1983 PONTIAC

WE BUILD EXCITEMENT

The exciting new 1983 Pontiacs were not created overnight. On the contrary, they are the result of thousands of hours of thinking, planning and hard work by thousands of people who are dedicated to one goal: TO BE KNOWN FOR CARS BUILT WITH INNOVATIVE STYLING AND ENGINEERING THAT OFFER EXCELLENT PERFORMANCE AND ROADABILITY.

To reach this goal, designers and engineers have worked closely together on a continuing basis to help ensure that each Pontiac model has maintained its character with the proper combination of acceleration, handling, comfort and efficiency.* We call it "total performance."

On the next few pages you will find an exciting explanation of the kind of work that goes into the development of every new Pontiac. How an idea becomes reality. What makes a car...a Pontiac.

So sit back and enjoy the ride. You're about to take a worthwhile trip down a new road to excitement.

IMPORTANT: A WORD ABOUT THIS MAILER. We have tried to make this mailer as comprehensive and factual as possible. Since the time of printing however, some of the information may have been updated. Pontiac Motor Division reserves the right to make changes at any time, without notice, in prices, colors, materials, equipment, specifications and models. Check with your Pontiac dealer for complete information.

*See Facts & Figures pages for fuel economy ratings.

PONTIAC BODY ENGINEERING AND AERODYNAMIC DESIGN

With Pontiac, a car begins as a concept, a dream to build an automobile.

In its incubation stage, the dream starts out as a series of fine line sketches, explorations of various configurations in which the total package could conceivably exist.

When a sketch appears that captures the essence of the car's objective, the next step is to tape it up full-scale. The trick here is to retain its character and engineering attitude while dramatically increasing its scale.

At this point, a two-dimensional dummy is introduced to incorporate human concerns, including seating comfort, visibility and control accessibility.

Once the designers have some of the proportions and contours roughed out, they can develop a small-scale model.

Then the full-size clay model is shaped by conventional methods on a rigid steel armature to which, if necessary, designers can attach wheels and chassis components.

When a design is final, the model is then scanned. An operator uses a digitized, light-beam measuring device to rapidly and accurately record thousands of points along the model's surface. This final record becomes the raw data input for an advanced computerized acquisition and control system called CADANCE.

Complex mathematical formulas within CADANCE enable designers to smooth out and refine the raw data. This procedure replaces endless hours spent at drawing boards.

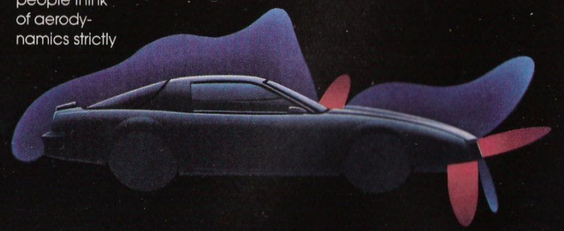
The mathematical model can now readily be assessed by design or engineering departments to determine if the design meets specific allowances, such as structural rigidity, wheel clearances and engine compartment requirements.

This refined data from the computer can then be programmed directly into the milling machine which recuts the new master model out of clay or wood for final surface rechecking and wind tunnel testing.

Many people think of aerodynamics strictly in terms of fuel efficiency, but that tells only half the story.

At Pontiac, aerodynamics goes miles beyond fuel economy. Through our work at the GM wind tunnel, we've discovered that by redirecting the flow of air we can reduce wind noise, improve ventilation, maintain surface cleanness, enhance engine cooling and carburetion and more importantly, fine-tune vehicle ride and handling.

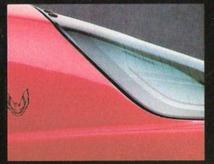
You see, after designers receive the aerodynamic data in the wind tunnel, they feed this information into a computer. The computer pinpoints high and low pressure zones along the vehicle surface. These zones determine how the vehicle will perform in typical driving situations, at high speeds, in cross-winds or while passing trucks.



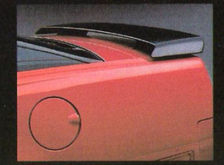
The hood scoop directs air into the induction system from a high-pressure zone at base of windshield.

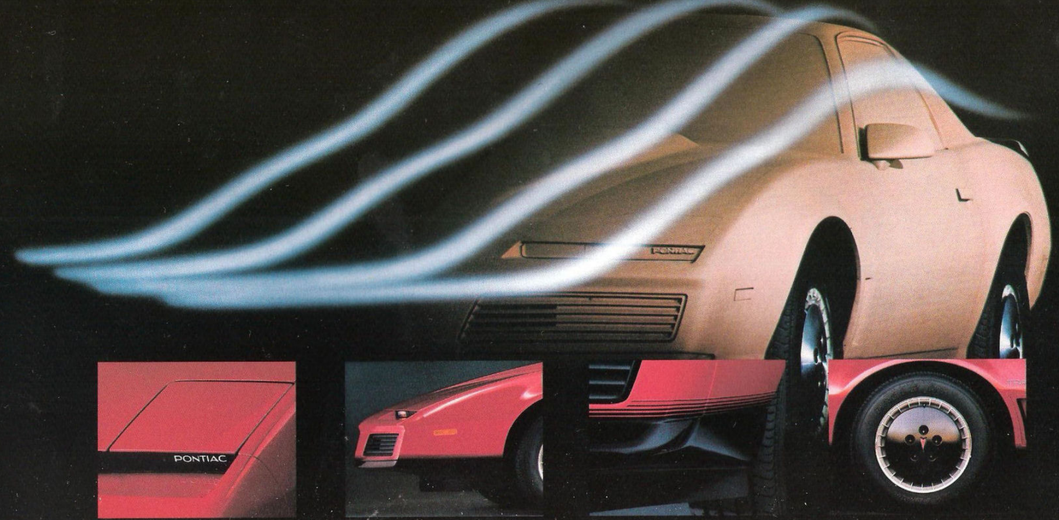
Flow-thru side mirrors help eliminate turbulence, reduce wind noise and help keep the glass clean.

Front and rear flush glass adds aero consistency to the body shape.



Rear aero-wing spoiler "raises" the trailing edge of the body to smooth out air turbulence leaving the car.





Concealed headlamps contribute to the overall flush body shape.

Front air dam directs air around the body, keeping lift forces to a minimum.

Front and rear wheel skirts channel air away from the wheel housings to keep it flush with the body.

Flush wheel covers help smooth out the air flow over wheels and tires.

DRIVER ENVIRONMENT DESIGN

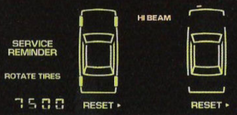
To many drivers, a car is like a home away from home. To a lot of us at Pontiac, it's the same way. When we head out of the parking lot, we don't always take the shortest way home.

And because we spend so much time in our cars, a lot of long days and late nights are spent designing the driver environment of your Pontiac to make it as comfortable as possible.

But this is not the kind of comfort you'd find in your living room. It's the comfort of knowing you're in total control of your driving environment.

A big part of this control comes from being in touch with your car. In the past, it was popular to isolate the driver from road and engine noise. But through human factors research in the development of the Pontiac 6000 STE, we discovered that some sound frequencies can enhance driver awareness. So Pontiac engineers adjusted the acoustical insulation to alter the "character" of the sound. Lower frequencies are allowed to enter from the engine, and higher frequencies from the tires. These frequencies, though barely audible, open lines of communication between you, the powertrain and the road.

Another example of how Pontiac engineers put you in closer touch with your car is through a device known as the Driver Information Center. You'll find it on the instrument panel of every Pontiac 6000 STE.



The Driver Information Center is a liquid crystal graphic display that tells you when the temperature is high, when the fuel, oil, coolant and washer fluid is low, when the hood or trunk is open, and when and which door is ajar. The Driver Information Center also allows you to check your headlights, hi-beams, turn signals, brakes and taillights, all from the driver's seat. It even

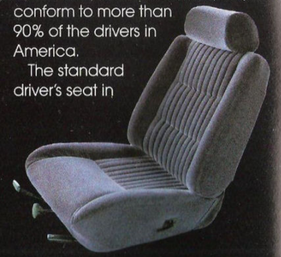
reminds you when it's time to change your oil and filter, rotate the tires and tune up the engine.

One of the more vital aspects of the driver environment, and one of the most overlooked, is your car's heating and ventilation system. Stale air and temperatures that are too warm or cold can cause fatigue and distraction while driving. So Pontiac engineers pay particular attention to the design of climate controls. The STE's heating, ventilation and air conditioning system (HVAC), for instance, uses advanced electrical controls with light-emitting-diode locators, so you can accurately adjust the temperature of the air.

The entire time you are driving, you're sitting down. While you're there, the people who design Pontiac seats want to make you comfortable.

Again, this is not the kind of comfort you'd find in your sofa. Bio-engineers work closely with orthopedic consultants to design seats that offer you firm, secure support. Seats that conform to your spine and individual driving position to help provide optimum visibility and accessibility to driver controls. In fact, they're seats that fully adjust to conform to more than 90% of the drivers in America.

The standard driver's seat in



the Pontiac 6000 STE has six separate body adjustments, including seat height and angle, backrest angle and headrest height and angle. The seat also features thigh support to help reduce leg fatigue. And lumbar support to reduce back tension that can cause drowsiness.

The articulating bucket seat, available on 1983 Firebirds and Pontiac 2000's, are bio-mechanically engineered to fit your body like a pair of designer jeans. The articulating seat conforms to your individual driving position through six different areas of adjustment.

A. Seat angle.
B. Adjustable headrest.
C. Back and seat lateral support.
D. Thigh support.

The articulating bucket seats also feature fully adjustable lumbar support, not demonstrated here.

POWER AND DRIVETRAINS

In recent years, more of America's drivers found themselves facing a question when selecting a new car: one with power, or one with efficiency?

It seemed you could only get one or the other, and it quickly became a problem.

Fortunately, this was the kind of problem innovative engineers thrive on. The beauty of Pontiac's concept of "total performance," is that every model is designed to provide a blend of power and efficiency that's not only right for today, but is also consistent with each model's character.

