change), CHASSIS LUBRICATION	X			
CHECK EXHAUST SYSTEM FOR LEAKS	X			
COOLANT PROTECTION—Check and Replenish if not Protected to 0°F.	X			
AIR CONDITIONING***—Check operation, check for freon leaks, check belt tension, check for bugs or leaves clogging condenser.	X			
POWER STEERING SYSTEM AND PUMP RESERVOIR—Check for Fluid Leaks, Level, and Belt Tension	X			
CLUTCH LINKAGE, Manual Transmission—Check Lash and Lubricate	X			
COLUMN SHIFT LINKAGE, Manual Transmission—Lubricate	X			
STEERING LINKAGE—Inspect	X			
WHEELS AND TIRES**—Rotate, Balance in New Position, Adjust Pressures, and Check Alignment	X			
BRAKE SYSTEM AND MASTER CYLINDER—Check Operation and Fluid Level; Inspect Hoses & Lines	X			
HOOD LATCH AND HINGE—Lubricate	X			
ACCELERATOR LINKAGE—Lubricate (Exc. Carburetor Linkage)	X			
SHIFT LINKAGE, Automatic Transmission—Lubricate at Cross Shaft Pivot Points	X			
TAILGATE HINGES AND LINKAGE, Station Wagon—Lubricate	X			
ENGINE OIL FILTER CHANGE (First Filter to be Changed with First Oil Change)		X		
POSITIVE CRANKCASE VENTILATION VALVE (replace)—Check for Proper Operation at First Oil Change			X	
AIR CLEANER ELEMENT—Clean or Replace (Heavy Duty) or Replace (Standard)			X	
FUEL FILTER (Carburetor—Integral)—Replace			X	
TUNE-UP (Clean and Gap Spark Plugs—Adjust Distributor Points—Set Timing—Adjust Carb.)			X	
WHEEL BEARINGS—Clean and Lubricate (replace seal), and Inspect Brake Linings			X	
CHECK HEADLIGHT AIM			X	
AUTOMATIC TRANSMISSION*—Change Oil At Either 12,000 or 24,000 Miles Depending upon Usage See Page 52 for details.			X	X
COOLING SYSTEM—Drain, Flush and Refill				X

*On Two-Speed Automatic Transmissions, it will be necessary to adjust the bands at each fluid change.

**Visually inspect disc brake linings each time wheels and tires are rotated.

***Condenser should be checked more often during summer months.

NOTE: Check emission control items at first oil change (adjust engine idle speed, idle fuel mixture, ignition timing and operational check of the PCV and related parts.)

6

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

WARRANTY—When purchased new, your Pontiac is covered by Pontiac's New Vehicle Warranty and the Policy on Pontiac Owner Service given to you by your authorized Pontiac dealer at the time of delivery.

TRAILER HAULING—Since passenger cars are designed and intended to be used primarily as passenger conveyances, towing a trailer may affect handling, durability and economy. Maximum satisfaction and pleasure will be derived through use of proper equipment and avoiding overloads and other abusive operation.

This car can pull a trailer of 6,000 pounds maximum loaded weight with a maximum tongue load of 600 pounds if equipped to the recommendations in the Pontiac 1970 Trailering Brochure.

Pontiac has a number of factory-installed options available to better equip cars for pulling trailers, and makes trailer hitches available through dealers. For hauling trailers heavier than 2,000 pounds, it is recommended that an appropriate load equalizing hitch be purchased from a reliable manufacturer. Purchase of bumper and axle type hitches is not recommended. Rental installations should be made only in accord with installation and usage instructions of a reputable trailer agency. To assist in attaining proper handling of the car-trailer combination, it is important that trailer tongue loads be maintained at approximately 10% of loaded

trailer weight. Tongue loads can be adjusted by proper distribution of the load in the trailer, and can be checked by weighing separately the loaded trailer and then the tongue. Tire inflation recommendations outlined in this Owner's Manual should be followed. When towing trailers, the allowable passenger and cargo load (as shown in the instructions for tire inflation pressures, located on page 66) must be reduced by an amount equal to the trailer tongue load on the trailer hitch. The fluid in your automatic transmission should be changed each 12,000 miles when the car is being used to pull a trailer.

NOTE: Do not tap into the car's hydraulic brake system to couple with a trailer hydraulic brake system.

NOTE: Whenever a trailer hitch is removed, be certain to have any mounting holes in the underbody properly sealed to prevent possible entry of exhaust fumes, dirt or water.

