

PONTIAC

VOL. LXIV

DRIVING ENTHUSIAST HANDBOOK


1989



WELCOME TO OVER THREE DECADES OF PONTIAC PERFORMANCE, INNOVATION...AND EXCITEMENT!

1956 1957 1958 1959 1960 1961 1962 1963 1964 1965 1966

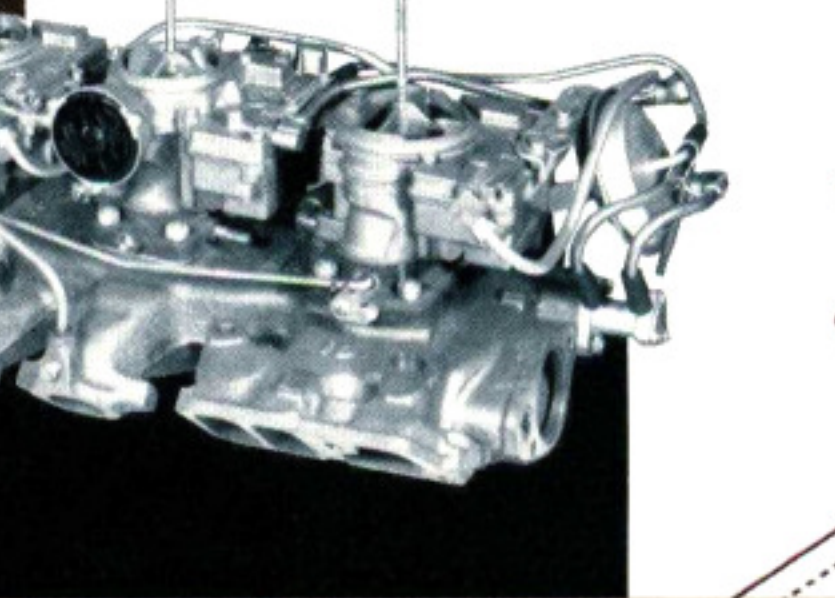
1956 Pontiac's Safari sports wagon shows style and available dual-quad V8 power.



1957 Fuel Injection introduced on the limited edition Bonneville.




1958 Tri-power Pontiacs pace Indy and pound the streets.



1959 Pontiac introduces Wide-Track; wins Motor Trend Car of the Year.




1960 Pontiac-powered Challenger I runs 406 mph at Bonneville.




1961 The new Tempest wins Motor Trend Car of the Year.



1962 Grand Prix is introduced with buckets, console, and a 303 hp Trophy V8.



1963 Stacked headlights start a trend on the '63 Pontiacs.



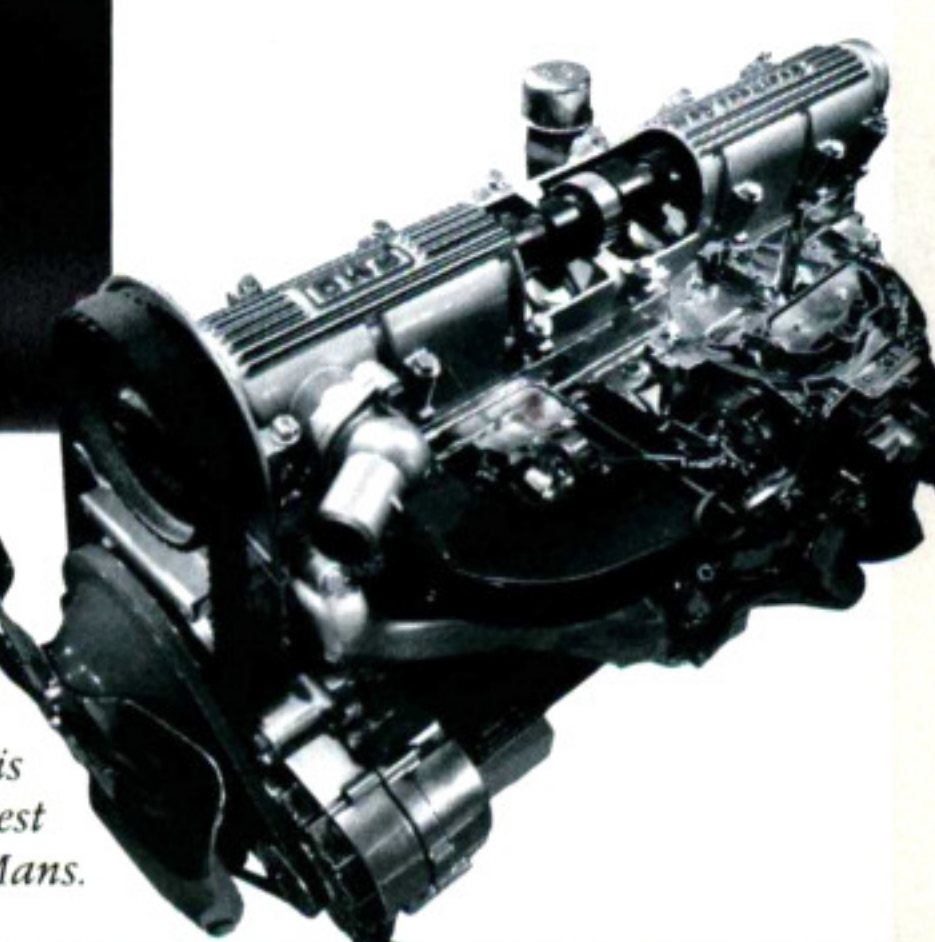
1964 The Great One is born. GTO shrinks time and distance with a tri-power 389 V8.



1965 All Pontiacs win Motor Trend Car of the Year honors, as "Little GTO" tops the charts.



1966 The revolutionary Overhead Cam Six is introduced for the Tempest and LeMans.



1967 1968 1969 1970 1971 1972 1973 1974 1975 1976 1977

1967 The first flight of Pontiac's "Magnificent Five" Firebirds.



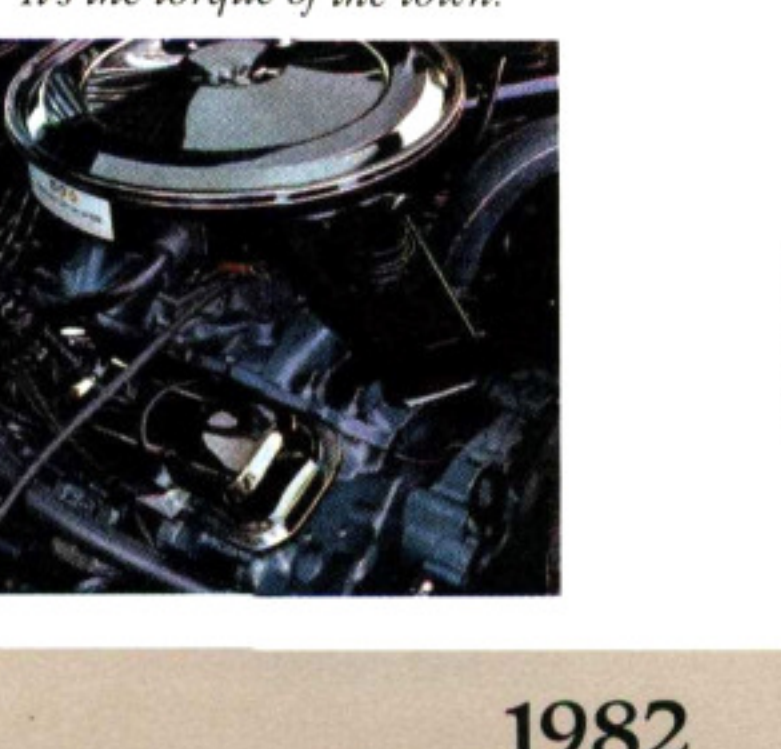
1968 The Motor Trend Car of the Year gets whacked with a wrecking bar to demonstrate the first "Endura" nose.



1969 Trans Am numero uno. Blue stripes on white, and red-hot with a Ram Air IV 400 V8.




1970 Pontiac introduces the 455 V8. It's the torque of the town.



1971 New polycast "Honeycomb" wheels are a Pontiac first.



1972 "Unitized Electronic Ignition" becomes a Trans Am option.



