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This 1968 Pontiac Le Mans restomod has more flair than a GTO, packs more punch from the performance-built V8, and you enjoy it all from an A/C interior. So it's not just that this is a value-priced hardtop, but you really want this because it's an all-around stunner. The Le Mans/GTOs of this era had some of the best designs going.

~~1968 Pontiac LeMans 1968 Pontiac Le Mans~~  
The Pontiac LeMans / l ə ' m ɑː n z / was a model name that was applied to subcompact-and intermediate-sized automobiles marketed by Pontiac from 1962 to 1981 (1983 in Canada).Originally a trim upgrade based on

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the Tempest, it spawned the industry changing signature muscle car, the GT0, in 1964. Manufactured in five generations in the 1960s and '70s, it was replaced by the downsized Pontiac ...

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1968 Pontiac Lemans Coupe- 350 engine with 4 speed hurst manual shift, dual exhaust and headers. Bucket seats. Power steering, power brakes. Car runs and drives. Underneath is very clean for a 50 year old car Was originally Verdoro Green but has a burnt orange paint job now. Needs some body work to be perfect, all typical areas on these cars.

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1968 Pontiac GT0/LeMans/Tempest (2,825) ...  
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## ~~1968 Pontiac GT0/LeMans/Tempest Parts~~

This very nice 1968 Pontiac LeMans 2 DR HT is very original with the same owner since 1970-- has a 350 cu in V8 with a 4 speed manual tranny--power steering--bucket seats--\$10000 paint job-- car has been restored back to original--has a factory Tach--factory A/C--all gauges work--new wheels & tires--new spare with jack-- new exhaust with flowmasters--96250 miles showing

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Swapping or interchanging parts is a time-

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honored practice, and this book is the source for Chevrolet parts interchanges.

Haynes disassembles every subject vehicle and documents every step with thorough instructions and clear photos. Haynes repair manuals are used by the pros, but written for the do-it-yourselfer.

How to Restore Your Pontiac GTO covers all aspects of restoration-engines and drivelines, bodywork, interior and trim, suspension, brakes, chassis, and steering. The book provides guidance to completely restore your GTO, step-by-step.

This revised and updated color edition of How to Rebuild the Small-Block Ford walks you step by step through a rebuild, including: planning your rebuild, disassembly and inspection, choosing the right parts, machine work, assembling your engine, and first firing and break-in.

Offers instructions for tuning or modifying all car parts for improved handling, safety, and performance

In GM LS-Series Engines: The Complete Swap Manual, expert Joseph Potak walks you through all the steps involved in installing an LS engine into any vehicle, from concept to



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completion. Variants of GM's groundbreaking family of LS engines are installed in everything from the company's most mundane panel vans to its earth-shaking Corvette ZR1. First underhood in the 1997 Corvette, the LS1, and its successors have proven powerful, reliable, and amazingly fuel efficient. Since that time, more than a dozen variants have been produced, ranging from bulletproof, iron-block 4.8-liter workhorses to the supercharged 7.0-liter LS7. Performance enthusiasts have embraced this remarkable V-8, and it has quickly become a favorite for engine swaps. Why? Because the versatile engine offers fantastic power, a compact design, and light weight, and it responds very well to performance modifications. The key to this performance is a sophisticated electronics package that can intimidate even the most adventurous hot rodder. In *GM LS-Series Engines: The Complete Swap Manual*, professional LS-series engine specialist and technician Joseph Potak details all the considerations involved in performing this swap into any vehicle. With clear instructions, color photos, diagrams, and specification tables, Potak guides you through: Mounting your new engine Configuring the EFI system Designing fuel and exhaust systems Sourcing the correct accessories for your application Transmission, torque converters, and clutches Performance upgrades and power-adders Troubleshooting, should problems arise This is the ultimate guide to

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installing an LS in your project car.

Step inside the company that builds excitement. This detailed catalogue assembles all Pontiacs, plus the cars built by Oakland, Pontiac's parent company. Ride down Memory Lane in the Chief of the Sixes, Silver Streaks, and Safari wagons. Hundreds of photographs depict these early Pontiac offerings, as well as the ever popular GTO, Firebird, Fiero and Trans Am models. You will find thousands of specifications, from model options to VIN decoding, from engine options and specifications to current prices. Also includes Pontiac genealogy charts.

If you're considering building a traditional Pontiac V-8 engine for increased power and performance or even competitive racing, How to Build Max Performance Pontiac V-8s is a critical component to achieving your goals.

The Complete Book of Pontiac GTO gives you a year-by-year, model-by-model exploration of the world's first muscle car, all in full color photography, most of which has never been published. When Pontiac created the original muscle car—the GTO—it reshaped the automotive world like a four-inch piston going through a three-inch cylinder bore. Everything changed the moment John Zachery DeLorean and his crew of hot-rodding miscreants bolted a big engine into a smaller car and created the 1964 GTO. Make no

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mistake: DeLorean and his partners in crime were genuine outlaws. The GT0 broke so many of General Motors' corporate rules that the people responsible should have been fired. And they would have been, except the car was a hit. The Complete Book of Pontiac GT0 explores every iteration of the first car created specifically for baby boomers. With rare photography from the archives of Hot Rod and Motor Trend magazines, this book is the complete resource for fans of of the world's first muscle car.

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