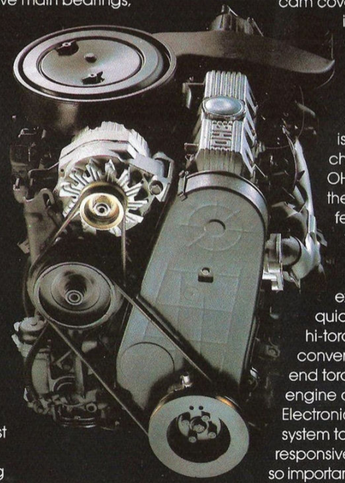
To achieve these combinations, engineers are constantly experimenting with the engines and transmissions of today. With the knowledge they obtain and the use of advanced technology, they are seeking ways to improve the design, quality, and performance of the powertrains of tomorrow.

OVERHEAD CAM PERFORMANCE

To achieve "total performance," it is crucial to develop the kind of powerplants that are necessary to make this concept a reality.

Engines today must be lightweight, yet durable. Technologically advanced, yet efficient. The 1.8 liter overhead cam 4-cylinder engine in our '83 Pontiac 2000 is a prime example.

For strength and durability, this new OHC engine features a deep-skirted cast iron cylinder block, nodular iron crankshaft with five main bearings, nodular iron flywheel, hardened valve seat inserts, chrome plated intake and exhaust valve stems, bi-metal exhaust valves with stellite faces, exhaust valve rotation caps, nodular iron exhaust manifold, and weight selected iron connecting rods, which also aid in reducing vibration. The deep-skirted cast iron block also helps in reducing noise and vibration. So does the balanced crankshaft with its eight counterweights, the five main bearings, balanced flywheel, and the CCAI system, which stands for "controlled compressor at idle," and which helps to eliminate engine cut-in and shake. Also aiding in quiet operation are the pistons, which are close-fitted to a bore clearance of 0-.020mm.



To help make the OHC engine lighter, its cylinder head, camshaft support, cam cover, oil pump housing, intake manifold and pistons are all made out of aluminum.

Smooth, responsive performance is another important characteristic of the OHC engine, and there are several key features that work together in this achievement. The low back-pressure exhaust system, quick opening throttle, hi-torque transmission converter and good low end torque of the OHC engine combine with its Electronic Fuel Injection system to provide the responsive drivability that is so important today. To achieve this responsiveness, fuel delivery, engine spark advance, idle speed, and the torque converter clutch are all carefully controlled by the EFI system.

A horizontally mounted electronic spark timing (EST) distributor, directly driven by the camshaft, allows for precise spark control. In combination with the OHC's other performance features, the result is impressive drivability and fuel economy.

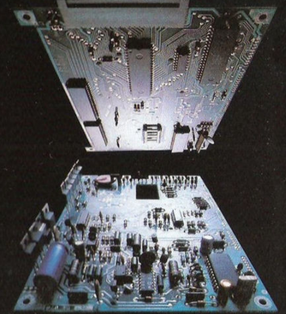
Quality is another outstanding characteristic of the new 1.8 liter overhead cam 4-cylinder engine. It's reached through the development of our modern engine manufacturing plants, which allow for critical inspections throughout the manufacturing process. For example, every OHC engine receives two "loaded hot tests" before final approval. During assembly, key components are automatically inspected on the line. The crankshaft itself receives 79 dimensional checks. The camshaft, 26 dimensional checks. Other procedures include the diamond honing of the crankshaft and cylinder bores, and the automatic torque monitoring of critical fasteners.

Serviceability, like quality, was another important consideration in the design of the OHC engine. Predetermined placement of such key features as the cam driven distributor, spark plugs, thermostat and fuel filter help to provide easy access and service. And it all helps make the OHC engine even more enjoyable.

COMPUTER MONITORED CONTROLS.

One other important aspect of the Electronic Fuel Injection system in the OHC and the 2.5 liter 4-cylinder engine, is the actual brain behind it.

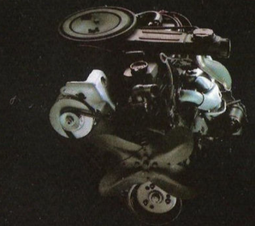
It's an Electronic Control Module. A



tiny on-board computer on every gasoline powered Pontiac, the Electronic Control Module is designed to receive inputs from various sensing elements throughout the car. Upon receiving this information, which is updated many, many times per second, an Electronic Control Module monitors engine actuators such as the fuel injector, idle air control motor, EST distributor and torque converter clutch in a preprogrammed manner to help aid good drivability. The Electronic Control Module is also largely responsible for

COMPUTER MONITORED ENGINE CONTROLS

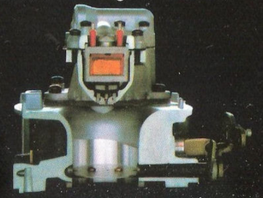
monitoring the precise regulation of the engine's air/fuel mixture in all types of driving conditions, and at all altitudes. It allows for optimum conversion efficiency in the catalytic converter. And enables the 1.8 liter and 2.5 liter engines to meet all Federal and California exhaust emissions standards.



MORE IMPRESSIVE PERFORMANCE.

The 2.5 liter 4-cylinder engine with Electronic Fuel Injection, available in several '83 Pontiacs, is another exciting marvel of advanced technology.

Like the OHC engine, the 2.5 liter



4-cylinder engine is designed for smooth, responsive operation. Standard Electronic Fuel Injection is utilized to precisely control such engine functions as fuel delivery, idle speed and engine spark advance. The result is improved drivability and fuel efficiency.

One of the basic elements in producing responsive performance in 4-cylinder engines is the development of high torque at lower engine speeds. Determined engineers have worked very hard over the years to achieve this goal. And their perseverance has paid off.

The 1.8 liter OHC and 2.5 liter 4-cylinder engines have been designed to help provide its maximum torque even at low speeds. The result, as planned, is consistent, responsive drivability.

GETTING THE POWER TO THE ROAD

Whether a car should have front-wheel drive or rear-wheel drive is a question engineers spend a great deal of time analyzing. It is not an easy decision because each system has its own advantages.

For example, front-wheel drive provides a trimmer car with more interior space, while a car with rear-wheel drive may offer better overall balance.

The main thing is that the engineers always make this decision with the character of each model in mind.

Another feature that can add to a car's character, and to your driving enjoyment, is its transmission. Simply put, a difficult transmission can make you dislike an otherwise nifty car, while a smooth transmission can easily make a car a lot more fun than you ever thought.

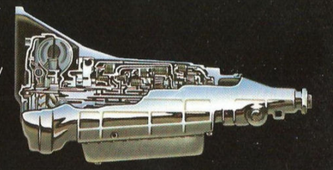
The new standard 5-speed manual transmission in our '83 Firebird S/E and Trans Am is an absolute delight. It's smooth and easy. With gear ratios that have been specially matched to the performance of both the High Output V-6 and 5.0 liter V-8 engines. The beauty is that the fifth gear overdrive helps improve highway fuel efficiency and acceleration, while reducing engine noise and wear.

The 4-speed automatic available in our '83 Firebirds is another overdrive transmission you're going to appreciate. Ease of driving, smooth operation and increased efficiency are all a result of its torque converter clutch, which helps to combine the best features of an automatic with those of a manual.

Our Pontiac 2000 also has a new transmission for 1983. It's a standard 5-speed manual with the electronically fuel-injected OHC engine. Designed with a performance level 3.83 final drive ratio, it's both easy to use and fun to drive.

5-SPEED MANUAL
(Firebird)

4-SPEED AUTOMATIC
(Firebird)



5-SPEED MANUAL
(Pontiac 2000)

SUSPENSION DESIGN AND DEVELOPMENT

When you think about it, the single most important factor in determining a car's character is the "feel" you experience when you grip the steering wheel and set off down the road. How a car reacts in lane change situations, over rough roads, and in freeway driving has an effect on how you perceive it, and often, whether or not you will become an owner.

Developing this special road "feel" has been a Pontiac tradition for the past 25 years.

Suspension design and vehicle development is as much an art as it is a science, as much human touch and evaluation as it is computer models and laboratory tests. The "design tools" of a suspension engineer are computer programs that model the actual suspension geometry, which determines the requirements of the suspension components.

The "analytical tools" of the suspension designer include laboratory fatigue tests on prototypes which will indicate their ultimate strength and durability. The finished suspension design is then measured at the GM Proving Grounds to see that it meets all requirements.

When suspension development engineers take over, they perform the critical task of evaluating the suspension package within the constraints of the vehicle design.

As you can see, suspension design and vehicle development is much more than just "springs and shocks." From Pontiac 1000 to Bonneville, the vehicle must satisfy its own ride and handling requirements.

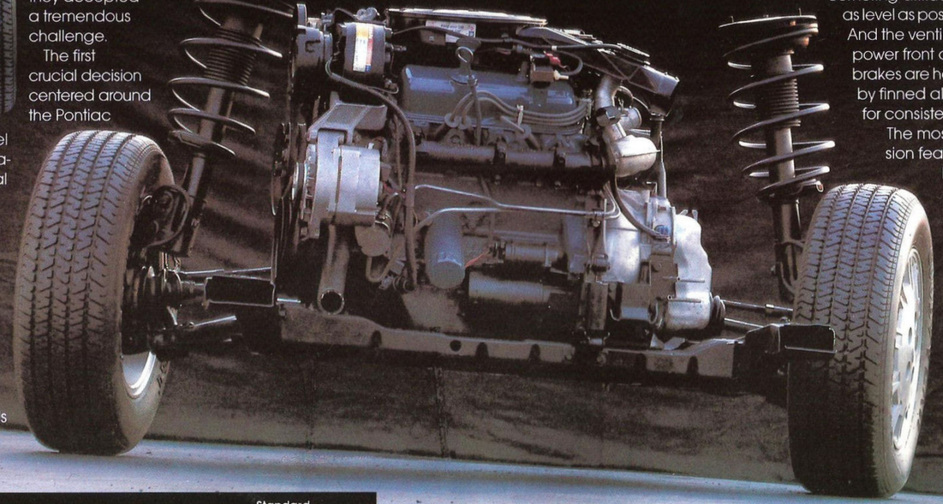
FRONT-WHEEL DRIVE: THE CONCEPT

When Pontiac's suspension development engineers set out to "tune" the components for the new STE, they accepted a tremendous challenge.