1973 Pontiac announces Grand Am to rave reviews.



1974 Banshee III show car hints of Firebird styling advances to come.



1975 All Grand Prix ride steel-belted radials and Radial Tuned Suspension.



1976 Pontiac introduces the Sunbird Coupe.



1977 The newest Pontiacs since Wide-Track are introduced, creating a template for the industry.

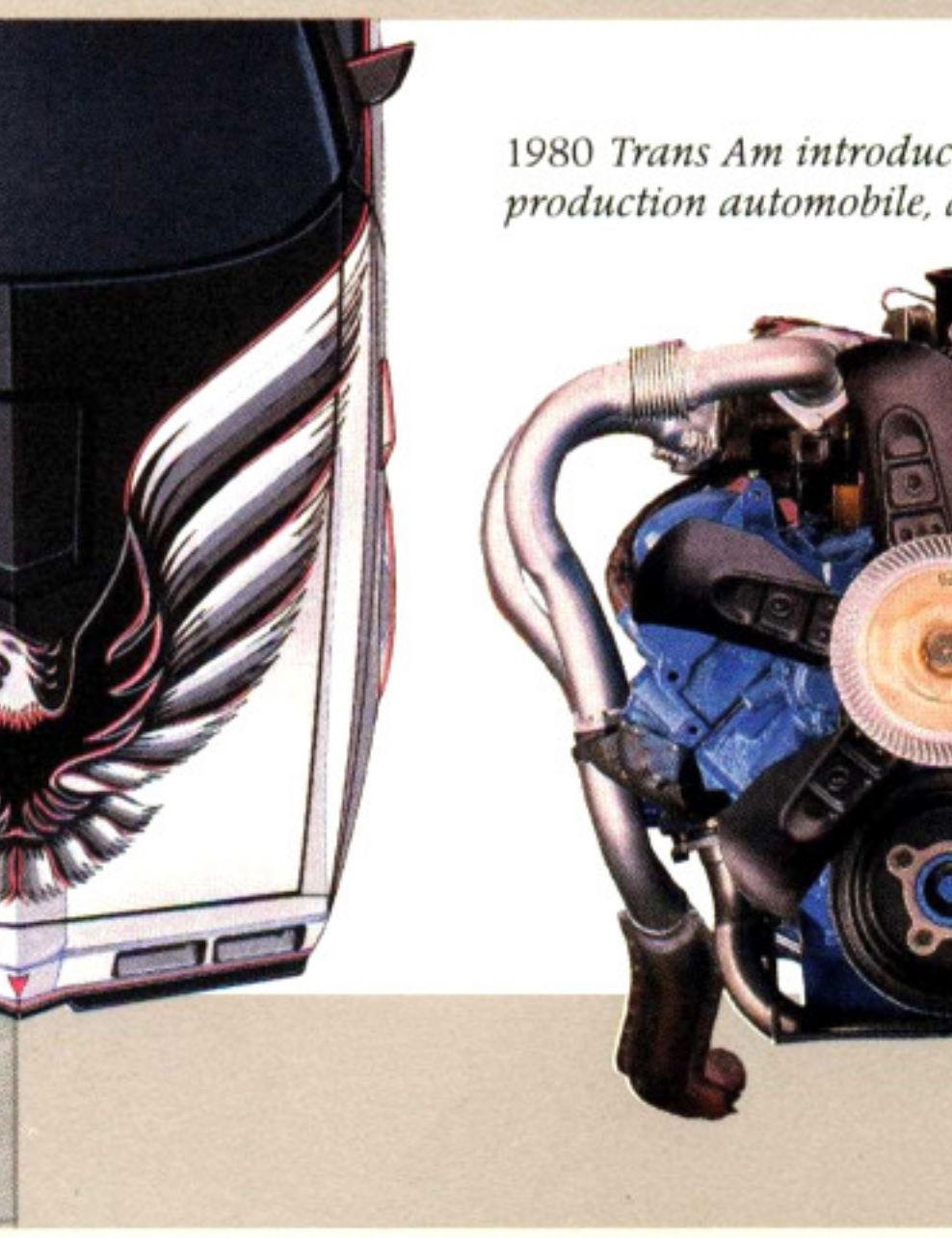


1978 1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989

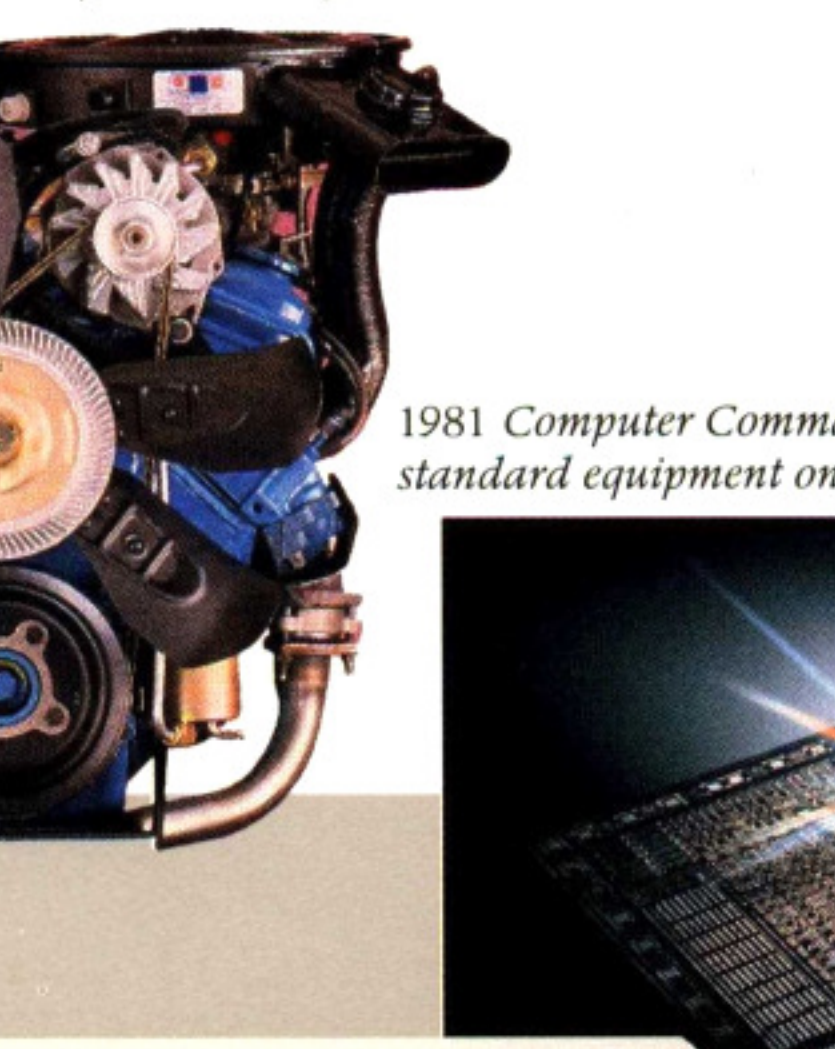
1978 The legendary WS6 Performance Suspension arrives as an option for Trans Am and Formula.



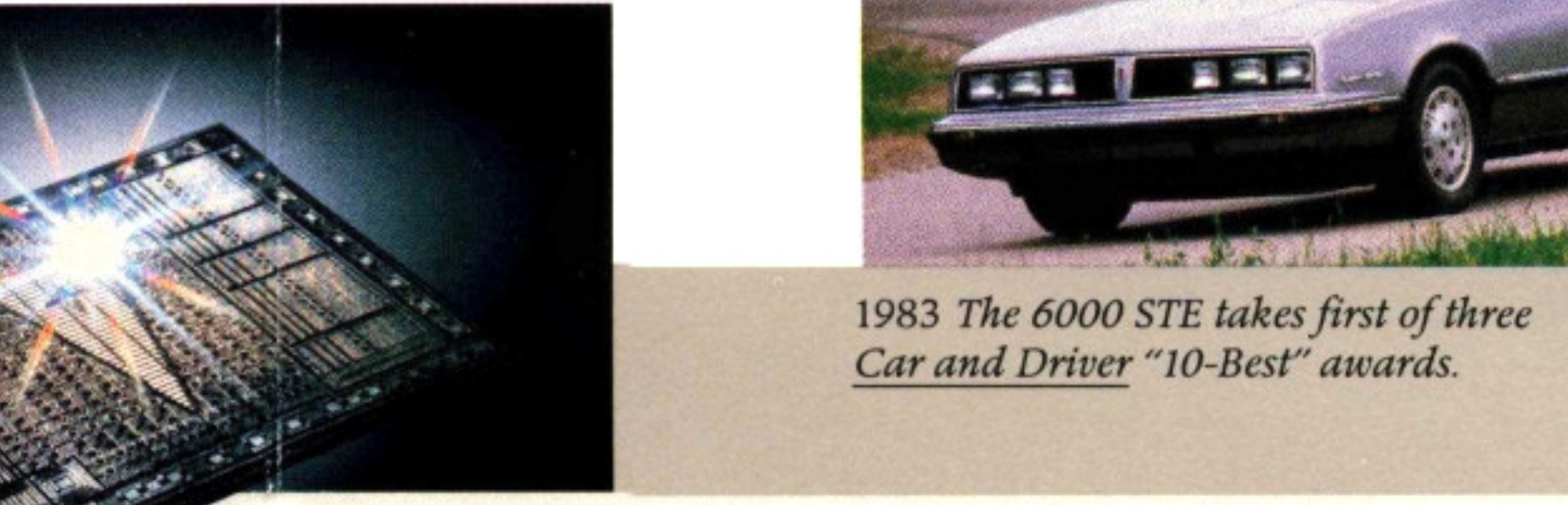
1979 The 10th Anniversary Trans Am paces the Daytona 500.



