



1962
TEMPEST
BY PONTIAC





THE GAS-SAVING "4" WITH



PONTIAC PUNCH! *Tempest—the new size car that broke away from the pack in '61 is primed to go for '62.*

This year's gas-saving "4" is loaded with Pontiac punch. Big line-up of models. Two Coupes. Sedan. Wagon. Convertible. And two exclusive models make the scene this year. The LeMANS Coupe and LeMANS Convertible. (That's Luh-mahnz.) Both get the full Pontiac posh treatment. Tempest for '62 is a going machine, priced low. Take a drive—starting on the next page!





TOOL UP A HILL IN A TEMPEST CONVERTIBLE

Any Tempest will run up just about everything but the cost of driving. Its gas-saving 4-cylinder engine delivers Pontiac-brand performance in horsepowers ranging from 110-140. (See specifications for details.)

For the citizen who wants more, there's an extra-cost 4-barrel carb that jumps the horsepower to 166, and a 185 h.p. aluminum V-8.





TAKE OFF IN A TEMPEST *SPORTS COUPE*

Every Tempest has a floor mounted stick-shift, standard.

Or—you can go the easy route with an extra-cost automatic, get real driving kicks with a four-speed, floor shift option. (Try that last one with the performance rear axle.) Any way you want it—the '62 Tempest is a fancy mover!



TAKE A TURN IN A TEMPEST **SEDAN**

The '62 Tempest will take the curl and kinks out of any hairpin. Balance does it. Tempest is the only American car with a front engine, rear transmission. Car weight is divided almost equally on the front and rear wheels. Biting traction on slick bricks or sticky mud.





TOUR A TURNPIKE IN A TEMPEST COUPE

Solid, big-car stability. That's the '62 Tempest. The body and frame are a tough, one-piece unit by Fisher. And the perfect balance of the front engine, rear transmission makes the Tempest 2900 pounds of smooth, going machine. Big 15-inch wheels help, too.



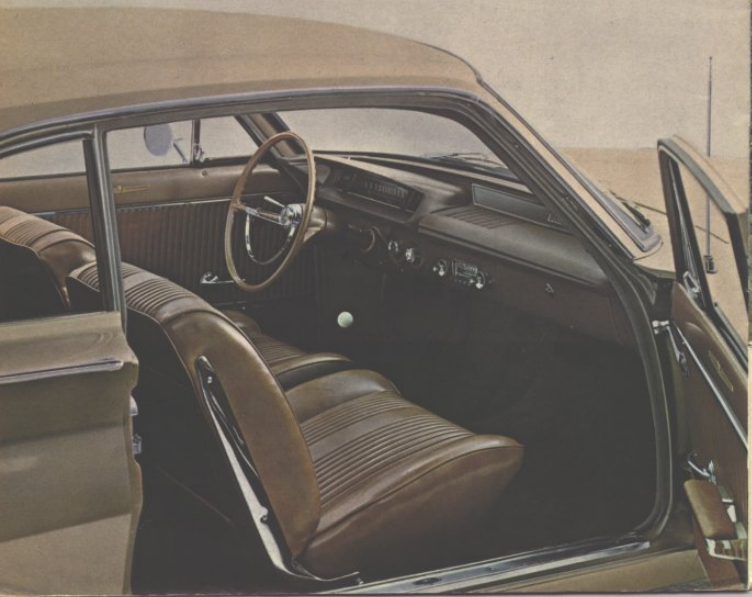
TACKLE A BACK ROAD IN A TEMPEST SAFARI

Every '62 Tempest makes expressways out of detours. The big reason: independent suspension front and rear. There are no solid axles to transmit shock from one wheel to the opposite wheel. Swing axles in the rear step over ruts, rails, chuck-holes and washboards.



*the LeMANS
an exclusive Tempest series
fired up and fitted out
in the tradition of
the world's fine road cars*