The first crucial decision centered around the Pontiac 6000 STE's wheel and tire combination. After several high-performance radials were evaluated, Goodyear Eagle GT's were selected. To complement these thoroughbred tires, the first "pore-free" die cast aluminum wheels ever offered on a production car in the U.S. were developed specifically for the STE. Their light weight and extreme strength underline their functional beauty.

The shock absorber valving and spring rates of the Pontiac 6000 STE are tuned for stability without sacrificing comfort. The front stabilizer diameter is increased and the addition of a rear stabilizer keeps the cornering attitude as level as possible. And the ventilated power front disc brakes are helped by finned aluminum rear drums, for consistent performance.

The most dramatic suspension feature of the Pontiac 6000 STE is its sophisticated Electronic Ride Control system (ERC). This system automatically maintains the proper ride attitude from curb weight position, up to five passengers plus cargo loadings.



Standard Performance Wheels

Pontiac 6000 STE	Phoenix SJ (Y99)	Pontiac 2000 SE (Y99)
Specific "pore-free" die-cast aluminum	Sports cast aluminum	Turbo finned cast aluminum

	Front Stabilizer Bar (mm)	Rear Stabilizer Bar (mm)	Front Spring Rate (N/mm)	Rear Spring Rate (N/mm)	Steering Gear Ratio	Tire Size	Wheel Size
Pontiac 6000 STE	24.0	22.0	16.0	26.9	16:1	195/70R14	14" x 6"
Phoenix SJ (Y99)	=	=	=	=	=	=	=
Pontiac 2000 SE (Y99)	28.0	19.0	16.0	Variable Rate	14:1	195/70R13	13" x 5.5"

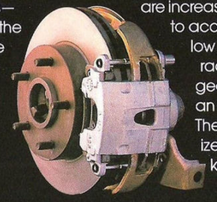
REAR-WHEEL DRIVE: THE PERFORMANCE

Some of the most famous American performance machines of the past fifteen years have proudly carried the

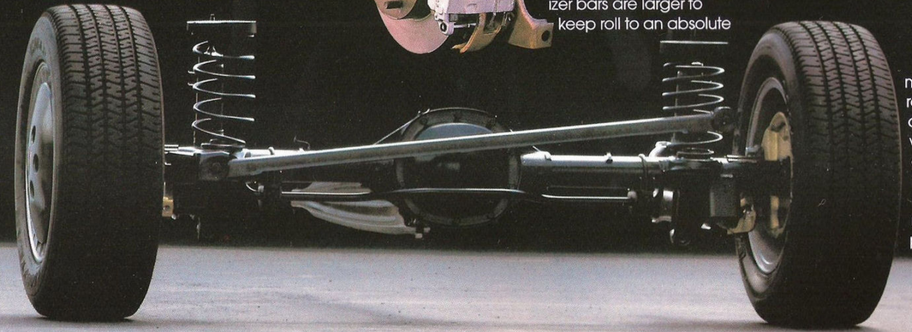
Firebird name. And for good reason. From the very first, Firebirds earned the reputation for exciting over-the-road performance.

In 1983, this tradition continues. From the responsive, well-controlled Firebird to the exceptional S/E and Trans Am, these machines represent some of Pontiac's best.

To Pontiac's suspension development engineers, the Firebird is more than just another car. It's a labor of love. Though their conversations tend to dwell on "maximum lateral acceleration," "steering sensitivity," and "roll gain," these engineers love cars—and driving. Which is why the WS6 Special Performance Package was developed for the Trans Am. In terms of driving "feel," the WS6 Trans Am is the ultimate Firebird.



Each suspension component that helps make the standard Trans Am such a great car to drive is "tweaked" for the WS6 package. The Turbo cast aluminum wheels are increased one inch in diameter to accommodate the special low profile, high-performance radials. The power steering gear ratio is improved to an ultra-quick 12.7:1. The front and rear stabilizer bars are larger to keep roll to an absolute minimum, and spring rates are stiffer all around. Four-wheel ventilated disc brakes complement the performance potential with consistent, fade resistant stopping power.



Available Firebird Wheels*

Firebird (Y99), Trans Am, S/E (WS6)	Firebird (Y99)
Turbo Finned Cast Aluminum	Cast Aluminum

*Also available on other selected 1983 Pontiac models.

	Front Stabilizer Bar (mm)	Rear Stabilizer Bar (mm)	Front Spring Rate (N/mm)	Rear Spring Rate (N/mm)	Steering Gear Ratio	Tire Size	Wheel Size
Firebird	28.0	None	58.0* 64.0**	18.0	15/13:1 (variable rate)	195/75R14	14" x 6"
S/E, Trans Am (Y99)	30.0	12.0	64.0† 70.0**	18.0	14:1	205/70R14	14" x 7"
S/E, Trans Am (WS6)	32.0	21.0	96.0	23.0	12.7:1	215/65R15	15" x 7"

*With 2.5 liter L4 (LQ9) †With 2.8 liter High Output V-6 (LH7). **With 5.0 liter V-8 (LG4).

FIREBIRD

For 1983, Pontiac's commitment to building excitement has resulted in an overall balance of styling, comfort, handling, acceleration and efficiency,* every quality working harmoniously to make the total driving experience a visual, sensual and emotional rush. It has resulted in three new Pontiacs designed, engineered and built for excitement: Trans Am, S/E and Firebird.

TRANS AM. Not too long ago, many believed a drag coefficient lower than .35 could only be achieved by the aerodynamic exercises of Italian design schools.

Pontiac has put an end to that misconception. With a drag coefficient of .31, the smooth, sculptured shape of our Trans Am slips through the wind almost undetected.

But advanced aerodynamics isn't the only technology applied to this new road performer. To accelerate its sleek shape down the straightaway, Trans Am offers you a vigorous 5.0 liter 4-barrel V-8 engine, a new standard 5-speed manual transmission with overdrive and a cool air induction hood.

Now go find a road. Any road. You've got standard power steering, MacPherson front struts and torque arm rear suspension working for you.

Order the WS6 Special Performance Package and get 12.7:1 quick steering gear ratio, 32mm front/21mm rear sway bars, four-wheel vented disc brakes, turbo cast aluminum wheels and 15" Goodyear Eagle GT steel-belted high performance radials.

*See Facts and Figures page for fuel economy ratings.

FIREBIRD S/E. Our 1983 Firebird S/E was designed to add a little sophistication to an exciting performance machine.

Its sleek, serene design will surely appeal to your sense of good taste. Just as its new available Lear Siegler adjustable bucket seats will appeal to your sense of comfort. And its strategically placed instrumentation will appeal to your sense of logic.

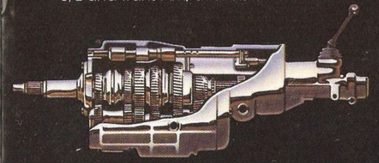
Yet for all its sophistication, with its standard 2.8 liter High Output V-6 engine and new 5-speed manual transmission, S/E is ready for assertive drivers. There's also a new available 4-speed automatic transmission and available hatch roof for even more excitement.

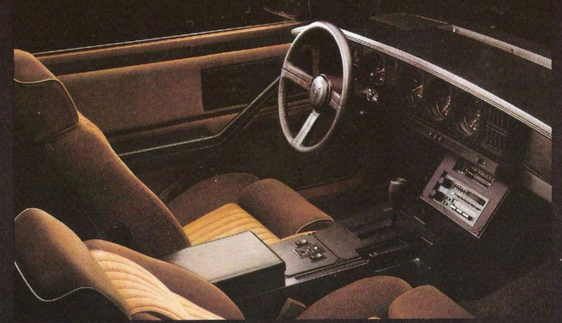
And because the S/E has the same suspension componentry as our Trans Am, it can play a curve like a fine instrument. **FIREBIRD.** For what you'd pay for an ordinary car, you could be driving pure excitement.

Because while you'll find many exciting features in our 1983 Firebird, like MacPherson front struts, power steering and four-on-the-floor, you'll also find the Firebird to be quite affordable.

And although it's built for exciting performance, Firebird hasn't forgotten one critical aspect of total performance: efficiency. The standard 2.5 liter electronically fuel-injected engine, slippery shape and Computer Command Control all contribute to make Firebird one efficient performer. So the time you spend at the pump won't spoil the exciting times in between.

The new 5-speed manual transmission with overdrive helps you get to highway speeds faster and requires less fuel while you're there. It's standard on the S/E and Trans Am, available on Firebird.



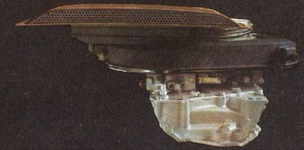


The Trans Am interior is the place to be when the excitement happens.

Standard interior features include side window defoggers, integral console and full cut-pile carpeting.

Among the available options shown are new Lear Siegler adjustable bucket seats and a leather map pocket.

The induction hood scoop provides high-density air intake for heavy breathing excitement. Standard on Trans Am.



Trans Am instrumentation includes tachometer. Also shown is the available leather-wrapped Formula wheel, integral console with 4-speed automatic, and Delco-GM ETR AM/FM cassette stereo with 5-band graphic equalizer.

The all-new available Lear Siegler adjustable driver's seat conforms to your individual driving position through six different areas of adjustment: bottom and back lateral support, lumbar support, thigh support, seat angle and 4-way adjustable headrest.

PONTIAC 6000

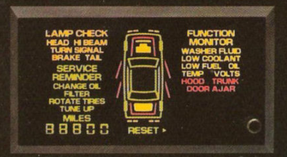
SPECIAL TOURING EDITION. Our most exciting high-performance front-wheel-drive sedan is an eloquent rebuttal to those who think drivers' sedans are the private domain of Europe.

The subtle but striking tone-on-tone paint highlights the STE's sophisticated character. Four halogen headlamps, two inboard-mounted driving lamps and the front air dam contribute to its serious road stance.

The Goodyear Eagle GT's are mounted on ventilated cast aluminum wheels. An STE exclusive, these new wheels minimize unsprung weight and aid in brake cooling.