General information on trailer hauling, special equipment required, and optional equipment offered by Pontiac is available in booklet form and can be obtained by writing to: Pontiac Motor Division, Sales Promotion Department, 196 Oakland Avenue, Pontiac, Michigan 48053.

Operation in a Foreign Country

If you plan to operate your Pontiac outside the continental limits of the United States or Canada, there is a possibility that the best fuels available are so low in anti-knock quality that excessive knocking and serious engine damage may result from their use. To minimize this possibility, write to Pontiac Motor Division, Customer Relations Department, 196 Oakland Avenue, Pontiac, Michigan 48053, giving:

- The compression ratio and cubic inch displacement of the engine (obtain from your Dealer).
- The vehicle identification number (on plate on instrument panel ahead of the steering wheel and visible through the windshield, or from registration slip or title.)
- The country or countries in which you plan to travel.

You will be furnished details of adjustments or modifications which should be made to your engine at your Pontiac Dealership prior to your departure. Failure to make necessary changes in your car and subsequent operation under conditions of continuous or excessive knocking constitutes misuse of the engine for which the Pontiac Division is not responsible under the terms of the Pontiac New Vehicle Warranty. After arriving in a foreign country, determine and use the best fuels available.

EXTENDED VEHICLE STORAGE—If you plan to store your Pontiac over an extended period of time, certain steps should be taken to give it maximum protection. It is recommended that you write Pontiac Motor Division, Customer Relations Department, 196 Oakland Avenue, Pontiac, Michigan 48053, for detailed instructions on how to prepare your Pontiac for storage.

VEHICLE IDENTIFICATION NUMBER—The vehicle identification number is embossed on a plate attached to the upper left hand side of the instrument panel and can easily be seen through the windshield. The number is also embossed on the Owner Protect-O-Plate.

BODY IDENTIFICATION NUMBER—The body style number, body serial number, and paint and trim numbers are embossed on a plate affixed to the left side of the cowl just under the rear end of the hood. These numbers are also embossed on the Owner Protect-O-Plate.

ENGINE SERIAL NUMBER—The manufacturer's motor vehicle identification number is located on a machined pad on the front right-hand bank of the engine block.

KEY NUMBERS—The key numbers are located on the small metal knock-out inserts that were removed from the key heads. To prevent unauthorized persons from securing duplications of your keys, make a record of the key numbers and discard the inserts. If you require duplicate keys, they should be ordered from your local Pontiac dealer, giving him the numbers taken from the original metal inserts.

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

GENERAL SPECIFICATIONS

WHEELBASE—		
Catalina and Station Wagons		122"
Executive and Bonneville (Exc. Sta. Wagns.)		125"
TRACK—		
Front and Rear		64"
LENGTH—		
Catalina (Exc. Station Wagon)		217.9"
Executive (Exc. Station Wagon)		223.9"
Bonneville (Exc. Station Wagon)		224.6"
Station Wagons		220.9"
WIDTH—		
		79.8"
HEIGHT—		
	Cat.	Exec. & Bonne.
2-Door Hardtop	54.1"	54.3"
4-Door Sedan	54.8"	55.0"
4-Door Hardtop	53.8"	54.0"
Convertible	54.4"	56.4"
Station Wagon	56.1"	56.1"

ENGINE—	350	400	455
Type and No. of Cylinders		V-8	
Valve Arrangement		In-Head	
Valve Lash		0"—Hydraulic	
Bore and Stroke	3.875 x 3.746	4.120 x 3.746	4.151 x 4.206
Piston Displacement	350 cu. in.	400 cu. in.	455 cu. in.
Taxable Horsepower	48.0	54.3	55.2
Compression Ratio—	350	400	455
2 Bbl. Carburetor (Reg. Fuel)	8.8:1	8.8:1	—
4 Bbl. Carburetor (Prem. Fuel)	—	10.0:1	10.0:1 *
Ign. Timing (Vac. Line Disconn. & Plugged)			9°BTDC
Distributor Dwell—			28°—32°
Point Gap (All)			.016"
Firing Order—			1-8-4-3-6-5-7-2

* 10.25:1 available on all models.