LE MANS 

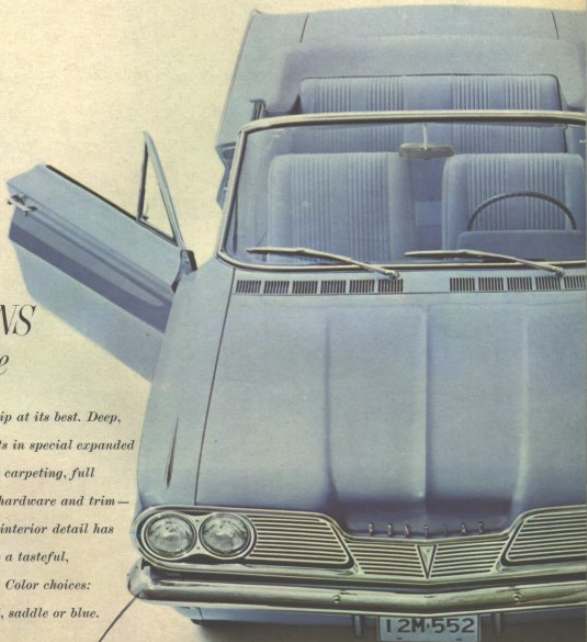


LE MANS



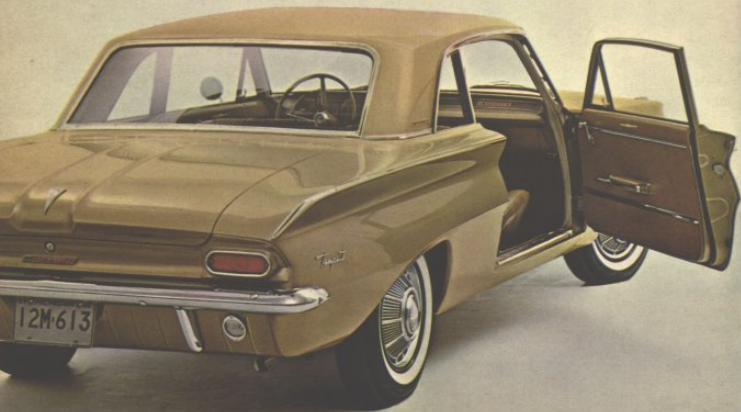
the LeMANS Convertible

Pontiac craftsmanship at its best. Deep, high wing bucket seats in special expanded Morrokide, thick pile carpeting, full custom treatment on hardware and trim—all standard! Every interior detail has been treated to create a tasteful, monochromatic effect. Color choices: black, parchment, red, saddle or blue.



the LeMANS Coupe

*Put yourself in this new G.T.-type automobile.
Just one step away from the famous road cars that
gather at the LeMans classic every June. Offers
a full line-up of engine, axle and transmission
choices (See specifications.) Has the same plush
interiors available in the LeMans Convertible.
Rear window has sharp, town-car styling.*



① Independent front wheel compression strut suspension. New upper and lower control arm bushings for softer, easily controlled ride.

② Inclined 45°, short stroke 4-cylinder engine. Horsepower ratings from 110 to 166. New intake manifold and carburetor provide fast warm-up and better fuel economy.

③ Solid one-piece unit body and frame. Heavily ribbed flat floor pan construction.

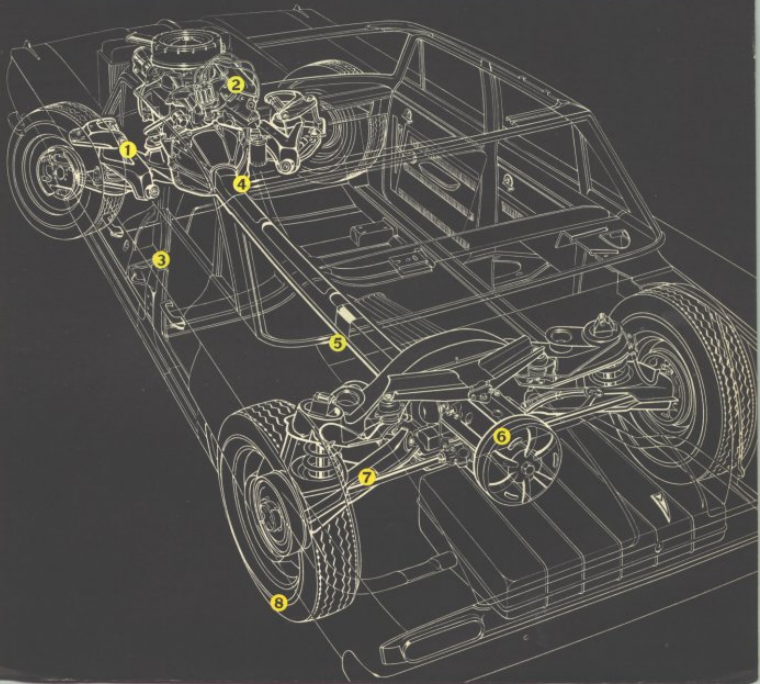
④ Transmission tunnel virtually eliminated from front floor for six passenger comfort.

