

FREE SAMPLE

The opening pages of

1972 Pontiac LeMans Restoration Guide

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Factory-Correct Restoration Reference

1972 Pontiac LeMans Restoration Guide

Model Years 1972

Model	Pontiac LeMans, LeMans Sport and Luxury LeMans
Wheelbase	112 in (two-door); 116 in (four-door)
Engines	250 six; 350 (160 hp net documented); 400; 455; 455 HO
Transmissions	3-speed manual; Muncie 4-speed; TH350 / TH400 automatics
Identity	Net-rating year; Luxury LeMans arrives; GTO becomes a LeMans option; LeMans GT replaces GT-37

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 1972 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 1972 LeMans closes the generation with a consolidation and a measurement revolution. Every Pontiac intermediate was now a LeMans: the T-37 line was replaced by a base LeMans pillared coupe, the LeMans Sport continued as hardtop and convertible with Strato bucket seats and Luxury-grade interiors, and a new top series — the Luxury LeMans, in hardtop coupe and sedan — took the range upscale. And the GTO changed status: from separate series back to an option package on LeMans and LeMans Sport coupes, with the new LeMans GT option (any V8, from the 350 two-barrel to the 455 HO) replacing the GT-37 as the family's budget-performance play.

The specification sheet needs translating, not mourning: 1972 ratings are SAE net — measured with accessories and exhaust fitted — so the numbers fall without the engines changing as much as the paper suggests. The documented example that anchors this guide is the 1972 LeMans Sport convertible: 350 V8 at 160 hp net and 270 lb-ft at 2,000 rpm, TH350 automatic, 112-inch wheelbase, base price \$3,346 — one of 3,438 Sport convertibles built (3,121 of them automatics). Restore a 1972 car to net-era specification and judge it against net-era rivals.

3. Year-change register

Read this register before ordering anything. It is the difference between a 1972 car and a car that merely looks like one from across the street.

Item	1971	This year (1972)
Series map	LeMans series incl. T-37	Base LeMans coupe replaces T-37; Luxury LeMans new at the top
GTO status	Separate series	Option package on LeMans / LeMans Sport coupes
Budget performance	GT-37 (T-37)	LeMans GT option (LeMans coupes, any V8)
Ratings	Gross	SAE net only
Sport interiors	LeMans Sport trim	Strato buckets; interiors shared with Luxury LeMans

4. Specification table — 1972

Item	Specification
Wheelbase	112 in (2-dr); 116 in (4-dr)
Engines (net)	250 six; 350 V8 (160 hp net documented); 400; 455; 455 HO
Transmissions	3-speed manual; Muncie 4-speed; TH350; TH400
Documented example	LeMans Sport convertible: \$3,346 base; 3,438 built
Series	LeMans; LeMans Sport (HT, convertible); Luxury LeMans (HT coupe, HT sedan)

5. Numbers, tags and identity

- With the GTO as an option, 1972 LeMans identity needs the option list, not just the series: the PHS invoice shows whether a coupe carries the GTO package, the LeMans GT package, both claims — or neither.



- Luxury LeMans has its own series identity (the range documentation records its G VIN code) — verify it before paying Luxury money for a dressed standard car.
- Net ratings make cross-year comparisons treacherous in both directions: authenticate the engine by code, not by comparing horsepower across the 1971/72 line.

6. Engines and transmissions

- **350 V8.** 160 hp net in the documented Sport convertible — the honest anchor figure for the year's small V8.
- **400 / 455 / 455 HO.** Available across the coupe range via the LeMans GT and GTO options as well as the standard sheet; all net-rated for 1972.
- Compression stayed at the 1971 low-lead specification — the year's change is measurement, not another detune.
- TH350/TH400 split by engine size as before; Safe-T-Track optional.

7. Paint, trim and finishes

Grille and trim variations separate LeMans, LeMans Sport and Luxury LeMans — three specifications, three parts lists. The Sport's Strato buckets and Luxury-shared interior are its identity; the Luxury's richer trim is its own. This is the final year of the 1968-generation shell, so 1972-only trim is both distinctive and finite: buy it when you see it.

8. Rust and inspection map

Final-year shells carry the full A-body map plus five years of production variation. The trap unique to 1972 is documentary: option-package cars (GTO, GT) invite both cloning and honest confusion — inspect the papers with the same care as the frame.

- 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

- Establish the option story (GTO package? LeMans GT? Luxury series?) from the PHS packet before valuing or restoring anything.
- Judge the engine by its net-era peers — and rebuild it to 1972 specification, not to a gross-era fantasy.
- Sport convertibles (3,438 built): series, body and transmission are all on the record — match the car to it.
- Stockpile 1972-only trim during the restoration; the generation ends here and so does the donor stream.