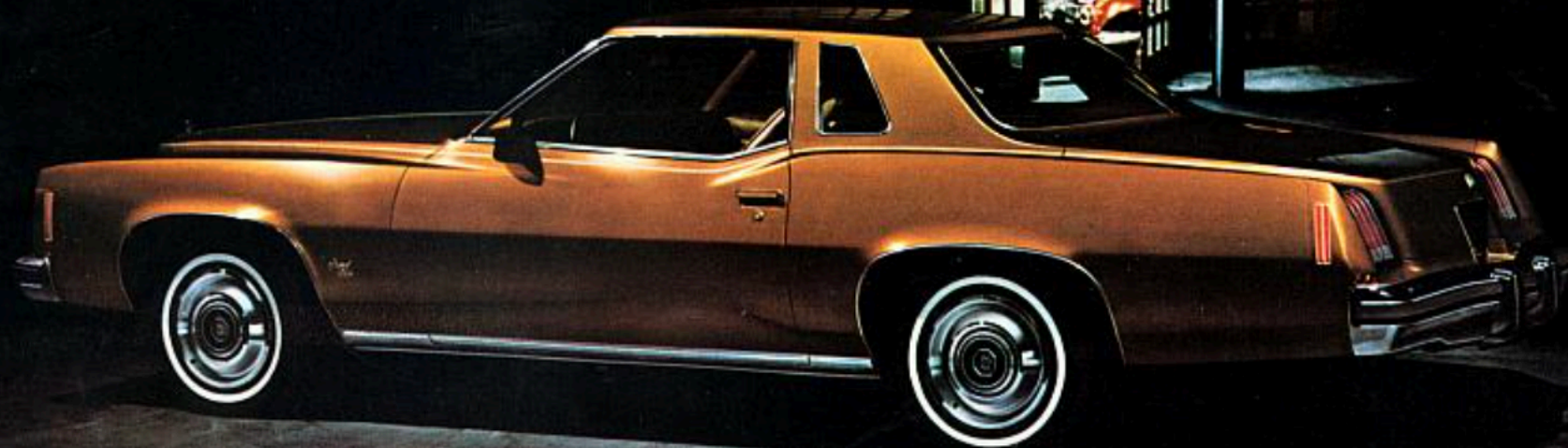


Pontiac Grand Prix 75

(catalytic converter equipped)





This literature is applicable only to 1975 General Motors vehicles equipped with a Catalytic Converter.



Grand Prix.

Our personal luxury car. 1975 can be a turning point in your driving experience if your plans include a new Grand Prix.

Grand Prix remains a personal luxury car. But it may be considered an even finer road car than ever. Consider these qualities: a 400 CID 4-bbl. V8. Steel-belted radials. A Radial Tuned Suspension with two stabilizer bars. And the Grand Prix manner of looking after your comfort and your liking for luxury.

There's a difference this year in the seat belt alert. Instead of a buzzer, you'll hear a low-pitched, harmonic tone. Rather pleasant. The belts themselves are color-keyed to the interior.

The steering wheel is also color-keyed. And it feels good to the touch. The rim kind of "gives" when you squeeze it.

Choose your seats. Pontiac Grand Prix pays close attention to your comfort. Standard front bucket seats are contoured for a snug fit and have

special side support built-in. You can have them in either Prado cloth or in perforated Morrokide.

A reclining bucket seat for the front passenger is extra cost. And/or you can have six-way power for the driver's seat.

Another option is the 60/40 full-width front seat in notchback style with folding centre armrest. Order this seat, and your automatic transmission control moves from the centre console to the steering column (the console is standard equipment when you have bucket seats).

Grand Prix standards. Other standard features include Turbo Hydramatic transmission, variable-ratio power steering, power front disc brakes, headlamp dimmer switch in the turn signal control—and many, many other features your dealer will gladly list for you.

For a couple of special "option packages" available on 1975 Grand Prix, please turn the page. Your options are wide open.

Cover: Grand Prix SJ Hardtop Coupe; Page 2: Grand Prix Hardtop Coupe; Above: Optional 60/40 full-width seat; Left: Grand Prix LJ interior; Far left: Grand Prix standard interior.

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

Grand Prix SJ and LJ.

The SJ model option. Set your sights high? Grand Prix SJ should be right on target for you. Here's what it includes: A 455 CID 4-bbl. V8. Rally gauge cluster with clock. Outside mirrors with the driver's remote-controlled. A maintenance-free battery. Rally II wheels with trim rings. Painted accent stripes. GR70 x 15B blackwall radial tires (standard radials are GR78).

The new Grand Prix LJ. What's another word for luxury? This package suggests an elegant way to put it is "LJ". You get all this and more:

Lombardy Velour interior trim. Power door locks and power windows. A Cordova vinyl top. Outside Sports Mirrors, both remote-controlled with bucket seats. Two visor vanity mirrors. Door courtesy lamps, dome and reading lamp. Smart Custom Finned wheel covers. And cornering lamps.

Other options. Ask your dealer about Four-Season or the new automatic air conditioning, "headlamp on" warning system, Controlled Cycle windshield wipers and the rest of the 1975 option story. Your options are many with Grand Prix.

Specifications

Body Style	2-door Hardtop Coupe	
Engines	Standard	400-4 V8
	Optional	400-2 V8 455-4 V8
Transmission	Turbo Hydra-matic	
Brakes	front disc/rear drum	Standard
	Power	Standard
Tires Standard	GR78 x 15	
Wheelbase	116.0 in.	
Length	218.7 in.	
Height	53.1 in.	
Width	79.6 in.	
Weight—curb	4167 lbs.	
Fuel Tank Capacity (app.)	20.8 Imp. Gal.	
Headroom	front	37.7 in.
	rear	37.2 in.
Legroom	front	42.5 in.
	rear	33.5 in.
Shoulder Room	front	58.8 in.
	rear	58.1 in.
Hip Room	front	54.8 in.
	rear	52.7 in.
Usable Luggage Space	12.0 cu. ft.	

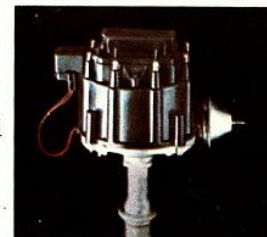
The Pontiac Travel Plan.

Helping you to enjoy better driveability is just part of the Pontiac Travel Plan.

STEEL-BELTED RADIAL TIRES—offer longer tire life and better operating economy; they come with a Radial Tuned Suspension.



HIGH-ENERGY IGNITION—helps improve engine performance and eliminates points and condenser replacement.



CATALYTIC CONVERTER

The Converter requiring unleaded gasoline, allows calibration of the engine for lower idling speeds, quicker warm-up and smoother overall performance.



QUICK WARM-UP SYSTEM—helps improve fuel economy under cold engine starting conditions.

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Grand Prix LJ Hardtop Coupe

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