⑤ Curved torque-tube houses flexible, triple-alloy-steel driveshaft.

⑥ Rear mounted transmission creates ideal balance. Puts near equal weight on each wheel for better traction and braking, longer tire life.

⑦ Independent swing axle in the rear permits each wheel to act separately from the opposite wheel. Gives a smooth, controlled ride.

⑧ Standard 15-inch wheels provide big car feel, ride and looks. Also contribute to longer tire life and operating economy.





INTERIORS

All Tempest interiors are plush and practical. Sedan and Coupe standard interiors have a cloth and Morrokide combination. (Blue, gold and red.) The Safari Wagon has gray and gold, or red and gray Morrokide, standard. The Convertible has custom Jeweltone Morrokide. (Blue; gold and beige; red and ivory.) Custom interiors in all other models also feature Jeweltone Morrokide. (Blue; aqua; green; gold and beige; red and ivory.) Custom trim includes coated fabric headlining and full carpeting. Available on special order: bucket seats in custom trim.



SPECIFICATIONS

EXTERIOR DIMENSIONS (Inches)

Wheelbase	112.0
Tread	56.8
Length, over-all	189.3
Width, over-all	72.2
*Height, over-all (Sedan)	53.6
*Height, over-all (Safari)	54.9
*Height, over-all (Coupe)	53.2
*Height, over-all (Convertible)	53.7

*With Passengers

INTERIOR DIMENSIONS (Inches)

	Sedan	Coupe	Sports Coupe	Safari	Convert-ible
Leg Room					
Front	44.1	44.1	44.1	44.1	44.1
Rear	37.8	36.8	36.8	37.5	36.9
Head Room*					
Front	38.1	38.1	38.1	38.6	38.8
Rear	37.2	36.7	36.7	37.8	37.2
Hip Room					
Front	58.6	58.6	58.6	58.6	58.6
Rear	58.3	57.4	57.4	58.3	47.4
Seat Height					
Front	11.0	11.0	11.0	11.0	11.1
Rear	12.4	12.7	12.7	12.6	12.8
Trunk Volume			Coupe and Sedan	27.5 Cu. Ft.	
*Seat Depressed					72.6

STATION WAGON CARGO

COMPARTMENT DIMENSIONS (Inches)

Length—rear seat up, tailgate closed	53.1
Width, max.	56.7
Width, min.	44.1
Height, max.	30.8
Rear opening width	49.5
Rear opening height	29.3
Cu. Ft. load space—2nd seat flat	72.6

ENGINE

	Trophy 4	Trophy V-8
Type	Overhead Valve Front Stroke	Overhead Valve Short Stroke
Location & Position		
Cylinders	4 in-line	2 banks of 4
Cooling System	Liquid	Liquid
Bore	4.06"	3.50"
Stroke	3.75"	2.80"
Displacement	194.5 cu. in.	215 cu. in.
Compression Ratio	See Chart	See Chart
Horsepower	See Chart	See Chart

ENGINE AND PERFORMANCE CHART

ALL MODELS	Carburetor	Compression Ratio	Max. Brake Horsepower	Max. Torque	Std. Rear Axle Ratio
WITH MANUAL TRANS.	1-Barrel	8.6:1	110 @ 3800	190 @ 2000	3.31:1
WITH AUTOMATIC TRANS.	1-Barrel	8.6:1	115 @ 4000	195 @ 2200	3.08:1
OPTIONAL ENGINES AVAILABLE AS INDICATED					
PREMIUM FUEL ENGINE WITH MANUAL TRANS.	1-Barrel	10.25:1	120 @ 3800	202 @ 2000	3.31:1
WITH AUTOMATIC TRANS.	1-Barrel	10.25:1	140 @ 4400	207 @ 2200	3.08:1
WITH AUTOMATIC OR MANUAL TRANS.	4-Barrel	10.25:1	166 @ 4800	215 @ 2800	3.55:1
215 CU. IN. V-8 PREMIUM FUEL ENGINE WITH AUTOMATIC TRANS. ONLY	4-Barrel	10.25:1	185 @ 4800	230 @ 2800	3.08:1

3.73:1 and 3.90:1 Rear Axle Ratios available on special order

PONTIAC MOTOR DIVISION • GENERAL MOTORS CORPORATION

NOTICE: All options noted herein, including whitewall tires, special Custom Trim, radio and luggage rack*, illustrated on some models, are extra-cost equipment unless otherwise specified. Ask your dealer for all price information on any model or special equipment you desire. Pontiac Motor Division of General Motors Corporation reserves the right to make changes at any time, without notice, in colors, materials, equipment, specifications, prices and models—and also to discontinue models. The right is also reserved to change any specifications, parts, or equipment at any time without incurring any obligation to equip same on cars built prior to date of such change.