Shock absorbers, springs, front and rear stabilizers and the power rack and pinion steering were tuned to take advantage of the tire capabilities and extract an impressive combination of ride and handling. There's also a refined 2.8 liter High Output V-6 that combines with a three-speed automatic to impart smooth effortless response.

The Pontiac 6000 STE interior promotes driver efficiency with a comfortable environment. The fully reclining driver's seat adjusts manually six ways, featuring lumbar support and separate headrest. STE standard features include air conditioning, power door locks and windows, electrically controlled mirrors and cruise control.



The Driver Information Center graphically monitors important engine functions and lamp operation. It also allows you to program service interval reminders for oil and filter changes, tire rotations and tune-ups.

The rear seat of the Pontiac 6000 STE features a center armrest and headrests for passenger convenience.

The heating, ventilation and air conditioning uses electronics for accurate climate control.

The sophisticated look of the STE extends to the rear-mounted power antenna, blacked-out tail lamps and the dual outlet, stainless steel exhaust trumpets.

Dominating the Pontiac 6000 STE's instrument panel is a finely crafted sport steering wheel, eye-catching instrument graphics and optically soothing red lighting. STE's standard high-performance sound system is a Delco-GM ETR AM/FM stereo cassette and 5-band graphic equalizer.*

*Credit delete option.

PONTIAC 6000. In just one year, Pontiac 6000 has established itself as one of the most exciting new cars in Pontiac's history.

The Pontiac 6000 emphasizes our commitment to technical innovation and engineering thoroughness. Advancements like computer-aided design, robotic welding and comprehensive anti-corrosion treatments make the beauty of Pontiac 6000 more than skin deep. However, the Pontiac 6000 goes beyond innovative design advancements. It's a car that rewards those who share an emotional commitment with the sheer joy of driving. You'll appreciate this driving difference when you get behind the wheel!

The standard 2.5 liter 4-cylinder engine with Electronic Fuel Injection offers the practical performance you need every day.* But for an extra kick, order the available 2.8 liter V-6.

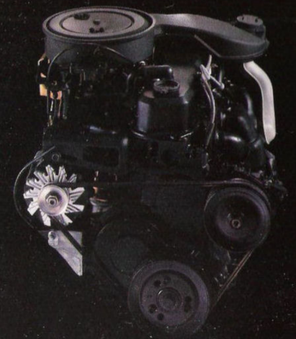
The 1983 Pontiac 6000 delivers some great driver-oriented features like front-wheel drive, MacPherson front struts and power rack and pinion steering. To heighten your driving excitement even more, the special Y99 handling package, including a larger front sway bar and firmer spring rates, is available on Pontiac 6000 and our more luxurious Pontiac 6000 LE.

Other new features include brighter instrument panel graphics and a new available rear-mounted power antenna.

*See Facts and Figures page for fuel economy ratings.

Pontiac 6000 stereo systems include Delco-GM ETR AM/FM radios. Shown is the available seek and scan, cassette and 5-band graphic equalizer.

Conveniently placed controls for the power windows and door locks are on the door panels.



The Pontiac 6000 LE interior stresses the business of driving without ignoring the importance of comfort. The available 45/45 split seats feature new international-style separate headrests. Available features also shown include full instrumentation, power windows and door locks and air conditioning.

The standard 2.5 liter 4-cylinder engine with Electronic Fuel Injection gives you the responsive performance you need every day.

Pontiac 6000 interior excitement. Among the available features shown are console and bucket seats.

Its name is legend. Its standard of excellence expected. Its excitement, self-evident. **GRAND PRIX LJ.** There's simply no mistaking LJ as our sportiest Grand Prix.

Body-colored sport mirrors plane crisply from its sides. While slick-looking tail lamps follow up its sporty styling and leave behind an image worthy of a closer look.

Step inside Grand Prix LJ and step into a luxury sport. Then start the engine and get ready for your first dose of '83 Grand Prix LJ driving excitement.

For an even sportier slant on excitement, order the available hatch roof and front buckets. For extra go-power, there's an available 5.0 liter V-8 engine this year. And for extra fuel economy, there's an available 5.7 liter diesel V-8 engine.*

GRAND PRIX. Exciting to look at, affordable to own. That's Pontiac Grand Prix for 1983.

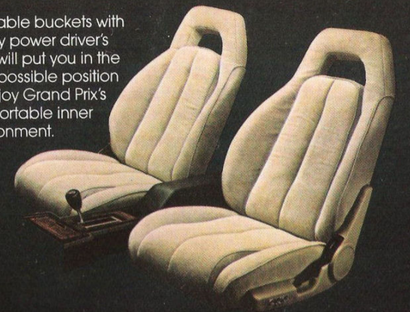
Grand Prix highlights its exterior good looks with a distinctive grille, formal roofline and rear quarter windows.

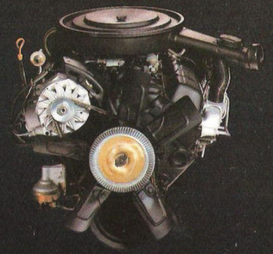
Then Grand Prix brings its good looks into a spacious environment that seats six adults. With thick cut-pile carpeting. New soft-cloth front seats. And a rich-looking instrument panel. Grand Prix also offers you standard power steering and brakes.

*See Facts and Figures page for fuel economy ratings.

Available rally gages make keeping an eye on your engine very easy to do.

Available buckets with 6-way power driver's seat will put you in the best possible position to enjoy Grand Prix's comfortable inner environment.





This year there is an available 5.0 liter V-8, to help power you through miles of Grand Prix excitement.

The standard 60/40 cloth seats add a rich touch to Grand Prix Brougham.

BONNEVILLE

BONNEVILLE BROUGHAM. At Pontiac, we believe elegance should be exciting.

It was with this attitude that we designed our Bonneville Brougham.

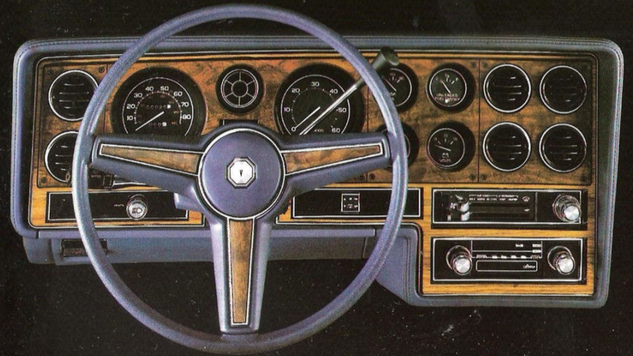
The first time you encounter Bonneville Brougham, you'll be taken by its impressive styling. Distinctive grille. And formal roofline. You'll also see that this car is poised for excitement. Because when you head for the highway, you'll feel this excitement as the standard 3.8 liter V-6 engine and three-speed automatic transmission take you smoothly up to cruising speeds. There's also an available 5.0 liter V-8 for more power. And an available diesel V-8 for more efficiency.*

And as you travel down that forgotten back road, you'll be glad Bonneville has power steering and brakes, full coil suspension and a front stabilizer bar to help you negotiate twists and turns.

You'll appreciate the elegance of Bonneville Brougham.

*See Facts and Figures page for fuel economy ratings.

Elegant, exciting, affordable. They're some of the best words to describe the 1983 Bonneville Sedan. With driving features like a responsive 3.8 liter V-6 engine and 3-speed automatic transmission with torque converter clutch. Power steering and brakes. Full coil suspension. And available cruise control.



Bonneville's handsome interior with available rally gages, Delco-GM AM/FM ETR stereo cassette with seek and scan, rear window defogger and air conditioning.

When you open the door to Bonneville Brougham, you open the door to a world of driving comfort that includes luxurious 60/40 split front seats.

PHOENIX

Get ready. Your year to drive the excitement of Pontiac Phoenix has arrived.

For 1983, our front-wheel-drive Phoenix sports a new look. Crisp. Clean. And refined. Yet it continues to make a solid commitment to value.

PHOENIX SJ. You're looking at a car that's dedicated to people who demand excitement in the cars they drive.

There's an aggressive blacked-out grille up front. A black-finished rear spoiler flaring up from behind (Coupe only). And black-finished taillights that keep a low profile.

Under the hood? A standard 2.8 liter High Output V-6 engine. MacPherson strut front suspension. Rack and pinion steering. And front and rear stabilizer bars.

Inside Phoenix SJ you get body-hugging reclining front bucket seats. A Formula steering wheel. A floor-mounted 4-speed stick. And a gage cluster with a tach.

PHOENIX. Solid value is what Phoenix is all about. It features a 2.5 liter 4-cylinder engine with Electronic Fuel Injection to help offer good fuel economy.* And a full coil suspension for a smooth ride.

Inside, there's a full-width front seat. Room for five passengers. Thick, cut-pile carpeting. And a deluxe cushion steering wheel. All standard for 1983.

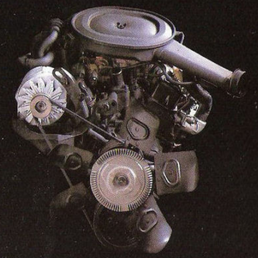
*See Facts and Figures page for fuel economy ratings.

PHOENIX LJ. For mid-size versatility, look into Phoenix LJ Hatchback. With the rear seat folded down, you'll find over 40 cubic feet of cargo space. And thanks to the removable cargo cover, valuables stay hidden from curious eyes.

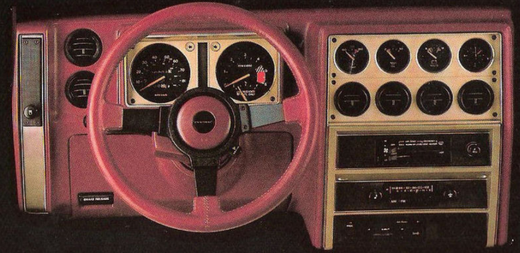
Now slip inside and discover the substance of LJ style. Experience the luxury notchback front seats. Appreciate the luxury cushion steering wheel. And enjoy deep, cut-pile carpeting throughout.

For a more formal feel of the road, Phoenix LJ Coupe is the way to go. Custom wheel covers add a classic touch. A new aerodynamic mirror cuts cleanly through the wind. And the handsome available Landau top (Coupe only) will help further the look of distinction your Phoenix offers you.