1980 Trans Am introduces first turbo V8 in a production automobile, and paces the Indy 500.



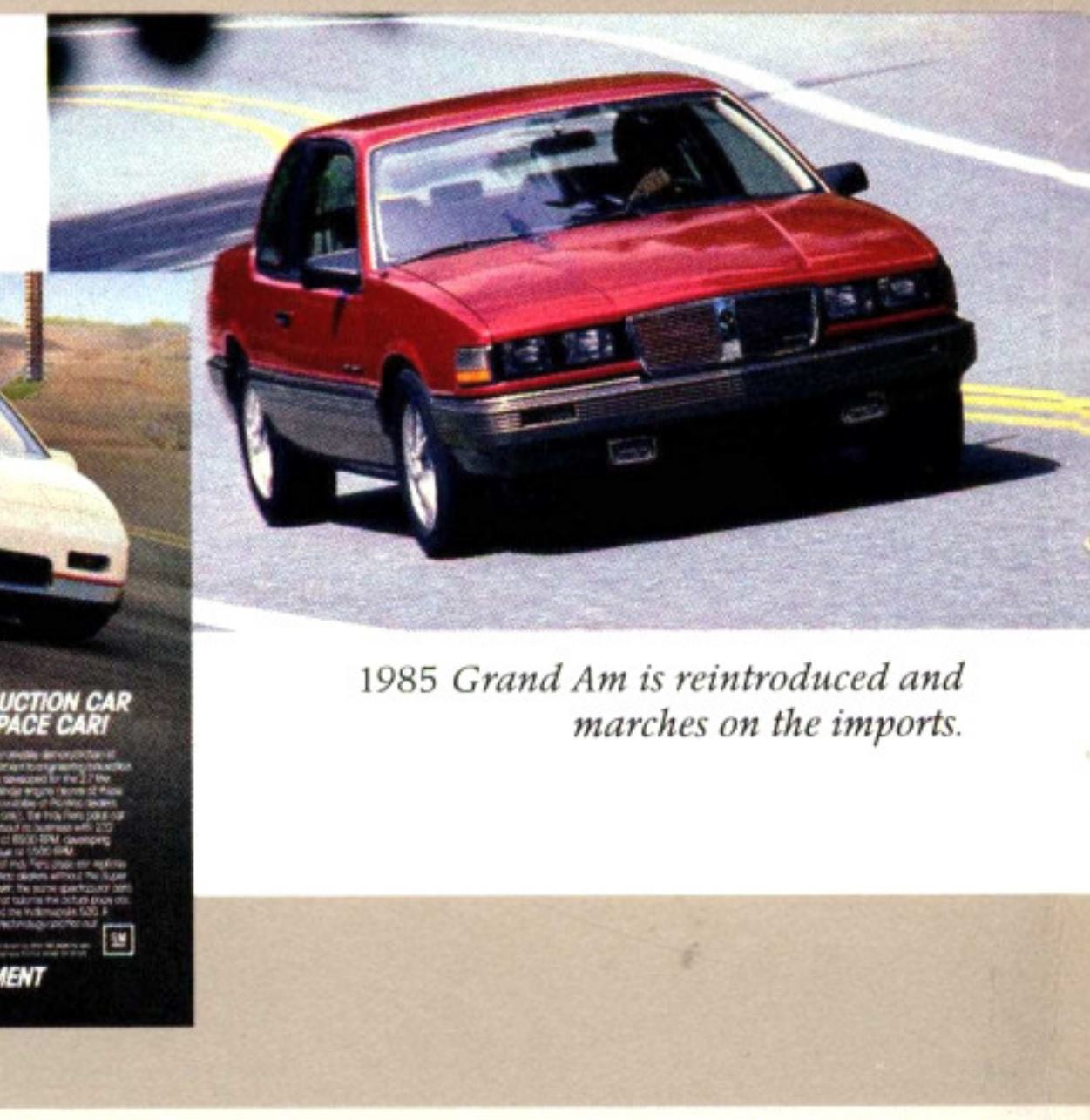
1981 Computer Command Control is standard equipment on all Pontiacs.



1982 Firebird Trans Am sets a C_d record of .34; the lowest to date for any GM-tested production automobile.




1983 The 6000 STE takes first of three Car and Driver "10-Best" awards.



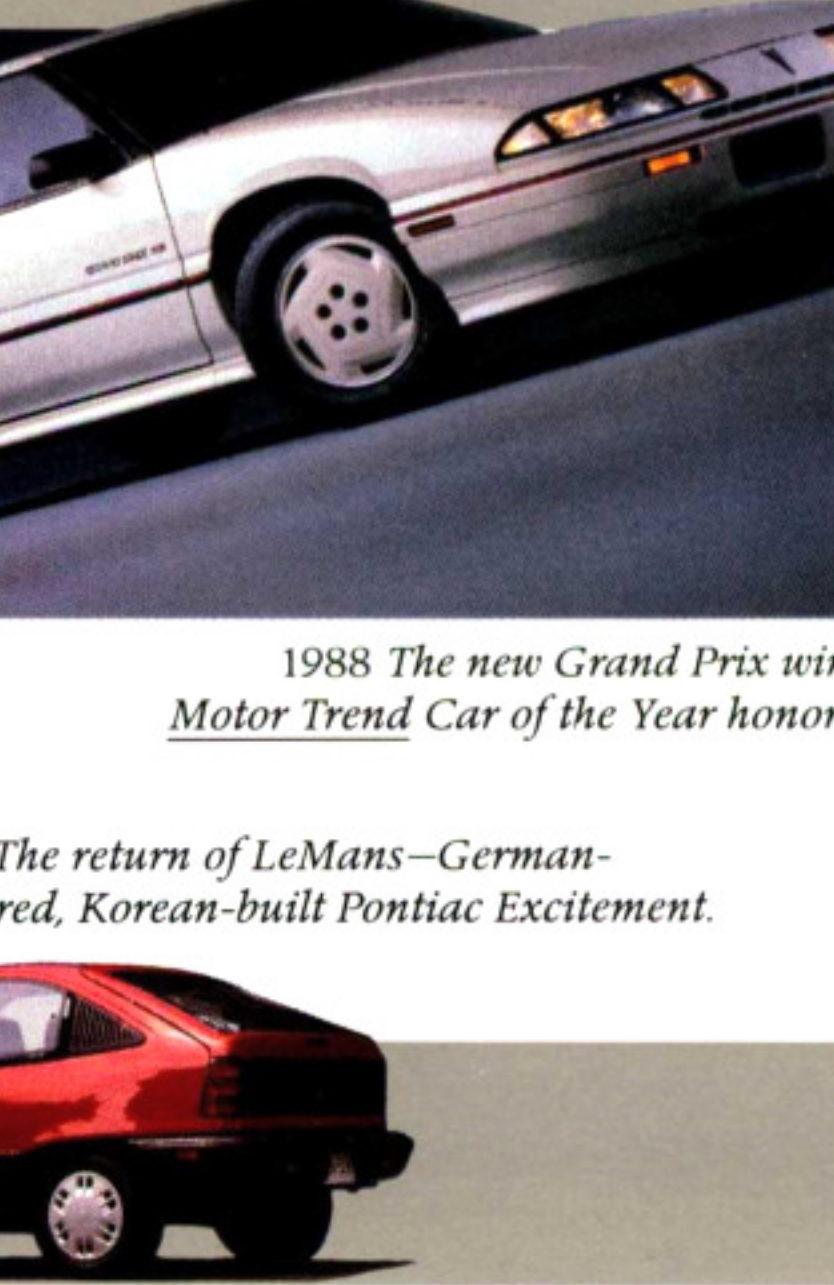
1984 Fiero is introduced, wins a Car and Driver "10-Best" and paces the Indy 500.