	Trophy 4	Trophy V-8
Torque	See Chart	See Chart
Pistons	Aluminum Alloy Tin Plated	Aluminum Alloy Tin Plated
Carburetor	1 BBL Downdraft (4 BBL opt.)	4 BBL
Battery	12 Volt—42 Amp.	12 Volt—42 Amp.
Exhaust	Single	Low Restriction Single
Cylinder Block	Alloy Cast Iron	Aluminum
Main Bearings	5	5
Taxable Horsepower	26.4	39.2

MANUAL TRANSMISSION

Rear Mounted 3-Speed—Floor Lever	
Ratios	1st—2.94:1 3rd—1.00:1 Reverse—3.32:1
Rear Mounted 4-Speed—Floor Lever—Fully Synchronized	
Ratios	1st—3.65:1 3rd—1.44:1 2nd—2.35:1 4th—1.00:1 Reverse—3.66:1

CLUTCH DIAMETER

9.25"

AUTOMATIC TRANSMISSION

Type	Rear Mounted, Three Element Torque Converter, Split Torque in High Gear, 40% Direct Drive—60% through Converter.
Ratios	Drive—1.82:1, 1.00:1 Low—1.82:1 Reverse—1.82:1

(Total Torque Multiplication: 3.64:1)

BRAKES

Type	Hydraulic—Internal Expanding
Drum Diameter	9"
Total Lining Area	115.0 Sq. In.

REAR AXLE

Type	Trans-Axle—Full Swing Axle Shafts
Ratios	See Chart

TIRES

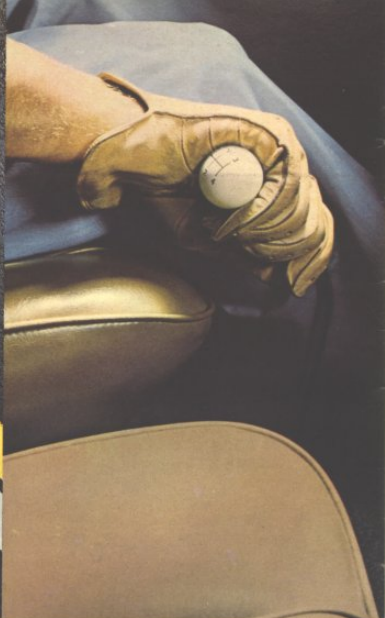
Size	6.00 x 15 Sedan, Coupe, Convertible 6.50 x 15 Station Wagon—Opt. on Sedan, Coupe and Convertible
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SUSPENSION

Front	Independent Coil Spring
Rear	Independent Coil Spring—Swing Axle Type

CAPACITIES

Fuel Tank (all models)	16 Gals.
Cooling System	12.6 Qts. with heater (std. equipment)
Engine Oil	4 Qts. refill (5 Qts. with filter)

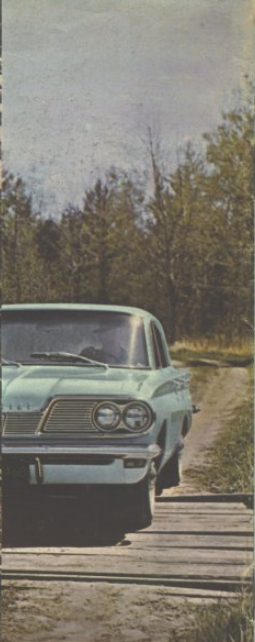


OPTIONS AND ACCESSORIES

Just about everything is available to sharpen up a Tempest to your taste. Wheel covers, exterior chrome, radio, air conditioner, power steering, luggage rack (for wagon only), "Soft-Ray" glass, bumper guards, back-up lights and a lot more. Priced right. (The heater is standard this year.)

HIGH PERFORMANCE OPTIONS

Tempest has them for all models. If you're after real zip, start with a 4-barrel carburetor, put in the 4-speed trans, specify the 3.90 to 1 rear axle—you've got it. If you want even more, order the 10.25-to-1 compression, 185 h.p. aluminum V-8. Build a Tempest the way you want it!



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Preference to Fisher Body