GENERAL SPECIFICATIONS (Continued)

SPARK PLUGS—(.035" Gap—All)		
	Normal Driving	Trailer Provision or Extended High Speed Driving
V350	R46S	R44S
V400	R46S	R44S
V455	R45S	R44S

CAPACITIES—	U.S. Gal.	Imp. Gal.
Fuel — All Exc. Station Wagon	26.0	22.0
Fuel — Station Wagon	24.0	20.0

Cooling	U.S. Qt.	Imp. Qt.
—V400	18.0	15.0
—V455	17.25	14.25
—V350	19.6	16.4

Engine Crankcase—	U.S. Qt.	Imp. Qt.
(With Oil Filter Change)	6.0	5.0
(Without Oil Filter Change)	5.0	4.25

Transmission—	U.S. Pt.	Imp. Pt.
3-Speed Manual (Heavy Duty)	2.8	2.5

CAPACITIES (Cont.)	U.S. Pt.	Imp. Pt.
Two-Speed Automatic		
Refill After Draining (Approx.)	4.0	3.25
Refill After Disassembly (Approx.)	21.25	17.5
Turbo Hydra-Matic (M40) (Code PA, PB, Etc.)—		
Refill After Draining (Approx.)	7.5	6.25
Refill After Disassembly (Approx.)	19.0	15.75
Turbo Hydra-Matic (M38) (Code JA, JB, Etc.)—		
Refill After Draining (Approx.)	6.0	5.0
Refill After Disassembly (Approx.)	20.0	16.75

Differential—	U.S. Pt.	Imp. Pt.
Standard or Safe-T-Track	4.5	3.75

Brake Master Cylinder	Fill to 1/2" From Top Using Fluid Meeting SAE 70R3 Specifications
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FUSE AND CIRCUIT BREAKER DESCRIPTION— (See Page 76 For Fuse Location)	
Instrument Panel Rheostat	SFE 4 Amps
Clock-Cigar Lighter-Courtesy Lamps	SFE 20 Amps
Tail Lamps	SFE 20 Amps
Stoplamps—Hazard Warning Flasher	SFE 20 Amps
A/C Blower Motor (Located in Line at Generator)	AGC 30 Amps
(Hi Blower Only)	

GENERAL SPECIFICATIONS (Continued)

Gages—Transmission Downshift	AGC 10 Amps
Directional Signals—Back-Up Lamps	SFE 20 Amps
Radio—Tape Player	AGC 10 Amps
Windshield Wiper—Washer	AGC 25 Amps
Heater and/or A/C Blower (Exc. A/C Hi Blower)	AGC 25 Amps
Power Accessory Circuit Breaker	40 Amps
Light Switch Circuit Breaker* (Integral—Not Replaceable Separately)	15 Amps
Heated Rear Window	AGC 25 Amps

BATTERY	Delco Energizer No.
—V-350	Y-59
—V-400	R59
—V-455	R59S

Heavy Duty	
—V-350 & V-400	R59S
—V-455	R79W

ENERGIZER NO.	WATT RATING	AMP.-HR.
	@ 0°F.	
Y59	2350	53
R59	2900	61
R59S	3250	62
R79W	3750	76

REPLACEMENT PARTS RECOMMENDATIONS—	Original Equip.
Oil Filter (All)—AC Type	PF-24
Air Cleaner—AC Type	
—Standard—2 Bbl.	A-331C
—Optional—2 Bbl.	A-277C
—Standard—4 Bbl.	A-212CW
—Optional—4 Bbl.	A-279C
PCV Valve—AC Type	CV-679C
Crankcase Ventilation Filter—AC Type	FB-59
Radiator Pressure Cap (All)—AC Type	RC-15
Fuel Tank Cap—	
All except Station Wagon	Non-Vented
Station Wagon (Non-Calif.)	Vented
Station Wagon (Calif.)	Non-Vented
Always Specify AC At Replacement Time	
NOTE: All engine thermostats open at 190°F.	

* The headlight circuits are protected by a circuit breaker in the light switch. An overload on the breaker will cause the lamps to "flicker" on and off. If this condition develops, have your headlamp wiring checked immediately.

LIGHT BULBS

REPLACE WITH AC-GUIDE LAMPS

LOCATION	BULB NO.
Air Conditioning Control	1895
Ash Tray and Lighter	1445
Backup Light (Sta. Wagon)	1156
(Exc. Sta. Wagon)	1157
Brake Warning Light	194
Charge Indicator (Ammeter)	194
Clock	1895
Cornering Lamps	1195
Courtesy	550
Directional Signal—Front	1157NA
Rear	1157
Indicator	194
Dome	211
Engine Temperature Indicator	194
Glove Compartment	1891
Headlamps — High Beam	Type 1
Low Beam	Type 2

LOCATION	BULB NO.
Headlamp Beam Indicator	194
Heater Control Panel	1895
Ignition Switch	—
Instrument Cluster Dials	194
License Plate	67
Luggage Compartment	89
Marker Lights—Front (with Cornering Lamps)	194
Rear—Station Wagon	194
—Exc.Station Wagon	1895
Oil Pressure Indicator	194
Parking Lights	1157NA
Radio	1895
Low Fuel Warning Light	159
Stop Light	1157
Taillight	1157
Transmission Shift Indicator	1895
Underhood	1003