A 2.8 liter High Output V-6 engine provides the power that moves Phoenix SJ.



To personalize your Phoenix, order available rally gages with tach, Delco-GM AM/FM stereo cassette and air conditioning, all operating out of the racy instrument panel.



Shift up to excitement with the floor-mounted 4-speed in the center console.

A full array of available power options will help make your Phoenix LJ interior as convenient as it is comfortable.

PONTIAC 2000

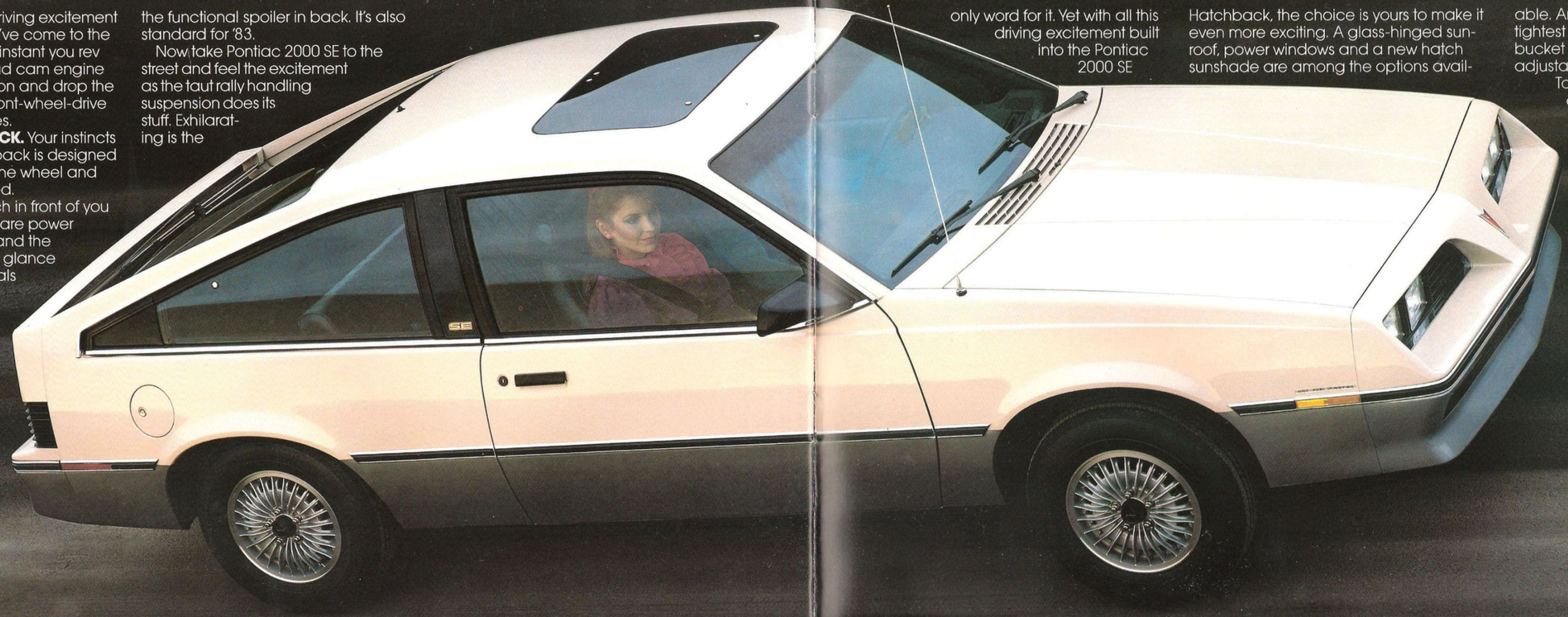
If you're looking for pure driving excitement in a trim, efficient size, you've come to the right car. You'll know it the instant you rev up the 4-cylinder overhead cam engine with Electronic Fuel Injection and drop the 5-speed into gear—this front-wheel-drive performer has what it takes.

PONTIAC 2000 HATCHBACK. Your instincts tell you the slick SE Hatchback is designed to be driven. Slip behind the wheel and your instincts are confirmed.

The rally gages and tach in front of you are standard this year. So are power rack and pinion steering and the Formula steering wheel. A glance in the rearview mirror reveals the functional spoiler in back. It's also standard for '83.

Now take Pontiac 2000 SE to the street and feel the excitement as the taut rally handling suspension does its stuff. Exhilarating is the only word for it. Yet with all this driving excitement built into the Pontiac 2000 SE Hatchback, the choice is yours to make it even more exciting. A glass-hinged sunroof, power windows and a new hatch sunshade are among the options available. And to cradle you firmly through the tightest curves, new Lear Siegler front bucket seats are available with separately adjustable leg, thigh and lumbar supports.

To make your Pontiac 2000 SE really cool, select available air conditioning and cruise control. Then, to round out your driving environment, choose from the great lineup of Delco-GM sound systems you can order.



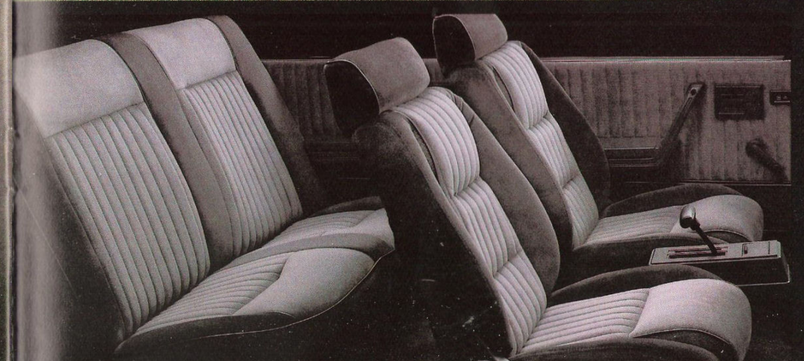
PONTIAC 2000 COUPE. The looks alone are enough to convince most people Pontiac 2000 Coupe is anything but dull. But if you need even more proof, check out the remarkable response and efficiency* of the standard 1.8 liter overhead cam engine with Electronic Fuel Injection.

Fully reclining front bucket seats and cut-pile carpeting are standard. Or, you can order a new custom interior. **PONTIAC 2000 SUNBIRD CONVERTIBLE.**** First the good news. Top-down fun returns to Pontiac with the exciting new Sunbird Convertible. It comes complete with power-assisted top, windows and steering. What's the bad news? Production is very limited, so they will not be at all dealerships. See your Pontiac dealer for information on availability.

*See Facts and Figures page for fuel economy ratings.
**Available in Spring of 1983.

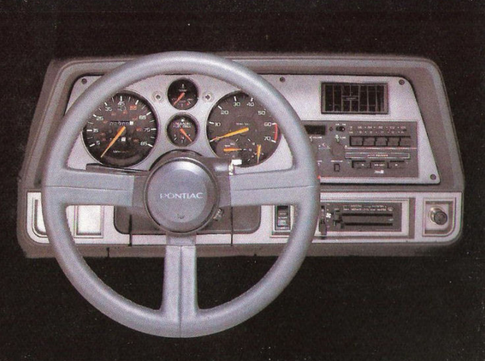
PONTIAC 2000 SEDAN. The LE Sedan is a thoughtful blend of performance, style and comfort.

A 5-speed gearbox is standard. As is the rack and pinion steering, front-wheel drive, and MacPherson strut front suspension components that distinguish all Pontiac 2000 models.



Set your own standards of comfort with soft adjustable reclining front bucket seats and center console.

They're yours to enjoy on the Pontiac 2000 SE Hatchback, LE Sedan, Coupe and Wagon.



Available rally gages and tach (standard on SE Hatchback) give Pontiac 2000 a dash of excitement.

PONTIAC 1000

The new Pontiac 1000 is a car with something for just about every kind of driver. It's got plenty of practicality. Lots of excitement. And, perhaps best of all, the lowest price of any '83 Pontiac.

3-DOOR HATCHBACK. The nifty little number you're looking at here is the Pontiac 1000 3-door Hatchback.

For 1983, it's featuring a slick new look. There's also a new appearance package you can order this year, to make Pontiac's 1000 3-door Hatchback even sportier.

Okay, now let's hop inside. Ease back in the standard reclining front buckets. The spoke steering wheel is standard, but there's an available Formula wheel. And the floor-mounted 4-speed stick and the handy multi-function lever are both ready to do their thing.

When you're ready to do *your* thing, this little beauty will show you a great time. Its rack and pinion steering and full coil suspension help to take care of just about any bend or bump. Very nicely.

Available features shown.

5-DOOR HATCHBACK. Like the 3-door, our 5-door Hatchback is another great way to have a great time.

A 4-speed is standard, but there's an available automatic transmission to help make your trips even smoother.

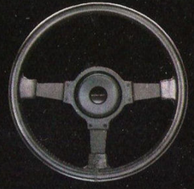
Under the hood there's a 1.6 liter overhead cam 4-cylinder engine that's designed to be both responsive and fuel efficient.* Under the hatch, there's 28.6 cubic feet of cargo space with the rear seat down, to help you carry a few things across town or across the country. Carpeted, of course.

You also get reclining front bucket seats. Sporty steering wheel. And full cut-pile carpeting. All standard!

*See Facts and Figures page for fuel economy ratings.

Pontiac 1000's gages help you keep a close watch on the action.

Available 5-speed manual transmission, with 3-door only (not available in California).



Get a grip on the excitement with the available Formula steering wheel.

Standard reclining front buckets, shown in soft, available fabric.

PONTIAC WAGONS

BONNEVILLE. Larger families will really appreciate our '83 Bonneville Wagon. There's plenty of comfort for six adults. And a handsome notchback front seat.

Powering our Bonneville Wagon is a responsive 3.8 liter V-6 engine. For even more power there's an available 5.0 liter V-8. Or for more efficiency, there's an available 5.7 liter V-8 diesel.*

PONTIAC 2000. The new 2000 LE is the latest in a long line of exciting Pontiac wagons. Just slip behind the wheel and see what we mean.

A floor-mounted 5-speed, side window defoggers and rack and pinion steering are just a few of the features you'll love. Up ahead you've got front-wheel drive and a 1.8 liter overhead cam 4-cylinder engine with Electronic Fuel Injection.