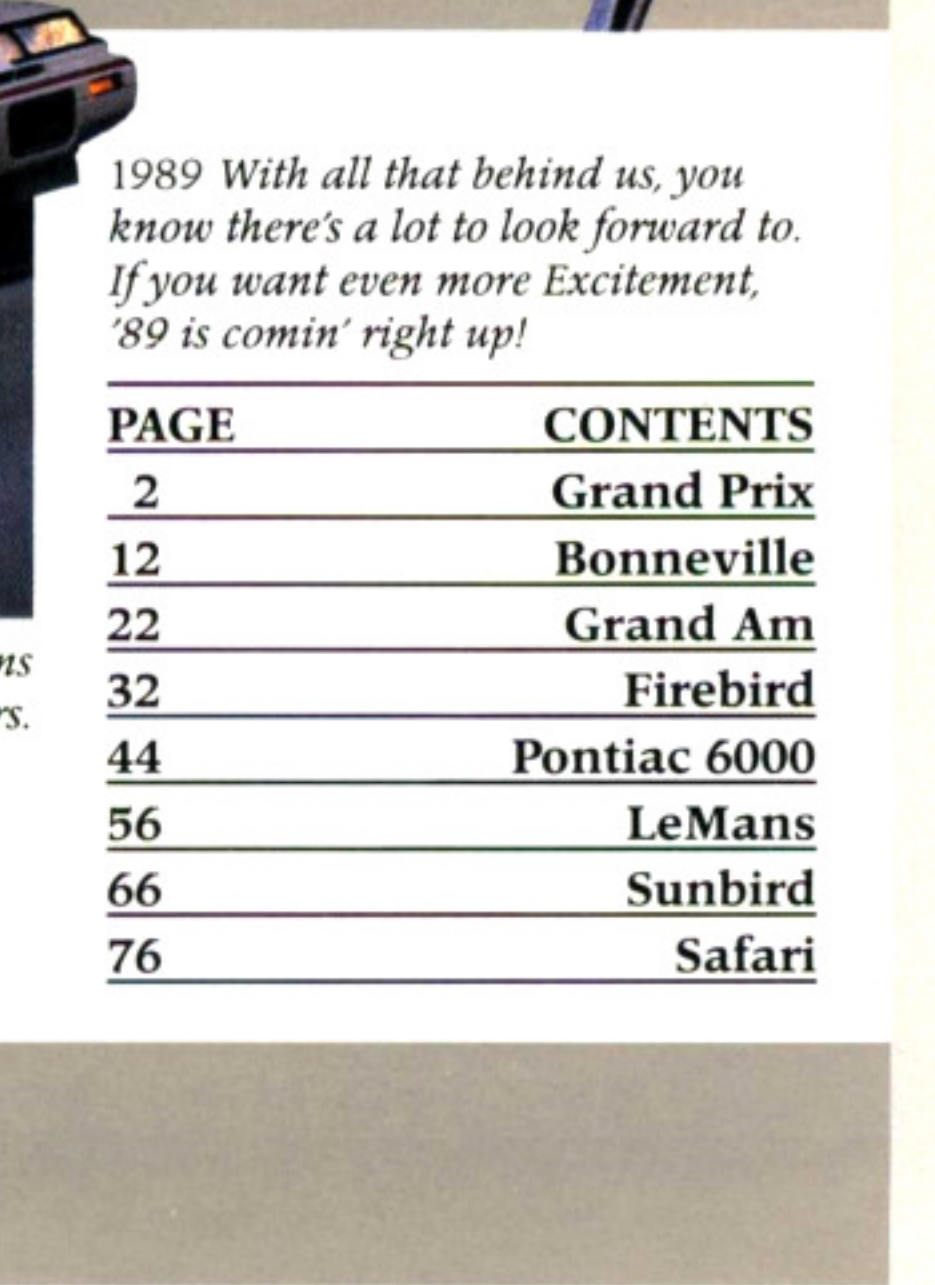
1985 Grand Am is reintroduced and marches on the imports.



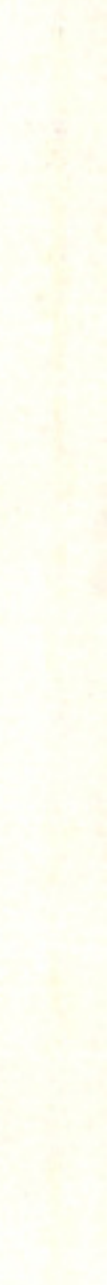
1986 Specially-modified GTP-L Fiero debuts: seven pole- or fast-qualifier positions and three wins. Quite a track record for a rookie season.



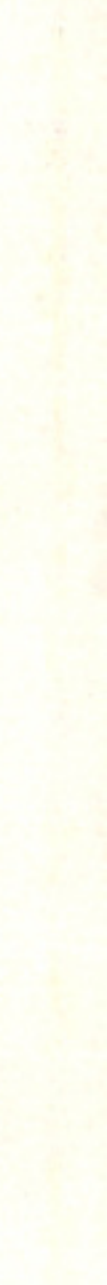
1987 The new Bonneville makes Car and Driver's "10-Best" list.



1988 The new Grand Prix wins Motor Trend Car of the Year honors.



1989 With all that behind us, you know there's a lot to look forward to. If you want even more Excitement, '89 is comin' right up!



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GRAND PRIX

Any car that's prepared to lead the vanguard of automotive design and technology into the 1990s had better embody all of the right stuff. That's why every 1989 Grand Prix is available with a computer-controlled anti-lock brake system as an option. It's a perfect complement to Grand Prix's traction-enhancing front-wheel drive, four-wheel independent suspension, four-wheel disc brakes and rack-and-pinion steering. Together with a wind-piercing aerodynamic shape, these engi-

neering advantages offer handling, stopping and ride qualities that have to be experienced to be truly appreciated. But hardware isn't the only forte of Grand Prix. Its interior is an ergonomic tour de force. From the 21st-century instrument panel to the multi-function console and contoured seats, *the* driver's environment for the next decade is as close as a test drive. For now, you can warm up with the scoop on Grand Prix SE. It's as close as the next page.





Crank an armful of S-curve into the Level II suspension and Grand Prix SE tracks along the apex with an intuition all its own.

The oversize stabilizer bars dampen roll, the power rack-and-pinion steering telegraphs to your senses, and the big Goodyears bite like an angry dog. You come out of the chute and into the straight feeling like Richard Petty on Sunday. Okay, so it's Monday.

But SE sure makes going to work more fun, doesn't it?



Grand Prix's carbon-strand and fiberglass composite rear leaf spring is a single-leaf arc that's lighter and stronger than steel. It uses less space and adds more roll stiffness than conventional coils.

GRAND PRIX SE

If you're looking for today's road car incarnate, Grand Prix SE is it. Then again, the Grand Prix always was.

THE POWERTRAIN

When we're talking Grand Prix SE,

precise cylinder firing. The high-voltage charge that does the trick is sent on its way by an electronic sensor that reads piston position directly from the crank. Very accurate. This arrangement is

teamed with something called Electronic



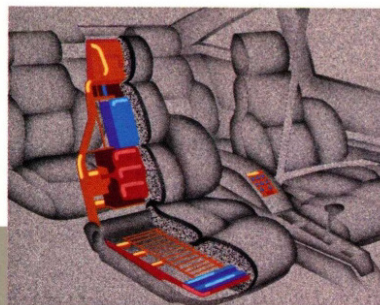
we're talking multi-port fuel injection and a 2.8L V6 engine. Anything less just wouldn't fit the SE's personality profile. This powerplant features aluminum cylinder heads with special "fast-burn" combustion chambers. A crank-triggered, direct-fire ignition system is also in the program. That means goodbye to the traditional distributor and hello to ultra-

Spark Control—a system that advances or retards the engine's timing to maximize performance.

In the transmission department, you have an optional 4-speed automatic or a standard Getrag-licensed 5-speed manual.