Power Accessory Circuit Breaker
Power Side Window
Power Seat
Convertible Top
Power Tail Gate Window
Electric Door Locks
Electric Seat Back Release

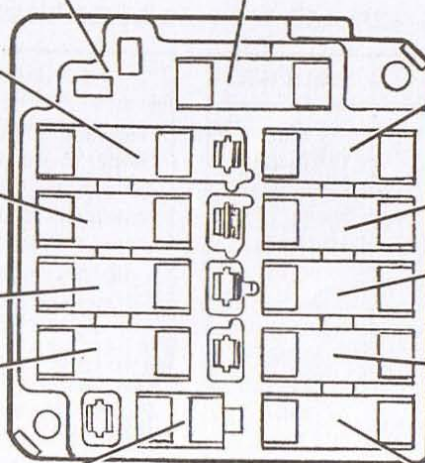
Cigar Lighter Power
Clock Power
Electric Deck Lid Release
Underhood Lamp
Instrument Panel Compartment Lamp
Courtesy Lamps
Rear Seat Cigar Lighter

Tail Lamps
Front Park Lamps
Front & Rear Side Marker Lamps
License Lamp
Cornering Lamps
Headlamp Warning Tell-Tale

Stop Lamps
Hazard Flasher
Dome Lamp
Trunk Lamp

Instrument Panel Illumination Lamps
Ash Tray Illumination
Clock Lamp
Automatic Transmission Shift Indicator
Heater and/or Air Condition Control Lamp
Radio Dial Lamp
Cigar Lighter Illumination

Hazard Flasher Heated Rear Window



Air Conditioner Blower Motor
Heater Blower Motor
• Cruise Control
• Safeguard Speedometer
• Power Flow Ventilation
• Seat Belt Warning Tell-Tale

Windshield Wiper
Windshield Washer

Radio Power
Power Window Relay (Actuating Coil)
Tape Player

Directional Signals
Back-Up Lamps
TCS System

Gas Gauge
Oil Pressure (Tell-Tale or Gauge)
Low Brake (Tell-Tale)
Engine Temperature (Tell-Tale or Gauge)
Downshift Solenoid

FRONT VIEW OF FUSE BLOCK

OWNER SAFETY CHECKS

Take a few minutes, periodically, to check the items listed below for proper operation. See "Maintaining Safety and Dependability" section for instructions on the recommended method of checking. Any deficiencies noted should be corrected without delay.

- | | |
|---|---|
| ☐ Anti-Theft Lock | ☐ Hood Latches |
| ☐ Defrosters | ☐ Fuel, Water and Oil Lines, etc. |
| ☐ Starter Safety Switch | ☐ Parking Brake |
| ☐ Transmission Shift Indicator | ☐ Lights and Hazard Warning Flashers |
| ☐ Horn | ☐ Seat Belts |
| ☐ Seat Back Latches | ☐ Tire Inflation |
| ☐ Rearview Mirrors and Visors | ☐ Windshield Wipers |
| ☐ Door Latches | ☐ Windshield Washers |

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OWNER'S RECORD

Save Your Receipts

REQUIRED MAINTENANCE OPERATION	Date	Mileage	Date	Mileage	Date	Mileage	Date	Mileage
Every 4 Months or 6,000 Miles								
Engine Oil (Change) (Change oil filter with first oil change)								
Chassis (Lubricate)								
Fluid Levels (Check and Replenish as necessary)								
Every 8 Months or 12,000 Miles								
Engine Oil Filter (Change) (First filter to be changed with first oil change)								
Every 12 Months or 12,000 Miles								
Positive Crankcase Ventilator Valve (Replace)								
Air Cleaner Element (Clean or Replace)								
Automatic Transmission Fluid (Change) See Page 52 for explanation of change intervals for your driving needs.								
Every 24 Months or 24,000 Miles								
Automatic Transmission Fluid (Change) See Page 52 for explanation of change intervals for your driving needs.								
Cooling System (Drain, flush, and refill every 2 years)								

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Pontiac dealers have service technicians that are specially trained to service your Pontiac; are kept constantly abreast of the latest service information; maintain an inventory of genuine General Motors parts and use Pontiac approved special tools and equipment.

If you are touring and need service, consult the telephone directory (classified section) under Automobile Dealers for the nearest Pontiac Dealership.



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