

FREE SAMPLE

The opening pages of

1970 Pontiac LeMans Restoration Guide

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Factory-Correct Restoration Reference

1970 Pontiac LeMans Restoration Guide

Model Years 1970

Model	Pontiac LeMans and LeMans Sport (A-body)
Wheelbase	112 in (two-door); 116 in (four-door)
Engines	Chevrolet-built 250 six (base); 350 V8 (base V8); 400 4-bbl (330 hp)
Transmissions	3-speed manual; Muncie 4-speed; TH350 / TH400 automatics
Identity	The great reshuffle: LeMans moves down a tier, LeMans Sport takes the top; the OHC six dies

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 1970 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

Pontiac reshuffled its intermediate deck for 1970, and the LeMans name moved: the series formerly called Tempest Custom became the LeMans, while the previous top LeMans became the LeMans Sport — offered as a four-door hardtop, two-door hardtop and convertible. New Firebird-inspired front bumpers, wraparound taillights and crease-style body lines marked the year. Under the bonnet, the Pontiac-built OHC six was replaced as the base engine by Chevrolet's 250 six — a corporate engine in a Pontiac, and a fact a correct restoration must present honestly rather than disguise.

The V8 sheet simplified and strengthened at once: the 350 two-barrel remained the base V8, the four-barrel 350 HO was discontinued, and a 330 hp 400 four-barrel with dual exhausts joined the LeMans options. Two boundary notes protect the restorer: the mid-year T-37 and its GT-37 package were Tempest-line cars, not LeMans models, however often they are folded into LeMans listings; and the GTO stayed a separate series. This guide covers the LeMans and LeMans Sport as built.

3. Year-change register

Read this register before ordering anything. It is the difference between a 1970 car and a car that merely looks like one from across the street.

Item	1969	This year (1970)
Series map	Tempest / Tempest Custom / LeMans	Tempest / LeMans (ex-Custom tier) / LeMans Sport (ex-LeMans tier) / GTO
Base engine	Pontiac OHC 250 six	Chevrolet-built 250 six
350 HO	320 hp 4-bbl offered	Discontinued
400 option	GTO territory in practice	400 4-bbl, 330 hp, dual exhausts — offered on LeMans
Front bumper	1968–69 design	Firebird-inspired bumper; wraparound taillights
T-37 / GT-37	Not offered	Introduced mid-year — on the Tempest line, not the LeMans



4. Specification table — 1970

Item	Specification
Wheelbase	112 in (2-dr); 116 in (4-dr)
Engines	Chev-built 250 six (base); 350 V8 2-bbl (base V8); 400 V8 4-bbl, 330 hp
Transmissions	3-speed manual; Muncie 4-speed; TH350; TH400 (behind 400)
Axles	10-bolt (350); 12-bolt (400); Safe-T-Track optional
Series	LeMans; LeMans Sport (4-dr hardtop, 2-dr hardtop, convertible)

5. Numbers, tags and identity

- The reshuffle makes paperwork decisive: a 1970 'LeMans' can be the ex-Custom tier or, as a Sport, the ex-top tier — the VIN series digits and the PHS invoice separate them, and their trim specifications differ accordingly.
- A Chevrolet-built base six is correct for 1970. A Pontiac OHC six in a 1970 car is a swap, full stop.
- GT-37 hardware on a LeMans-badged car deserves the full clone audit; the package belonged to the T-37.

6. Engines and transmissions

- **250 six (Chevrolet-built).** The corporate base engine from 1970 — service it as a Chevrolet six, because that is what it is.
- **350 V8.** Two-barrel base V8; the HO's departure simplifies the 350 story to one honest specification.
- **400 V8.** 330 hp four-barrel with dual exhausts — the LeMans performance ceiling for 1970, with the TH400 and 12-bolt as its running mates.
- All ratings remain SAE gross for 1970.

7. Paint, trim and finishes

Firebird-inspired bumpers and wraparound lamps are the 1970 face; keep them year-correct. LeMans Sport interiors are the richer specification (the Sport carried the old LeMans tier's appointments) — restore Sport and standard cars to their own trim codes, not to a blended '1970 LeMans' idea.

8. Rust and inspection map

The A-body map applies. The reshuffle adds a paperwork rust of its own: fifty years of badges moved between tiers. Inspect the documentation as carefully as the frame rails.

- 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.