THE SUSPENSION

Pontiac's road-ready Level II suspension is legendary. It's standard equipment on SE, but there's nothing "standard" about



Articulating your position in Grand Prix SE is easy. You can adjust lumbar levels, backwing bolstering, individual thigh heights and even headrest angle from console control pod.

its components. Pontiac starts with Good-year Eagle GT+4 radials, adds specific springs, shocks, a faster steering gear ratio and an extra-hefty front stabilizer bar. To make sure all this lives up to its designed-in potential, you automatically get the new 16" cast aluminum wheels—not that you wouldn't want 'em anyway.

Grand Prix SE drivers with an eye toward leading-edge performance will want to add the available anti-lock brake system (ABS). It helps prevent wheel lock-up under low traction conditions and helps keep you in control...instead of in trouble.

THE DESIGN

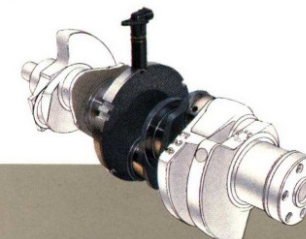
To say that Grand Prix is aerodynamic would be an understatement. Even for Pontiac. But facts are facts. The latest tests in the GM wind tunnel give it a very low frontal Cd. You can spend a lot more money, but you can hardly punch a cleaner hole through the air.

THE ERGONOMICS

It's hard to conceive of an automotive interior more "driver-friendly" than that of Grand Prix, but those who choose the SE won't have to use their imaginations. One extra nicety is the standard 14-way power articulated driver's seat. A pod of controls allow you to custom fit it to your torso. Between the front seats, an available console extension houses an electronic compass, trip computer and service reminder.

Even the radio "goes ergonomic" when the special Delco UX1 AM stereo/FM stereo with cassette and graphic equalizer is picked from the option menu. Virtually all of the unit's major functions are duplicated in a set of push-button controls designed into the steering wheel hub. The perfect way to manage your music and motoring at the same time.

Hey! Maybe that's what "SE" really shakes out to be: "Simultaneous Excitement." ▽



Direct fire ignition picks up pulse information from a crankshaft position sensor, feeds it to the computer, and then trips one of three coils for hotter, more precise cylinder firing.



Jam on the brakes in an ABS-equipped Grand Prix LE, and if conditions might otherwise cause skidding, then several things happen simultaneously. The pedal pulses underfoot as the ABS hydraulic unit alternately applies, releases and reapplies pad pressure against the four discs, minimizing wheel lock-up. And you can still steer the car.



Grand Prix LE moves out smartly and smoothly with this 2.8L V6 with MFI. The single belt drive never needs maintenance. Check-and-fill points are clearly marked, too.

GRAND PRIX LE

If you're the type of person who's particular about automobiles, then Grand Prix LE is your kind of automobile. Why? Because LE gives you the latitude to create a Grand Prix just the way you want it. On the other hand, if you'd rather drive a Grand Prix than "build" one, relax. Option Groups I, II or III combine the best goodies from the "extras list" into a trio of soul-satisfying packages.

THE POWERTRAIN

Your primary motivation here is the 2.8L V6 engine. This powerplant cranks out 130 hp with high-tech design features like crank-triggered direct-fire ignition, electronic spark control, and fast-burn combustion chambers. It mates with an optional 5-speed manual or 4-speed automatic transmission.

THE SUSPENSION

A Grand Prix being a Grand Prix means four-wheel independent suspension and four-wheel disc brakes just for openers. Pontiac backs that hand with MacPherson struts and quick-ratio power rack-and-pinion steering.

But, if you really crave the most advanced set-up, get the available anti-lock brake system (ABS). It's a computer-controlled system that monitors each

wheel individually. When you brake and it senses that a wheel is about to lose traction and lock up, ABS pumps that brake automatically. That helps keep the wheel turning, which gives you additional directional and stopping control capability. Why? Because when wheels lock up and stop turning, they can't generate the side forces essential for steering and directional stability. On the other hand, when anti-lock brakes slow the wheel's rotation to a point just short of its adhesion limit with the road surface, they can help you stop more effectively

and retain steering capability. A comforting thought for you and your passengers.

THE DESIGN

Those aerodynamically raked headlamps on Grand Prix LE do more than cut drag and look terrific. They're the high-intensity halogen variety for more effective, high-contrast lighting.

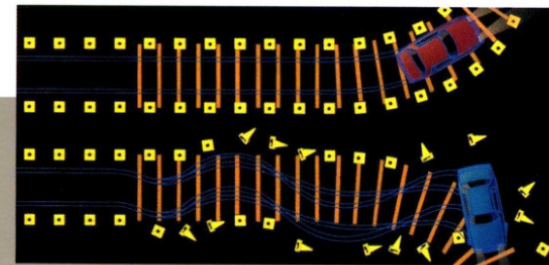
When the sun shines, the populace can take special note of a lower accent paint treatment that's available.

THE ERGONOMICS

If there was an applause meter for interiors, Grand Prix LE would have it staked. On top of all the breakthrough "ergos"

of Grand Prix, the LE edition adds things like a complete gauge set-up for the instrument panel. You'll also find that power windows come standard on LE, and that the switches for them have neat little lights—so you can find them in the dark!

If you have trouble finding door locks with keys, the Grand Prix LE's new available Remote Keyless Entry System is a boon. All you'll see of it is a key fob about the size of an after-dinner mint. It's actually a transmitter that works anywhere within 30 feet of your LE. Punch one of its buttons to unlock the driver's door, unlock both doors, unlock the trunk lid, or lock things up tight again. ▽



On most wet or slippery roads, an ABS-equipped Grand Prix can retain steering capability in this panic-braking maneuver, even when the driver fails to modulate the brakes.



GRAND PRIX

It's quickly writing another exciting chapter in the long-running legend of this famous Pontiac nameplate. Interested in the plot? Good. The '89 Grand Prix story begins somewhere under your right foot!

THE POWERTRAIN

Driver gender aside, the Grand Prix has always been a bit macho under the hood—and this year is no exception. The internal combustion beefcake for '89 comes in the form of a muscular 2.8L V6. It has crank-triggered, direct-fire ignition. That means a special sensor on the crankshaft itself tells the ignition system when each piston is in exactly the right spot for optimum cylinder firing, then one of three coils and six spark plugs do their high-voltage work. It's far more efficient than an old-fashioned distributor. A 5-speed manual transmission is optional and a 4-speed automatic is standard.

THE SUSPENSION

To simply say that Grand Prix features four-wheel independent suspension isn't enough. You have to understand that it's integrated with the car's very structure. How? Well, first know that the Grand Prix body is very, very rigid by design. That quality allowed suspension engineers to use a tri-link system that improves rear traction and minimizes camber changes over bumps and swells.

Springs were also matched to an increased damping rate in the MacPherson struts. Result: a ride that's characteristically comfortable with through-the-turns handling that feels like you're on rails.

THE DESIGN

Apart from its come-hither appearance, there's a lot of beauty in the details of Grand Prix. Take the flush-fitting glass

for example. It looks terrific, but it also helps to cut wind noise and lower the car's Cd.

When your vision could use some help, Grand Prix's concealed "wet arm" wipers come into play. That means washer

fluid is actually applied to the windshield through the wiper arm itself. Evenly and completely. There are no little nozzles squirting puddles of solvent onto the glass—and dry blades trying to spread it into clear vision.



fluid is actually applied to the windshield through the wiper arm itself. Evenly and completely. There are no little nozzles squirting puddles of solvent onto the glass—and dry blades trying to spread it into clear vision.

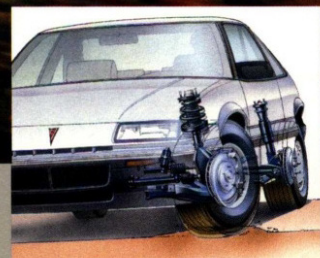
THE ERGONOMICS

A blank sheet of paper is a wonderful thing. You can create things that have nothing to do with "how it used to be done." Such is the case with Grand Prix's interior. The designers had few limits. No preconceptions. The result is a driver-enthusiast's environment rivaled by few cars in the world. The seats are a statement in comfort. The instrument panel is an icon of technology. The function switches live in pods within a finger's reach of the steering wheel. Even the wheel itself is an ergonomic sculpture. A blend of humanity and machine. ▽

Speaking of opticals, the clean, uncluttered lines of Grand Prix's door are made possible by the location of the door han-



What they euphemistically refer to as 'substandard roads' don't seem to faze Grand Prix. Run it over the washboards and something amazing takes place. This car's four-wheel independent suspension makes torn tarmac as smooth as a boot-camp bedsheet. Hey, Grand Prix is not just a car, it's an adventure.