*See Facts and Figures page for fuel economy ratings.

PONTIAC 2000. You'll be amazed at how much cargo space is available in the Pontiac 2000 Wagon.

With the rear seat folded down, you get 64.4 cubic feet of room. The floor is carpeted, of course. And a remote tailgate release button is available.

BONNEVILLE. With our '83 Bonneville Wagon there's room to spare. Just fold down the rear seat and you'll find a whopping 71.8 cubic feet of handy cargo space. And it's carpeted throughout.

1983 PONTIAC FACTS & FIGURES

Now that you've decided on a Pontiac, you're ready to talk to your Pontiac dealer about the complete list of standard and available features, and about the exciting Premium Packages available on selected 1983 Pontiacs. Then talk to him about buying or leasing.

S=STANDARD A=AVAILABLE —=NOT AVAILABLE

FIREBIRD

EXTERIOR FEATURES:	Firebird	Trans Am	Firebird S/E
Fuel filler door, locking	A	A	S
Glass, wraparound tinted liftback glass with strut supports	S	S	S
Spoiler, aero wing, rear deck	A	S	A
Tires (radials): 195/75R14 glass-belted blackwall	S	—	—
205/70R14 steel-belted blackwall	A	S	S
Washer/wiper, rear hatch	A	A	S
Wheels: Rally (14 x 6)	S	—	—
Turbo cast aluminum	—	S	S
INTERIOR FEATURES:			
Console, front integral with instrument panel	S	S	S
Defoggers, side window	S	S	S
Gages, instrumentation, including tachometer and trip odometer	A	S	S
Hatch release, electric-operated	A	A	S
Seats, reclining front bucket	S	S	S
Steering wheel, Formula	S	S	S
MECHANICAL:			
GM Computer Command Control	S	S	S
Brake system, power, front disc/rear drum	S	S	S
Steering, power	S	S	S
Suspensions: MacPherson strut front	S	S	S
Rally tuned suspension	A	S	S
MAJOR OPTIONS:			
Air conditioning (requires Soft Ray glass)	A	A	A
Brakes, power, 4-wheel disc	—	A	A
Defogger, electric rear window	A	A	A
Performance package, special, includes special handling package, 15 x 7 aluminum wheels, power four-wheel disc brakes, limited slip axle, 215/65R15 steel-belted blackwall tires, and inflatable spare tire	—	A	A
Radio equipment, Delco-GM ETR AM/FM stereo with cassette tape player and digital clock (A)	A	A	A
Seats, Lear Siegler adjustable custom bucket (luxury interior group required)	A	A	A
Steering wheel, leather-wrapped Formula	A	A	A
Windows, power	A	A	A

ENGINES/TRANSMISSIONS

Engine Ordering Code	Engine	Avail.	Trans.	Hwy. Est.	EPA Est. MPG	Firebird	Trans Am	Firebird S/E
LQ9 (1)	2.5 liter (151 CID) 4-cyl. w/electronic fuel injection	Fed./Calif. Fed./Calif.	4-Man. 5-Man.	† 38	† 24	S A	– –	– A*
		Fed./Calif.	3-Spd. Auto.	35	23	A	–	A*
LC1 (2)	2.8 liter (173 CID) V-6 2-bbl.	Fed./Calif. Fed./Calif.	5-Man. 3-Spd. Auto.	† †	† †	A A	– –	– –
LL1 (2)	2.8 liter (173 CID) High Output, V-6 2-bbl.	Fed./Calif. Fed./Calif.	5-Man. 4-Spd. Auto.	† †	† †	– –	– –	S A
LG4 (2)	5.0 liter (305 CID) V-8 4-bbl.	Fed./Calif. Fed./Calif.	5-Man. 4-Spd. Auto.	† †	† †	– A	S A	A A
LU5 (3)	5.0 liter (305 CID) V-8 w/cross-fire injection	Fed./Calif.	4-Spd. Auto.	†	†	–	A	–

*Credit delete option. †Not available at time of printing. See dealer for details.
(A) Includes performance sound acoustically matched response speakers.
Produced by GM: (1) Pontiac; (2) Chevrolet; (3) Chevrolet-GM Canada. Use estimated mpg for comparison. Your mileage may differ depending on speed, distance, weather. Actual highway mileage lower.

PONTIAC 6000/STE

EXTERIOR FEATURES:	Coupe	Sedan	LE Coupe	LE Sedan	STE
Air conditioning	A	A	A	A	S
Air dam, front	S	S	S	S	S
Antenna, fixed mast (may delete for credit)	S	S	S	S	—
Bumpers, soft fascia, front/rear with integral mini-guards and black rub strips	S	S	S	S	S
Cruise control, resume-speed feature	A	A	A	A	S
Fuel filler door, locking	A	A	S	S	S
Grille, specific six-lamp with fog lamps	—	—	—	—	S
Mirrors: LH manual, black-finished	S	S	S	S	—
Electric operated LH, RH	A	A	A	A	S
Moldings: Body side with black vinyl insert	S	S	S	S	S
Lower door edge	—	—	S	S	—
Rocker panel	A	A	—	—	S
Paint, two-tone	—	—	—	—	S
Tires (radials): 185/80R13 fiberglass-belted blackwall	S	S	S	S	—
195/70R14 steel-belted blackwall	A	A	A	A	S
Inflator, spare tire	—	—	—	—	S
Wheels: Custom wheel covers	A	A	S	S	—
Rally	S	S	—	—	—
Specific cast aluminum (14" size)	—	—	—	—	S
INTERIOR FEATURES:					
Accessory kit (flare, raincoat, first aid kit)	—	—	—	—	S
Air conditioning	A	A	A	A	S
Antenna, power, rear quarter mounted	A	A	A	A	S
Carpeting, cut pile, color-keyed door panels, lower	S	S	S	S	S
Console, full (included in coupe and sedan model with optional reclining bucket seats)	A	A	A	A	S
Control lever, multi-function	S	S	S	S	S
Cruise control, resume-speed feature	A	A	A	A	S
Defoggers: Electric rear window	A	A	A	A	S
Side window	S	S	S	S	S
Door locks, power	A	A	A	A	S
Driver Information Message Center	—	—	—	—	S
Map pockets: Door	—	—	S	S	S
Back of front seatbacks	—	—	S	S	S
Radio equipment: Delco-GM AM with dual front speakers*	S	S	S	S	—
Delco-GM ETR AM/FM stereo radio with cassette tape player, digital clock, seek and scan and 5-band graphic equalizer (A)	A	A	A	A	S*
Seats: Notchback, front with fold-down center armrest	S	S	S	S	—
45/45 reclining front seats with six-way manual adjustment and lumbar support	—	—	—	—	S
Steering wheels: Luxury cushion	S	S	S	S	—
Tilt	A	A	A	A	S
Windows, power	A	A	A	A	S
MECHANICAL:					
Battery, Delco-GM Freedom® II	S	S	S	S	S
Brake system, power, front disc/rear drum	S	S	S	S	S
GM Computer Command Control (gas engine only)	S	S	S	S	S
Suspensions: Electronic Ride Control	A	A	A	A	S
MacPherson strut front	S	S	S	S	S
Steering, power rack and pinion	S	S	S	S	S

PONTIAC 6000/STE (CONT.)

MAJOR OPTIONS:	Coupe	Sedan	LE Coupe	LE Sedan	STE
Gages, instrument cluster. Includes resettable trip odometer, voltmeter and oil pressure gages	A	A	A	A	—
Radio, Delco-GM ETR AM/FM stereo with cassette and digital clock (A)	A	A	A	A	—
Seats:					
45/45 and buckets, power, driver's 6-way	A	A	A	A	—
45/45 front buckets with armrest on driver's seat	—	—	A	A	—
Reclining front buckets with console	A	A	—	—	—
Leather seating surfaces	—	—	—	—	A
Steering wheels: Formula	A	A	A	A	—
Leather-wrapped Formula	A	A	A	A	—
Sunroof, removable glass	A	A	A	A	—
Suspension, Rally (Includes special ride and handling suspension, larger front stabilizer bar, specific steering gear effort, 195/70R14 steel-belted tires required)	A	A	A	A	—
Vent roof, vista	—	—	—	—	A
Wheels, aluminum sports (14" size)	A	A	A	A	—

ENGINES/TRANSMISSION

Engine Ordering Code	Engine	Std./Opt. Engine	Avail.	Trans.	Hwy. Est.	EPA Est. MPG
LR8 (1)	2.5 liter (151 CID) 4-cyl. w/electronic fuel injection	Std.	Fed.	Auto.#	†	†
LR8 (1)	2.5 liter (151 CID) 4-cyl. w/electronic fuel injection	Std.	Fed./Calif.	Auto.	39	24
LE2 (2)	2.8 liter (173 CID) V-6 2-bbl.	Opt.	Fed. Calif.	Auto. Auto.	† †	† †
LH7 (2) STE	2.8 liter (173 CID) High Output V-6 2-bbl.	Std.	Fed./Calif.	Auto.	†	†
LT7 (3)	4.3 liter (260 CID) Diesel V-6	Opt.	Fed./Calif.	Auto.	†	†

*Standard Delco-GM radio may be deleted for credit.
(A) Includes performance sound acoustically matched response speakers.
#Pontiac 6000 Coupes only without available air conditioning.
Note: All Pontiac 6000 models are equipped with standard automatic transmission with torque converter clutch. †Not available at time of printing. See dealer for details. Produced by GM: (1) Pontiac; (2) Chevrolet; (3) Oldsmobile. Use estimated mpg for comparison. Your mileage may differ depending on speed, distance, weather. Actual highway mileage lower.

