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1968 Pontiac LeMans Restoration Guide

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Factory-Correct Restoration Reference

1968 Pontiac LeMans Restoration Guide

Model Years 1968

Model	Pontiac LeMans (A-body intermediate)
Wheelbase	112 in (two-door); 116 in (four-door and wagon)
Engines	250 OHC six (175 hp); Sprint OHC six (215 hp — see note); 350 V8 (265 / 320 hp)
Transmissions	3-speed manual; Muncie 4-speed; ST-300 2-speed automatic (final year)
VIN identity	LeMans series digits 237 (Tempest 233, Tempest Custom 235, Safari 239)
Identity	The all-new A-body year — and the last year of the two-speed automatic

Every specification in this guide was checked against factory literature, marque references, period road tests, and documented survivor vehicles. Where sources disagree or the record is silent, this guide says so rather than guessing.

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1. What this guide is — and is not

This is a single-year guide. It covers model year 1968 only. Where a neighbouring year differs, the difference is stated as a difference — the other year's parts, ratings and trim are never silently borrowed. Shared platform engineering is shared honestly; the specification table, the year-change register and the finishes in this guide are this year's own.

2. The year in brief

The 1968 LeMans is a clean-sheet car: GM's new A-body brought a 112-inch wheelbase for two-doors (116 for four-doors and wagons), fresh Coke-bottle styling, and vent windows deleted on hardtops and convertibles. The LeMans sat above the Tempest and Tempest Custom as Pontiac's dressed intermediate — and it is not a GTO, which was its own series with its own VIN identity. Keeping that boundary straight is the first discipline of any car in this program.

Two engine stories define the year. Pontiac's belt-driven overhead-cam six grew to 250 cubic inches: 175 hp in base form, and 215 hp as the four-barrel Sprint per the factory rating most references carry — some marque compilations print 230 hp for the 1968–69 Sprint, and this guide flags that conflict rather than settling it by assertion. Beside it sits the new Pontiac 350 V8, created by opening the 326's bore out to a true 350: 265 hp with a two-barrel at 9.2:1, and 320 hp as the four-barrel HO at 10.5:1. Production detail worth money: 8,820 LeMans convertibles were built, and over 90 per cent of LeMans cars carried an automatic — a genuine four-speed car is the exception and must prove itself.

3. Year-change register

Read this register before ordering anything. It is the difference between a 1968 car and a car that merely looks like one from across the street.

Item	1967	This year (1968)
Platform	1964–67 A-body	All-new A-body; 112-in two-door wheelbase
Base engine	230 OHC six	250 OHC six, 175 hp (stroked)
Sprint rating	215 hp (230 six)	215 hp factory figure; 230 hp in some compilations — conflict flagged
Small V8	326 V8	New 350 V8: 265 hp (2V) / 320 hp HO (4V)
Automatic	ST-300 2-speed	ST-300 2-speed (final year)
Vent windows	Fitted	Deleted on hardtops and convertibles



4. Specification table — 1968

Item	Specification
Wheelbase	112 in (2-dr); 116 in (4-dr/wagon)
Length	About 207 in (two-door)
Engines	250 OHC six 175 hp; Sprint 215 hp (see conflict note); 350 V8 265 / 320 hp
Transmissions	3-speed manual (column or floor); Muncie 4-speed; ST-300 automatic
Axles	10-bolt; Safe-T-Track limited-slip optional
Production note	8,820 LeMans convertibles; automatics in over 90% of LeMans cars

5. Numbers, tags and identity

- LeMans VINs begin 237. A car beginning 233 is a Tempest and 235 a Tempest Custom, whatever badges it now wears — cloned-up Tempests are this generation's standing fraud, and the VIN is the tell.
- PHS documentation is the Pontiac authentication standard: order the invoice packet for any car whose price depends on its options (Sprint, HO, four-speed).
- Sprint identity is hardware: Quadrajet four-barrel, high-compression specification, hotter cam and the handling package — plus the belt-driven cam hardware in correct condition.

6. Engines and transmissions

- **250 OHC six.** 175 hp, Rochester one-barrel. The cam is driven by a fiberglass-reinforced toothed belt — belt and tensioner condition is the engine's whole health story; budget accordingly.
- **Sprint OHC six.** Four-barrel Quadrajet, higher compression (about 10.5:1), 6,500 rpm tachometer redline in Sprint trim. Factory rating 215 hp; see the flagged 230 hp conflict in Chapter 3.
- **350 V8.** 265 hp (2V, 9.2:1) and 320 hp HO (4V, 10.5:1). A new displacement for 1968 — 326 parts knowledge does not transfer wholesale.
- The 400 belongs to the GTO line in this generation's showroom story; a LeMans presented with a factory 400 needs PHS proof, not enthusiasm.

7. Paint, trim and finishes

Morrokide vinyl is Pontiac's interior material and its grain is a correctness detail; order against the trim code. Exterior brightwork separates LeMans from Tempest Custom at the rockers and window surrounds — the visual difference between the series is trim, which is precisely why badge-swapping is tempting and why Chapter 5's VIN rule governs.

8. Rust and inspection map

New body, familiar A-body traps — plus one 1968-specific caution: first-year panels and trim were revised in running production more often than later years, so date-code everything you take off.

- Cowl and lower windshield channel — the A-body's signature leak, rotting the front floor pans from above.
- Lower front fenders and the doors' lower skins, especially at the rear corners.
- Rear quarter arches, wheelhouses and the trunk floor with its extensions — check from inside the trunk with a light.