Grand Prix's fully independent suspension helps assure tires stay in contact with the road. That means more control and a smoother ride.



The 2.8L V6 cylinder head is cast in aluminum for light weight. High-efficiency canted valve configuration gives a swirl to the incoming air-fuel mix for a fast, even burn.



The optional Grand Prix Sport Package includes a special front fascia and grilles, fog lamps, red-accented body side moldings, styled steel wheels, Eagle GT tires, Rally gauges, an AM/FM cassette deck, a 60/40 split front seat, and more. The cast aluminum wheels shown, and bucket seats, are also available at extra cost.

GRAND PRIX FEATURES AND OPTIONS

STANDARD EQUIPMENT:

This is a partial list. See your dealer for details.

Every Grand Prix features:

2.8 liter V6 engine with MFI (1)
Acoustical insulation
Air conditioning
Brakes; power four-wheel disc
Composite halogen headlamps
Dual horns
Floor mats; front & rear
Front-wheel drive
Glove box with combination lock
Lamps; ashtray, glove box and dome
Mirrors:
Visor vanity; RH
Sport; LH remote, RH manual
Power rack-and-pinion steering
Radio; Delco ETR® AM/FM stereo, UM7
Remote fuel filler door release
Safety belts:
Automatic for driver and right front passenger; 3-point rear seat belt outboard positions only
Seats; notback bench in cloth with folding armrest
Side window defoggers
Suspension; independent four-wheel
Tires; all-season radial, blackwall, P195/75R14
Transmission; 4-speed automatic
Trip odometer
"Wet-arm" windshield wipers
Wheel covers; Custom

In addition, every Grand Prix LE features:

Door map pockets
Gauges; includes coolant temperature gauge, oil pressure gauge, voltmeter and tachometer
Lamps; luggage, underhood & I.P. courtesy
Power windows with illuminated switches
Rear folding armrest with pass-through to luggage compartment
Seats; 40/60 split reclining in pallex cloth

In addition, every Grand Prix SE features:

Cruise control
Dual exhaust system
Fog lamps
Leather-wrapped steering wheel & shift knob
Mirrors; power, LH & RH
Overhead console with storage and lamps
Seats, front; articulating, power bucket rear-passenger bucket
Suspension; Level II
Tilt steering wheel
Tires; Goodyear Eagle GT+4, steel-belted, blackwall, P215/60R16 (2)
Transmission; 5-speed manual
Wheels; Aluminum Sport, color-keyed

OPTION GROUPS: To order a new Grand Prix, just pick the package that has all the options you want. It's that easy.

GOC No.*	Grand Prix			Grand Prix LE			Grand Prix SE	
	I 1SA	II 1SB	III 1SC	I 1SA	II 1SB	III 1SC	I 1SA	II 1SB
N33	•	•	•	•	•	•	S	S
TR9	•	•	•	•	•	•	S	S
K34	•	•	•	•	•	•	S	S
CD4	•	•	•	•	•	•	S	S
A31	•	•	•	•	•	•	S	S
AU3	•	•	•	•	•	•	•	•
A90	•	•	•	•	•	•	•	•
AC3	•	•	•	•	•	•	•	•
D64	•	•	•	•	•	•	•	•
DC4	•	•	•	•	•	•	•	•
AU0	•	•	•	•	•	•	•	•
WX2	•	•	•	•	•	•	•	•
DG7	•	•	•	•	•	•	S	S
DK4	•	•	•	•	•	•	S	S

•=Included in option group S=Standard Equipment

*Security lighting includes illuminated entry and time-delayed headlamp-off feature.

INDIVIDUAL OPTIONS:

RPO No.*	Grand Prix	Grand Prix LE	Grand Prix SE
JL9	A	A	A
NB2	A	A	A
C49	A	A	A
UB3	A	S	S
VK3	A	A	A
V56	A	A	A
D84	A	A	—
AU3	A	A	A
A31	A	S	S
UM6	A	A	A
UX1	A	A	A
UW4	A	A	A
U75	A	A	A
AM6	A	S	—
AR9	A	A	—
BYP	A	A	—
CF5	A	A	A
QMX	A	A	—
QDP	A	A	—
QGW	A	A	S
PH3	A	A	—
NW0	A	A	S
13P	—	—	A
PF1	A	A	—

S=Standard A=Available —=Not Available

(1) Produced in U.S., Canada or Mexico. (2) Tire chains should not be used. They may cause damage. See Owner's Manual.

*Regular Production Option code (RPO) or Group Option Code (GOC) as assigned by GM. Listed here as an aid in specifying the exact options you want.

STANDARD AND AVAILABLE RADIOS:



UM7: Delco ETR® AM/FM stereo radio with seek up/down, and digital clock.



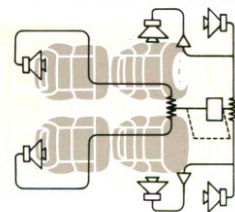
UM6: Delco ETR® AM/FM stereo radio with seek up/down, auto-reverse cassette, and digital clock.



UX1: Delco ETR® AM stereo/FM stereo radio with seek up/down, auto-reverse cassette, five-band graphic equalizer, digital clock, and duplicate steering wheel-mounted radio controls.

*Receives C-Quam® AM stereo broadcasts. Most AM stereo stations across the country broadcast in C-Quam® but some do not. Check with your local stations for compatibility in your area.

GRAND PRIX UW4 SOUND SYSTEM:



In front: two dash-mounted 4" x 6" coaxial speakers, and two 4" x 6" door-mounted speakers with L&R power amplifiers. In back: two 6" x 9" rear-window panel-mounted coaxial speakers. Available on LE and SE.

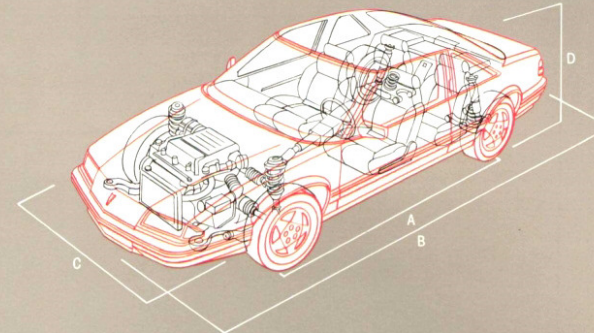
STANDARD AND AVAILABLE WHEELS:



Top row (L to R): Custom 14" wheel covers on 5.5"-wide wheels. Standard on Grand Prix and LE. Styled 15" x 6" Steel Sport wheels. Available on Grand Prix and LE.

Bottom row (L to R): Aluminum Sport 15" x 6" wheels and locking package. Available on Grand Prix and LE. Aluminum bright-faced 16" x 6.5" Sport wheels and locking package. Available on Grand Prix, Grand Prix LE and SE. Aluminum color-keyed 16" x 6.5" Sport wheels and locking package. Standard on SE only.

GRAND PRIX VITAL SPECS



Models Available

Grand Prix, Grand Prix LE, Grand Prix SE.

Key Numbers

(A) Wheelbase	107.5"
(B) Overall length	193.9"
(C) Width	71.9"
(D) Overall height	52.8"
Curb weight	3163 to 3188 lbs.
Tank	16 gal.
Trunk	15.0 cu ft.

Engine

2.8L V6; 130 hp, 160 lbs-ft torque; multi-port FI; aluminum cylinder heads with fast-burn combustion chambers; low-restriction intake manifold; crank-triggered, direct-fire ignition; electronic spark control; serpentine accessory belt drive.

Engine/Transmission Teams

5-speed manual 2.8L V6.
4-speed automatic 2.8L V6.

Chassis

Front suspension Fully independent with MacPherson strut; Level I, 28mm stabilizer bar; Level II, 30mm.
Rear suspension Fully independent with tri-link design and MacPherson strut; Level I and II, 12mm stabilizer bar.

Road Performance Figures

(Grand Prix SE w/2.8L engine, 5-speed manual and 3.6:1 axle ratio)
0-60 10.4 sec.
Braking, 60-0 175 ft.
Lateral acceleration, g's 0.85
Weight/horsepower ratio 24.8:1

Interior

Headroom, f/r 37.8/36.6"
Legroom, f/r 42.3/34.8"
Shoulder room, f/r 57.3/57.3"
Hip room, f/r 52.0/52.6"

Weight distribution, f/r 64/36

Brakes, f/r Power, four-wheel disc with vented 10.4" front and solid 10" rear rotors. Anti-lock system available.