GRAND PRIX

EXTERIOR FEATURES:	Grand Prix	Grand Prix LJ	Grand Prix Brougham
Mirrors: LH manual, chrome	S	—	—
Sport, LH remote control, RH manual convex, body-colored	A	S	S
Roofline, formal with rear quarter windows	S	S	S
Tires (radials), 195/75R14 steel-belted blackwall	S	S	S
Wheels, custom covers	S	S	S
INTERIOR FEATURES:			
Belts, seat/shoulder, custom, color-keyed	A	S	S
Carpeting: Cut-pile, color-keyed	S	S	S
Lower door areas	S	S	S
Control lever, multi-function	S	S	S
Seats: Luxury notchback front seat with fold-down center armrest	S	S	—
60/40 notchback front seat with fold-down center armrest	A	A	S
Steering wheels: Deluxe	S	—	—
Luxury cushion	A	S	S
Windows, power	A	A	S
MECHANICAL:			
Battery, Delco-GM Freedom® II	S	S	S
Brake system, power, front disc/rear drum	S	S	S
GM Computer Command Control (gas engines only)	S	S	S
Suspensions: Front stabilizer bar	S	S	S
Full coil	S	S	S
Steering, power	S	S	S
MAJOR OPTIONS:			
Air conditioning (required with optional diesel engine)	A	A	A
Brougham Landau option. Includes luxury acoustics, Tampico carpeting, pedal trim plates, lamp group, door courtesy lamps, padded landau vinyl top with rear window insert, opera lamps, rear quarter courtesy lamps and chrome front/rear bumper guards	—	—	A
Gages: Rally cluster and trip odometer	A	A	A
Rally cluster, trip odometer and tachometer (not available with optional diesel engine)	A	A	A
Hatch roof, removable glass panels	A	A	A
Mirrors, sport, LH remote control, RH remote control convex	A	A	A
Radio equipment, Delco-GM AM	A	A	A
Seats, bucket with recliners and console	A	A	—
Steering wheel, tilt (requires luxury cushion steering wheel)	A	A	A
Sunroof, glass, power (with manual sliding sunshade)	A	A	A
Top, padded landau	A	A	A
Wheels: Cast aluminum	A	A	A
Rally II (argent) and trim rings	A	A	A
Wire wheel covers with locking package	A	A	A

ENGINES/TRANSMISSIONS

Engine Ordering Code	Engine	Std./Opt. Engine	Avail.	Trans.	Hwy. Est.	EPA Est. MPG
LD5 (1)	3.8 liter (231 CID) V-6 2-bbl.	Std.	Fed.	Auto.	30	24
			Calif.		30	20
LG4 (2)	5.0 liter (305 CID) V-8 4-bbl.	Opt.	Fed./Calif.	Auto.	†	†
LF9 (3)	5.7 liter (350 CID) V-8 Diesel#	Opt.	Fed./Calif.	Auto.	†	†

#Requires optional air conditioning. †Not available at time of printing. See dealer for details. Produced by GM: (1) Buick; (2) Chevrolet; (3) Oldsmobile.
Use estimated mpg for comparison. Your mileage may differ depending on speed, distance, weather. Actual highway mileage lower.

BONNEVILLE

EXTERIOR FEATURES:	4-dr. Sedan	Brougham 4-dr. Sedan	Wagon
Bumper rub strips, front/rear	S	S	S
Control lever, multi-function	S	S	S
Lamps, opera	—	S	—
Mirror, LH manual, chrome	S	S	S
Molding, windsplit and hood ornament	S	S	S
Tires (radials), 195/75R14 glass-belted blackwall	S	S	S
Wheels, custom covers	S	S	S
INTERIOR FEATURES:			
Carpeting: Cut-pile, color-keyed	S	—	S
Tampico, color-keyed	—	S	—
Insulation: Acoustical, deluxe	S	—	S
Acoustical, luxury level	—	S	—
Instrument panel with simulated teakwood woodgrain trim plate	S	S	S
Seats: Notchback front seat with fold-down center armrest	S	—	S
60/40 notchback front seat with fold-down center armrest	A	S	A
Steering wheels: Deluxe	S	—	S
Luxury cushion	A	S	A
MECHANICAL:			
Battery, Delco-GM Freedom® II	S	S	S
Brake system, power, front disc/rear drum	S	S	S
GM Computer Command Control (gas engines only)	S	S	S

BONNEVILLE (CONT.)

MECHANICAL (CONT.):	4-dr. Sedan	Brougham 4-dr. Sedan	Wagon
Steering, power	S	S	S
Suspension, full coil	S	S	S
MAJOR OPTIONS:			
Air conditioning (required with optional diesel engine)	A	A	A
Antenna, power	A	A	A
Cruise control, resume-speed feature	A	A	A
Defogger, electric rear window	A	A	A
Door locks, power	A	A	A
Moldings, body side, vinyl insert, color-keyed	A	A	A
Radio equipment: Delco-GM AM	A	A	A
Delco-GM ETR AM/FM stereo with seek and scan (A)	A	A	A
Delco-GM AM/FM stereo (A)	A	A	A
Delco-GM AM/FM stereo with cassette (A)	A	A	A
Delco-GM ETR AM/FM stereo with cassette tape player and seek and scan (A)	A	A	A
Seats, power, 60/40, driver and passenger	A	A	A
Siding, simulated woodgrain	—	—	A
Steering wheel, tilt (requires luxury cushion steering wheel)	A	A	A
Tailgate release, power	—	—	A
Tires (radials), 195/75R14 fiberglass-belted whitewall (not available with optional diesel engine)	A	A	A
Tops: Cordova, padded full	A	A	—
Full vinyl	A	A	—
Wheels: Cast aluminum	A	A	A
Rally II (argent) and trim rings	A	A	A
Wire wheel covers with locking package	A	A	A
Windows, power, includes rear vents	A	A	A

ENGINES/TRANSMISSIONS

Engine Ordering Code	Engine	Std./Opt. Engine	Avail.	Trans.	Hwy. Est.	EPA Est. MPG
LD5 (1)	3.8 liter (231 CID) V-6 2-bbl.	Std.	Fed.	Auto.	30	(21)
			Calif.		30	(20)
LG4 (2)	5.0 liter (305 CID) V-8 4-bbl.	Opt.	Fed. Calif.	Auto.	†	†
LF9 (3)	5.7 liter (350 CID) V-8 Diesel#	Opt.	Fed.	Auto.	†	†

#Requires optional air conditioning. †Not available at time of printing. See dealer for details.
(A) Includes performance sound acoustically matched response speakers.
Produced by GM: (1) Buick; (2) Chevrolet; (3) Oldsmobile.
Use estimated mpg for comparison. Your mileage may differ depending on speed, distance, weather. Actual highway mileage lower.

PHOENIX

EXTERIOR FEATURES:	Coupe	Hatchback	LJ Coupe	LJ Hatchback	SJ Coupe	SJ Hatchback
Mirrors, sport, LH remote, RH manual convex	A	A	A	A	S	S
Tires (radials): 185/80R13 fiberglass-belted blackwall	S	S	S	S	—	—
195/70R14 steel-belted blackwall	—	—	—	—	S	S
Wheels: Custom wheel covers	A	A	S	S	—	—
Rally	S	S	—	—	—	—
INTERIOR FEATURES:						
Radio, Delco-GM AM with dual front speakers*	S	S	S	S	S	S
Seats, full-width front seat	S	S	—	—	—	—
Steering wheels: Deluxe	S	S	—	—	—	—
Luxury cushion	A	A	S	S	—	—
Formula	A	A	A	A	S	S
MECHANICAL:						
Battery, Delco-GM Freedom® II	S	S	S	S	S	S
Brakes, manual low-drag front disc/rear drum brake system	S	S	S	S	—	—
GM Computer Command Control	S	S	S	S	S	S
Steering, rack and pinion, manual	S	S	S	S	—	—
MAJOR OPTIONS:						
Air conditioning (requires power brakes, power steering with 4-cylinder engine on Phoenix, LJ models)	A	A	A	A	A	A
Door locks, power	A	A	A	A	A	A
Top, Landau padded vinyl	A	—	A	—	—	—
Radio equipment, Delco-GM AM/FM	A	A	A	A	A	A
Sunroof, removable glass	A	A	A	A	A	A
Tires (radials): 185/80R13 fiberglass-belted whitewall	A	A	A	A	—	—
Windows, power	A	A	A	A	A	A

ENGINES/TRANSMISSIONS

Engine Ordering Code	Engine	Std./Opt. Engine	Avail.	Trans.	Hwy. Est.	EPA Est. MPG
Phoenix/Phoenix LJ						
LR8 (1)	2.5 liter (151 CID) 4-cyl. w/electronic fuel injection#	Std.	Fed.	4-Man.	42	(27)
LR8 (1)	2.5 liter (151 CID) 4-cyl. w/electronic fuel injection	Std.	Fed./ Calif. Fed./ Calif.	4-Man. Auto.	42 39	(27) (24)

ENGINES/TRANSMISSIONS (CONT.):

Engine Ordering Code	Engine	Std./Opt. Engine	Avail.	Trans.	Hwy. Est.	EPA Est. MPG
LE2 (2)	2.8 liter (173 CID) V-6 2-bbl.	Opt.	Fed.	4-Man.	†	†
			Calif.	4-Man.	†	†
			Fed.	Auto.	†	†
			Calif.	Auto.	†	†
Phoenix SJ		Std.	Fed.	4-Man.	†	†
LH7 (2)	2.8 liter (173 CID) High Output V-6 2-bbl.		Calif.	4-Man.	†	†
			Fed.	Auto.	†	†
			Calif.	Auto.	†	†

*Standard Delco-GM AM radio and dual front speakers may be deleted for credit.
#Phoenix Coupe equipped for high mileage. Without optional air conditioning and power steering. †Not available at time of printing. See dealer for details.
Produced by GM: (1) Pontiac; (2) Chevrolet. Use estimated mpg for comparison. Your mileage may differ depending on speed, distance, weather. Actual highway mileage lower.

