

FREE SAMPLE

The opening pages of

1969 Pontiac LeMans Restoration Guide

Read these pages exactly as they appear in the full guide.
Nothing here is rewritten or summarised — it is the product itself,
so you can judge the depth before you spend a dollar.

The full guide: <https://restoreessentials.com/product/RE-GD-1969-PONTIAC-LEMANS>

RestorationEssentials — instant PDF download after checkout.



RESTORATIONESSENTIALS

Factory-Correct Restoration Reference

1969 Pontiac LeMans Restoration Guide

Model Years 1969

Model	Pontiac LeMans (A-body intermediate)
Wheelbase	112 in (two-door); 116 in (four-door and wagon)
Engines	250 OHC six (175 hp); Sprint (215 hp — see note); 350 V8 (265 / 320 hp)
Transmissions	3-speed manual; Muncie 4-speed; TH350 automatic (new) — ST-300 gone
Identity	The OHC six's final year; the TH350 arrives

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.

Published by RestorationEssentials



1. What this guide is — and is not

This is a single-year guide. It covers model year 1969 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

Two quiet changes make the 1969 LeMans its own restoration subject. It is the last year of Pontiac's overhead-cam six — the belt-driven 250, in base 175 hp form and as the Sprint, ends with this model year, and with it ends one of the most distinctive engine programmes in American production history. And it is the year the two-speed ST-300 automatic finally left, replaced behind the smaller V8s by the three-speed TH350, a far better gearbox that also makes a 1969 automatic car a different driving proposition from a 1968.

Styling was detailed rather than rethought — grille and lamp revisions on the 1968 shell — and the 350 V8 continued at 265 hp (two-barrel) and 320 hp (HO four-barrel). The Sprint rating conflict carries over from 1968 (215 hp factory figure; 230 hp in some compilations) and is flagged in this guide exactly as it was there. The GTO remained a separate series; nothing in this guide's LeMans content should be read onto a GTO, or the reverse.

3. Year-change register

Read this register before ordering anything. It is the difference between a 1969 car and a car that merely looks like one from across the street.

Item	1968	This year (1969)
OHC six	Offered (250)	Offered — final year
Automatic (small V8)	ST-300 2-speed	TH350 3-speed
Styling	1968 launch design	Grille and lamp detail revisions
350 V8	265 / 320 hp	265 / 320 hp (unchanged)
Sprint	215 hp (flagged conflict)	215 hp (same flagged conflict)

4. Specification table — 1969

Item	Specification
Wheelbase	112 in (2-dr); 116 in (4-dr/wagon)
Engines	250 OHC six 175 hp; Sprint 215 hp (see note); 350 V8 265 / 320 hp
Transmissions	3-speed manual; Muncie 4-speed; TH350 automatic
Axles	10-bolt; Safe-T-Track optional

5. Numbers, tags and identity

- Series identity is unchanged: 237 opens a LeMans VIN. PHS documentation remains the authentication route for Sprint, HO and four-speed claims.
- Transmission identity is a 1969 discriminator: a car claimed as a 1969 with an ST-300 has a story to explain; a TH350 is the year's correct automatic behind the 350.



- OHC cars: the cam belt's age is unknown on any car you did not restore yourself. Replace it on acquisition, on principle.

6. Engines and transmissions

- **250 OHC six / Sprint.** Final year. Every Sprint procedure in the 1968 guide applies, with the addition of scarcity: one fewer production year of parts donors, forever.
- **350 V8.** 265 hp (2V) and 320 hp HO (4V) — Pontiac-built, with Pontiac engine codes (the two-barrel and HO carry different suffixes; decode before ordering).
- **TH350 automatic.** New for 1969 behind small V8s; the TH400 remained the heavy-duty automatic behind the largest engines in the wider line.
- Gross ratings throughout — 1969 predates the net era by three years.

7. Paint, trim and finishes

Detail-year styling means detail-year trim: grille and lamp pieces are 1969-specific within the shell's run. Interior Morrokide patterns follow the trim code; the LeMans' brightwork advantage over the Tempest lines is again the visual point, and again the reason VIN discipline matters.

8. Rust and inspection map

The A-body map applies unchanged. Add one 1969 note: TH350 cars have one less transmission-core variant to hunt than 1968 cars — the gearbox itself is common; its correct 1969 linkage and detailing are the work.

- 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.
- Frame rails at the rear kick-up and at the body mounts; convertible frames deserve a straightness check as well as a rust check.
- Battery tray and the core support beneath it; the tray's acid history eats the support first.
- Convertible top well and the rear seat bulkhead on open cars.

9. Restoration priorities for this year

- Treat every OHC belt as expired on any car you buy. It is the cheapest insurance in this entire program.
- Verify the automatic: TH350 is correct for 1969 small-V8 cars; document any exception.
- Sprint authenticity via PHS and hardware together — final-year Sprints draw clone effort precisely because they are final.
- Keep 1969 trim with 1969 cars; the shell's interchangeability is a temptation, not a specification.

10. Torque and shop discipline

Torque values in this guide are representative figures for the family. The factory shop manual for this exact model year is the final authority: work in three steps, centre-out, with clean threads and the lubrication the manual specifies. A shop manual costs less than extracting one snapped bolt. Never guess a torque value — even when you are sure you remember it.