Steering type, ratio Power rack-and-pinion, 15.5:1; 14.0:1 quick ratio on SE with Level II.

Turns, lock-to-lock 2.89

Turning circle 38.9 ft dia.

Tires Level I, P195/75R14 all-season radials; Level II, P195/70R15 Goodyear Eagle GT+4 radials; Level III, P215/60R16 Goodyear Eagle GT+4 radials.

Note: Some features available at extra cost. Your dealer has complete standard/optional feature availability. All performance figures obtained with professional driver on General Motors closed test area.

BONNEVILLE

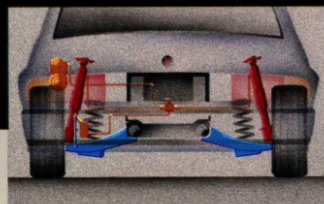
If any Pontiac could be said to lead a double life, Bonneville is it. Both the LE and SE versions are outwardly cool and reserved as they demonstrate the impeccable manners of a full-size touring sedan. Until you tickle the gas. Until you start urging them through a curve or two. Then they become something decidedly more assertive. Their big V6 engine snarls with fuel

injection; their rack-and-pinion steering claws for the perfect arc; their available anti-lock brakes pulse with confidence. These are cars that invite you to rejoice in your driving skills. For those of you who walk closer to that line than others, there is the celebrated Bonneville SSE as seen below. Its 1989 American road car dossier begins on the next page.





Get behind the wheel of an SSE and you feel a certain Continental flair and confidence take hold of you. As if the machine you're driving has special capabilities of power, agility and savoir-faire. The miles click by, and then it hits you: The feeling is real!



Maintain an even keel with the Electronic Ride Control system of SSE. A special sensor detects unusual downloading, then corrects in seconds through air-adjustable struts.

BONNEVILLE SSE

If you're ready for some high-profile excitement, then step right up. The SSE is for you. It has the horsepower, handling and world-class styling that says you've arrived...and could depart at a moment's notice.

THE POWERTRAIN

You'll exit with a flourish, courtesy of a 3.8L 3800 SFI V6 and 165 fuel-injected horsepower. Components geared to turning it out include roller valve lifters, lightweight alloy pistons and a crank-triggered triple-coil ignition. A specifically calibrated four-speed automatic transmission handles the engine's output with authority, and a new 3.33 final drive ratio gives SSE an extra measure of performance for '89.

THE SUSPENSION

An array of road-sensing technology provides SSE with sure footing on highway or byway. Central to it all is a special Road Car Suspension that includes deflected disc struts with specific valving that has been refined even further for '89. Special springs, bushings, stabilizer bars and variable ratio rack-and-pinion steering are also part of the set-up. What's "variable ratio"? Simply, a type of power steering that feels normal in the straight-ahead position, but gradually increases its ratio (the speed at which it turns the front wheels) as the steering wheel is cranked closer to either lock. The result: a solid, confident feel of "standard ratio" steering while you're motoring straight along, and the responsive touch of a

"quick-ratio" set-up in tight turning situations.

When it's time to reduce velocity, you'll appreciate the anti-lock brakes that are standard on SSE.

exterior is intimidating." No argument there. The power articulating front seats offer proof with 12 individual adjustments to embrace your body in comfort and control. Passengers in back can take



THE DESIGN

One glance at SSE and you know immediately: here stands a world-class road sedan that's dressed to thrill. The monochrome theme carries through from the front air dam to the trailing edge of its deck lid spoiler. In fact, the entire aero package is made up by the same Teutonic firm that fits similar "air management" systems to those pricey cars from Stuttgart.

Smooth-fitting halogen headlamps and wind deflector-equipped retracting windshield wipers add to the aerodynamic efficiency of SSE. So do specific blue-tint European mirrors. Especially when they reflect the receding forms of less stimulating cars.

their ease in a headrest-equipped contoured bench seat with the added convenience of a fold-away storage armrest in the center.

Audio enjoyment moves a few clicks up the scale for '89 by way of an enhanced sound system that features a total of eight large speakers with subwoofers. New raised modules in the rear-window shelf house over half of them. Command over the music is literally at your fingertips with a bank of duplicate sound system controls designed into the center of the steering wheel. An extra set of heating and air conditioning adjustments are there, too.

Actually, the whole scheme is a concession to the SSE's personality: it's a car people like so much, they don't want to take their hands off the wheel. ▽

THE ERGONOMICS

According to *Car and Driver* magazine, "the SSE's interior is as relaxing as its



Hot cars deserve appropriate side mirrors, so those of SSE are heated to aid defrosting and tinted blue to cut glare day and night.



Attitude adjustment can be achieved 12 different ways with SSE's power articulating seat. Inflatable bladders inside respond to console switches and tailor the seating comfort to you.



BONNEVILLE SE

If this car seems to gloat and swagger just a little, kindly pardon the bravado. It's hard not to be affected by reams of rave car magazine reviews and enthusiastic editors. Still, the fact remains that SE delivers a stunning performance time after time—so who cares about ego?

THE POWERTRAIN

The same strong heart that beats under the SSE's hood also pumps vitality into Bonneville SE: the 3.8L 3800 SFI V6. Smoothness and a free-revving nature are its hallmarks. One secret behind this inspiring demeanor is roller valve lifters. If you've ever been bitten by the hot-rodding bug, you probably know that these things offer substantial performance advantages for valve trains. That's because they have a small wheel on their bottoms instead of a flat, polished steel surface. This wheel traces the eccentric cam lobe much more easily and precisely. The result: more positive valve operation and more horsepower through reduced friction. More is better, right?

THE SUSPENSION

The big news out on the ends of an SE's axles this year is the available anti-lock brakes. Their advantages become instantly clear when you have to jump on the pedal under less-than-ideal traction conditions. That could mean rain, snow, ice, loose gravel—even a panic stop

on dry pavement.

As your brakes begin to slow the car, a special sensor at each wheel detects when tire and road are about to lose their mutual grip and permit the wheel to lock up. To prevent that from happening, SE's anti-lock feature controls that brake up to 15 times a second. This way, each wheel extracts maximum stopping power from the road surface.

THE DESIGN

The flowing, sculpted lines of Bonneville SE are no accident. Each aspect of this car was created with an eye toward blending function and taste.

The lower-body accent colors are a prime example. They play off upper body hues in perfect harmony. The body-color grille also strikes a special chord. Even the halogen headlamps blend into the car's symphonic lines like a first-chair violin. No doubt about it. Bonneville SE is music for the soul.

THE ERGONOMICS

As soon as you touch down you'll know that Bonneville SE has improved seats for '89. They're more comfortable all around while providing enhanced lateral and thigh support. There's a new optional center console too. It offers coin, cup and cassette storage. Pontiac even took notice of little things like the glove box. They noticed it could be bigger, so they made it that way.

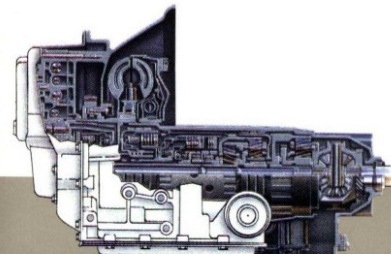
It's sort of like the SE's reputation—growing from one year to the next. ▽



The first time you have to stand on the SE's optional anti-lock brakes, it's like discovering that 2+2=5. Things you've always known and accepted as truth about automotive brakes suddenly go out the window. ABS minimizes wheel lock and assists you in keeping the car stable. And you can still steer! Oh yes, under most conditions, the car stops a lot sooner, too.



Choose the available UT4 Delco sound system and Pontiac reinvents the wheel. Not only are function controls duplicated on the hub, but so are heating and air conditioning adjustments.



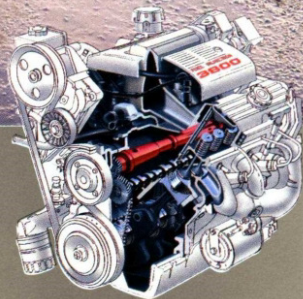
A refined four-speed automatic transmission—with a highly efficient overdrive—connects the SE's 3.8L SFI V6 to the drive axles. Gear ratios and shift points are pure excitement...and you know what that means.