PONTIAC 2000

EXTERIOR FEATURES:	Coupe	Sedan	Hatchback	Wagon	LE Wagon	LE Coupe	LE Sedan	SE Hatchback Sunbird Convertible
Convertible top	—	—	—	—	—	—	—	S
Fuel filler door, locking	A	A	A	A	A	A	A	A
Moldings, body side, wide	S	S	S	S	S	S	S	S
Tires (radials): 175/80R13 fiberglass-belted blackwall	S	S	S	S	S	S	S	—
195/70R13 steel-belted blackwall	A	A	A	A	A	A	S	S
Wheels: Finned turbo cast aluminum	A	A	A	A	A	A	S	A
Rally	S	S	S	S	S	S	—	S
INTERIOR FEATURES:								
Console, front	S	S	S	S	S	S	S	S
Defoggers, side window	S	S	S	S	S	S	S	S
Gages, instrument and tachometer	A	A	A	A	A	A	S	A
Radio, Delco GM-AM	A	A	A	A	S	S	S	—
Seats: Reclining front bucket	S	S	S	S	S	S	S	S
Split fold-down rear seat	—	—	A	A	S	—	—	S
Steering wheels: Deluxe	S	S	S	S	—	—	—	—
Formula	A	A	A	A	A	A	S	A
Luxury cushion	A	A	A	A	S	S	—	S
Windows, power	A	A	A	A	A	A	S	S
MECHANICAL:								
Brake system, power, front disc/rear drum	S	S	S	S	S	S	S	S
Steering, rack and pinion, power	A	A	A	A	A	A	S	S

PONTIAC 2000 (CONT.)

MAJOR OPTIONS:	Coupe	Sedan	Hatchback	Wagon	LE Wagon	LE Coupe	LE Sedan	SE Hatchback Sunbird Convertible
Air conditioning	A	A	A	A	A	A	A	A
Cruise control, resume-speed feature	A	A	A	A	A	A	A	A
Defogger, electric rear window	A	A	A	A	A	A	A	—
Door locks, power	A	A	A	A	A	A	A	A
Radio equipment, Delco-GM ETR AM/FM stereo radio with cassette tape player, digital clock, seek and scan and 5-band graphic equalizer (A)	A	A	A	A	A	A	A	A
Seats, Lear Siegler adjustable bucket	—	—	—	—	—	A	A	—
Steering wheels: Formula, leather-wrapped	A	A	A	A	A	A	A	A
Tilt	A	A	A	A	A	A	A	A
Sunroof, removable glass	A	A	A	—	—	A	A	—
Sunshade, louvered	—	—	A	—	—	—	A	—
Tires (radials), 175/80R13 fiberglass-belted whitewall	A	A	A	A	A	A	—	—

ENGINES/TRANSMISSIONS

Engine Ordering Code	Engine	Std./Opt. Engines	Avail.	Trans.	Hwy. Est.	EPA Est. MPG
LH8 (1)	1.8 liter (109 CID) OHC 4-cyl. w/ electronic fuel injection#	Std.	Fed.	5-Man.	52	(31)
LH8 (1)	1.8 liter (109 CID) OHC 4-cyl. w/ electronic fuel injection	Std.	Fed./ Calif. Fed./ Calif.	5-Man. Auto.	46 43	(28) (28)
LQ5 (2)	2.0 liter (122 CID) 4-cyl. w/electronic fuel injection	Opt.	Fed. Calif.	4-Man.‡	† 40	† (26)

(A) Includes performance sound acoustically matched response speakers.
#Pontiac Coupes specially equipped for high mileage. Without available air conditioning and power steering.
‡Credit delete option. Available with 2.0 liter engine with electronic fuel injection only.
†Not available at time of printing. See dealer for details.
Produced by GM: (1) GM Brazil; (2) Chevrolet. Use estimated mpg for comparison.
Your mileage may differ depending on speed, distance, weather. Actual highway mileage lower.

PONTIAC 1000

EXTERIOR FEATURES:	3-door Hatchback	5-door Hatchback
Air dam, front	S	S
Antenna, fixed mast	S	S
Hatch, top hinged with flush-mounted glass black molding and counter-balancing telestrut support	S	S
Mirror, LH manual, black-finished	S	S
Tires (radials), P155/80R13 glass-belted blackwall	S	S
Wheels, Rally with black trim cap	S	S
INTERIOR FEATURES:		
Carpeting: Cut-pile, color-keyed, one-piece	S	S
Load floor	S	S
Cigar lighter	S	S
Console, mini front	S	S
Control lever, multi-function	S	S
Glove compartment door	S	S
Hood release, inside	S	S
Instrument panel, black aluminum moldings	S	S
Lamps: Courtesy, front door with key reminder	S	S
Door lamp switches, front	S	S
Radio, Delco GM-AM*	S	S
Seats: Full-width fold-down rear	S	S
Reclining front bucket	S	S
Trim: All-vinyl interior	S	S
Door trim panels, vinyl	S	S
MECHANICAL:		
Anti-corrosion protection, extensive	S	S
Battery, Delco-GM Freedom® II	S	S
Brake system: Manual, front low-drag disc/rear drum	S	S
Brake pad, disc, audible wear sensors	S	S
Diagnostic connector, built-in (to facilitate servicing engine's electrical system)	S	S
Rear-wheel drive	S	S
Steering, rack and pinion	S	S
Suspensions: Front stabilizer bar	S	S
Full coil	S	S
MAJOR OPTIONS:		
Air conditioning	A	A
Brakes, power	A	A
Cargo security screen	A	A
Defogger, electric rear window	A	A
Headlamps, halogen single rectangular	A	A
Lamp group, includes underhood light, glove compartment light, rear compartment light with switch, "headlights on" warning, and instrument panel courtesy light	A	A
Luggage carrier, black	A	A
Mats, floor, color-keyed, front/rear	A	A
Mirrors: Sport, LH remote, black-finished	A	A

MAJOR OPTIONS (CONT.):	3-door Hatchback	5-door Hatchback
Sport, LH remote, RH manual convex, black-finished	A	A
Radio equipment: Delco-GM AM/FM	A	A
Delco-GM AM/FM stereo, 3 speakers	A	A
Steering, power (available only with air conditioning and automatic transmission)	A	A
Steering wheels: Formula	A	A
Tilt	A	A
Stripes, sport	A	A
Trim group, custom interior	A	A
Wheels: Cast aluminum	A	A
Trim rings	A	A
Windows, rear quarter, swing-out	A	—
Wiper, rear window with fluidic washer	A	A

ENGINE/TRANSMISSIONS

Engine Ordering Code	Engine	Std./Opt. Engine	Avail.	Trans.	Hwy. Est.	EPA Est. MPG
L17 (1)	1.6 liter (98 CID) 4-cyl. 2-bbl.	Std.	Fed.	4-Man.	†	†
			Calif.	4-Man.	†	†
			Fed.	Auto.	†	†
			Calif.	Auto.	†	†
L17 (1)	1.6 liter (98 CID) 4-cyl. 2-bbl.	Std.	Fed.	5-Man.#	46	(31)

*Standard Delco-GM AM radio may be deleted for credit.
#3-door Hatchback only. Without available air conditioning. See dealer for details.
Note: Pontiac 1000 comes with a 4-speed manual transmission as standard equipment.
†Not available at time of printing. See dealer for details.
Produced by GM: (1) Chevrolet. Use estimated mpg for comparison. Your mileage may differ depending on speed, distance, weather. Actual highway mileage lower.

A WORD ABOUT ENGINES

Some Pontiacs are equipped with engines produced by other GM divisions, subsidiaries, or affiliated companies worldwide. See your dealer for details.

Some of the equipment shown or described is available at extra cost. Your dealer has details and, before ordering, you should ask him to bring you up to date.

The right is reserved to make changes at any time, without notice, in prices, colors, materials, equipment, specifications and models. Check with your Pontiac dealer for complete information.

STANDARD SAFETY FEATURES ON 1983 PONTIACS

Occupant Protection

- Manual lap/shoulder belts with push-button buckles for driver and right front passenger (driver side includes visual and audible warning system). Manual lap belt at center position, when applicable
- Manual lap belts with push-button buckles at rear positions including center, when applicable
- Energy-absorbing steering column
- Passenger-guard inside door locks
- High strength safety door latches and hinges
- Inertia-type folding front seatback latches
- Energy-absorbing instrument panel and front seatback tops
- Laminated safety glass windshield/tempered safety glass side and rear windows
- Safety armrests
- Standardized identification symbols for controls and displays
- Front seat head restraints for driver and right front passenger (adjustable or integral)
- Glove box door latch and, when applicable, console cover latch
- Smooth contoured door and window handles
- Pressure lock radiator cap

Accident Avoidance

- Side marker lights and reflectors
- Parking lamps that illuminate with headlamps
- Four-way hazard warning flasher
- Backup lights
- Lane change feature in direction signal control
- Windshield defrosters, washer and dual-speed wipers
- Vinyl-bonded inside mirror glass
- Outside left rearview mirror
- Dual master cylinder brake system with warning light
- Starter safety switch
- Dual-action safety hood latch
- Low glare finish on instrument panel top, inside windshield moldings, wiper arms and blades, and steering wheel
- Safety wheel rims
- Front disc brakes with audible wear indicators
- Self-adjusting brakes
- Illumination of heater and defroster controls on instrument panel
- Illumination of windshield wiper and washer controls (when located on instrument panel)
- Pressure relief fuel cap

Anti-Theft

- Audible anti-theft ignition key reminder
- Anti-theft steering column lock
- Inside hood release
- Anti-theft key system (one key for ignition only, second key for doors, trunk/hatch/tailgate and glove compartment)
- Visible vehicle I.D. number

OTHER STANDARD FEATURES

- Body by Fisher
- Heater/defroster system
- Carburetor air preheater
- Evaporative emission system
- Foam seat cushions
- Full-flow oil filter
- Labeled instrument panel control switches
- Radio interference-suppression ignition
- GM's Computer Command Control with catalytic converter (NA with optional diesel engine)
- On-board "check engine" light on instrument panel (NA with optional diesel engine)
- High-energy ignition (NA with optional diesel engine)
- Speedometer graduated in kilometers per hour as well as miles per hour (odometer registers miles)

THE GM CONTINUOUS PROTECTION PLAN

The GM Continuous Protection Plan is available to anyone purchasing a new Pontiac. It is one of the most extensive programs of its kind, providing extended repair protection (over and above the usual Pontiac limited warranties) against the cost of UNEXPECTED REPAIRS plus an allowance for towing expenses during and after the GM New Vehicle Limited Warranty period. And it's transferable.

The plan covers up to ten major assemblies, plus most seals and gaskets.

The Plan offers an allowance toward the cost of a RENTAL VEHICLE should your car be inoperable and kept overnight for repairs covered by the GM Continuous Protection Plan.

See your Pontiac dealer today for complete details on the exciting GM Continuous Protection Plan. (Available in United States and Canada only.)

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