

GT-37

Figures and Specifications for the GT-37 and the GTO

as published in the 1971 Pontiac "Performance Cars" Sales Brochure.

Dimensions	GTO	The Judge	GT-37
Overall Length (in.)	203.3	203.3	202.8
Overall Width (in.)	76.7	76.7	76.7
Overall Height (in.)	62.0	52.0	52.0
Wheelbase (in.)	112.0	112.0	112.0
Track Front/Rear (in.)	61.0/60.0	61.0/60.0	61.0/60.0
Turning Diameter (curb-to-curb, ft.)	37.6	37.6	37.6
Head Room, Front/Rear (in.)	37.7/36.3*	37.7/36.3*	37.9/36.3
Leg Room, Front/Rear (in.)	42.4/31.6	42.4/31.6	42.4/32.2
Shoulder Room, Front/Rear (in.)	58.4/57.0**	58.4/57.0**	58.4/57.0
Hip Room, Front/Rear (in.)	59.7/58.3	59.7/58.3	59.6/58.1
Trunk Capacity (cu. ft.)	14.0***	14.0***	14.6

*38.5/36.9 on convertible

**58.4/47.8 on convertible

***16.3 on convertible

Engines	350 V-8 2-bbl.	400 V-8 2-bbl.	400 V-8 4-bbl.	455 V-8 4-bbl.	455 H.O. V-8 4-bbl.
Standard on	GT-37	—	GTO	—	The Judge
Available on	—	GT-37	GT-37	GTO, GT-37	GTO, GT-37
Gross Horsepower @ rpm†	250 @ 4400	285 @ 4400	300 @ 4800	325 @ 4400	335 @ 4800
Net Horsepower @ rpm†	180 @ 4400	205 @ 4000	255 @ 4400	260 @ 4000	310 @ 4400
Gross Torque @ rpm (lb.-ft.)†	350 @ 2400	400 @ 2400	400 @ 3600	455 @ 3200	480 @ 3600
Net Torque @ rpm (lb.-ft.)†	285 @ 2000	335 @ 2400	340 @ 3200	380 @ 2800	410 @ 3200
Displacement (cu. in.)	350	400	400	455	455
Bore and Stroke (in.)	3.88 x 3.75	4.12 x 3.75	4.12 x 3.75	4.15 x 4.21	4.15 x 4.21
Compression Ratio	8.0:1	8.2:1	8.2:1	8.2:1	8.4:1
Carburetor Barrels (no.)	2	2	4	4	4
Carburetor Bore Diameter—Primary	1.89	1.89	1.38	1.38	1.38
—Secondary	—	—	2.25	2.25	2.25
Camshaft Duration, Degrees—Intake	288	289	273	273	288
—Exhaust	277	277	289	289	302
—Overlap	51	51	54	54	83
Camshaft Lift @ Zero Lash Intake	.377 ± .011	.377 ± .011	.410 ± .011	.410 ± .011	.410 ± .011
Exhaust	.413 ± .011	.411 ± .011	.413 ± .011	.414 ± .011	.413 ± .011
Valve Head Diameter Intake	1.96	1.96	2.11	2.11	2.11
Exhaust	1.66	1.66	1.77	1.77	1.77
Exhaust System (type)	Dual	Dual	Dual	Dual	Dual
Fuel Tank Capacity (gal.)	18	19	19	19	19
Cooling System Capacity (qt.)	20.2	18.8	18.8	17.9	17.9
Crankcase Oil Capacity (qt.)	5	5	5	5	5
Spring Rates, (lbs./in.) Deflection—Front	280*	280*	280*	280*	280*
—Rear	122	122	122	122	122
Axle Ratios Manual Transmission	3.23:1	N.A.	3.55:1	N.A.	3.55:1
Turbo Hydra-matic	2.58:1	2.78:1	3.55:1**	3.31:1	3.55:1

*310 with air conditioning on GT-37

**3.23:1 on GT-37

The GT-37

If you're after the response of a GTO, but you're willing to sacrifice some of the frills, remember this simple code: GT-37.

A GT-37 is a Pontiac T-37 Hardtop or Coupe ordered with your choice of any V-8 Pontiac builds. From the 350-CID 2-bbl. to the 455-CID H.O. LS5 4-bbl. (The same engines that you can get on our lowest priced T-37.)

Special GT-37 equipment includes: The GTO exhaust system. Low-restriction split duals running through a steel rear valance panel. A heavy-duty Muncie 3-speed transmission with Hurst floor-mounted shifter. Special Rally II wheels (dechromed, like The Judge's). G70—14 bias-belted, white-lettered tires. Hood locking pins. Vinyl accent striping. And GT-37 nameplates on the trunk and front fenders.

What makes the GT-37 so exciting is that you can get most of the mechanics of a GTO. For less money. And with less weight. Think about that, budget-minded sports fans.