The heart of SE's available anti-lock brake system is a sensor that ticks off the speed of rotor-mounted gears to detect impending lock-up. When it does, the ABS computer automatically pumps the brakes.



Don't let LE fool you. Its hood covers an engine that's ready to assert its dominance at the drop of your right foot. Want to catch up to the freeway pace from the on-ramp? Or pull ahead of stoplight traffic and nudge over a lane? You can do it. Thanks to a V6 that reminds you of a V8 from 20 years ago.



A gear-driven balance shaft in the LE's 3800 SFI V6 rotates at crank speed, but in the opposite direction to help eliminate unbalance before it happens. When it comes to engines, there are no "good vibrations."

BONNEVILLE LE

Think of LE as the Mother Lode of everything that is Bonneville. Styling, performance, value and panache. It's all there, and it's all what you'd expect from a car whose name means performance.

THE POWERTRAIN

The 3.8L 3800 SFI V6 is the LE powerplant. That means a full 10% boost in horsepower over the previous 3.8L V6 and an extra measure of smoothness. The reason why is something called a balance shaft that's designed right into the natural valley between the engine's two cylinder banks. This shaft has a counterweight on each end and is gear-driven at the same rotational speed as the engine's crankshaft. The important thing is that it rotates in the opposite direction as the crank, and helps cancel out any unwanted internal vibrations. One test drive will convince you that it really works.

So does the new standard LE final drive ratio of 2.84. It gives you a fresh edge in acceleration and response, yet won't cost major dollars in the gas tank.

THE SUSPENSION

This time let's start with the frosting: anti-lock brakes! Yes, they are available on the LE, too. All you've got to do is ask. As outlined previously, they keep your wheels from locking up under difficult braking situations. If that sounds advantageous to you, you're definitely a driving enthusiast...and just the type who'll appreciate LE's new strut valving. It's been refined for '89 to provide an even better ride and more nimble response.

All the better to take advantage of LE's 4-wheel independent suspension and responsive rack-and-pinion steering.

THE DESIGN

It isn't easy to improve on the uncluttered styling of LE, but the car's appearance takes a turn for the better this year with available 15" Diamond-Spoke wheels. They're cast aluminum alloy for high strength and low unsprung weight, and they're an inch larger in diameter than before. That means better looking. And after all, aren't a car's wheels part of its designed-in good looks?



THE ERGONOMICS

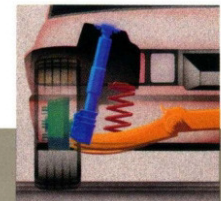
Knowing full well that door map pockets are not entirely used for maps, Pontiac has upgraded those in the optional LE trim for more capacity and durability. And just because neatness counts, they've also included a righthand visor vanity mirror standard on LE. Air conditioning is also standard, as are overhead dome, ashtray, glove box and trunk courtesy lights. The LE also includes a Delco

AM/FM stereo radio with seek/scan and digital clock. In back, a new trunk security net is included with the available Custom Trim group. It ties down packages and such so you can make those highway maneuvers without high anxiety.

That's the Bonneville theme: Low stress, high performance. ✓



How easily and efficiently instruments can be seen and read is an excellent "gauge" of ergonomics. Here, the Bonneville LE's gauge cluster is an obvious standout.



Four-wheel independent suspension helps all Bonneville LEs track the road with confidence. Each wheel keeps contact on its own and absorbs bumps on its own. Handling and ride quality benefit.

BONNEVILLE FEATURES AND OPTIONS

STANDARD EQUIPMENT:

This is a partial list. See your dealer for details.

Every Bonneville LE features:

3.8 liter 3800 V6 engine with SFI
Acoustical insulation
Air conditioning
Armrest; front seat center
Body-frame integral construction
Cluster warning lights
Compact spare tire
Complete instrumentation
Delco Freedom II® battery
Extensive anti-corrosion protection
Floor mats
Front-wheel drive
GM Computer Command Control
Independent front/rear suspension
Lamps; dome, glove box and trunk
Mirrors:
Dual sport; sideview
Visor vanity; passenger
Power rack-and-pinion steering
Radio; Delco ETR® AM/FM stereo, UM7
Safety belts; automatic, for driver and right front passenger
Transmission; 4-speed automatic
Wheel covers; Aero Torque
Wide body side molding
Windshield wipers; dual fluidic, concealed

In addition, every Bonneville SE features:

Armrest; rear seat, pull down
Cargo compartment security net
Controlled-cycle windshield wipers
Cruise control
Driver Information Center
Gas pressure struts
Gauges; Rally, includes coolant temperature gauge, oil pressure gauge, voltmeter, tachometer and trip odometer
Lamp; interior courtesy, front/rear doors
Power windows with door pad switches
Recliner; manual, right and left
Seats; 45/55 split front with storage arm rest
Special springs
Steering wheel; leather-wrapped
Suspension; Level II
Tilt steering wheel
Tires; Goodyear Eagle GT+4, steel-belted radial, blackwall, P215/65R15
Wheels; Tri-Port, cast aluminum

In addition, every Bonneville SSE features:

Aero extensions on doors and rocker panels
Automatic air conditioning
Brakes; anti-lock front disc/rear drum
Duplicate steering wheel radio controls
Electronic compass
Electronic Ride Control
Flash-to-pass headlamp control
Floor mats; deluxe front/rear, full retention
Headlamp washers
Key-activated power door locks
Mirrors:
Illuminated visor vanity; LH/RH
Power, heated, blue-lint
Radio; Delco ETR® "touch control"
AM stereo/FM stereo with cassette, w/anti-theft Delco-Loc, UT4
Rear seat armrest with storage
Seats; 45/45, 12-way power adjustable
Eight-speaker performance sound system
Suspension; Special Purpose
Tires; Goodyear Eagle GT+4, steel-belted, blackwall, P215/60R16
Wheels; Aero-Lite cast aluminum

OPTION GROUPS: To order a new Bonneville, just pick the package that has all the options you want. It's that easy.

GOC No.*	Bonneville LE				Bonneville SE		
	I 1SA	II 1SB	III 1SC	IV 1SD	I 1SA	II 1SB	III 1SC
N33	•	•	•	•	S	S	S
CD4	•	•	•	•	S	S	S
TR9	•	•	•	•	•	•	•
K34	•	•	•	•	S	S	S
A31	•	•	•	•	S	S	S
AU3	•	•	•	•	•	•	•
AG1	•	•	•	•	•	•	•
A90	•	•	•	•	•	•	•
D64	•	•	•	•	•	•	•
NP5	•	•	•	•	S	S	S
T96	•	•	•	•	•	•	•
C97	•	•	•	•	•	•	•
N08	•	•	•	•	•	•	•
DG7	•	•	•	•	•	•	•
AG2	•	•	•	•	•	•	•
T82	•	•	•	•	•	•	•

•=Included in option group S=Standard Equipment

INDIVIDUAL OPTIONS:

RPO No.*	Bonneville LE	Bonneville SE	Bonneville SSE
JM4	Anti-lock disc/drum power brakes (requires Rally gauges)	A	A S
NB2	California emission requirements	A	A
C49	Defogger; electric rear window	A	S
UB3	Gauges; Rally, includes coolant temperature gauge, oil pressure gauge, voltmeter, tachometer and trip odometer	A	S
V56	Luggage carrier; deck lid with integral center stop lamp, black	A	A
US7	Power antenna	A	A S
AU3	Power door locks	A	A S
A31	Power windows	A	S
UT4	Radio equipment: Delco ETR® AM stereo/FM stereo with seek/scan, auto reverse cassette with search and replay feature, graphic equalizer, digital clock and steering wheel controls	A	A S
UM6	Delco ETR® AM/FM stereo with seek/scan, auto reverse cassette and clock	A	A
U1A	Delco ETR® AM stereo/FM stereo with seek/scan and compact digital disc player with graphic equalizer	A	A A
UW6	Six-speaker system (requires power windows)	A	A S
AM6	45/55 split front seat	A	S
AS7	45/45 front bucket seats with console	—	A
A78	Dual recliners	A	S
CF5	Sunroof; power	A	A A
QJR	Tires (radial): P205/75R14 steel-belted, whitewall	A	—
QGY	P205/70R15 blackwall (requires Diamond-Spoke wheels)	A	—
QGZ	P205/70R15 steel belted, whitewall (requires Diamond-Spoke wheels)	A	—
QNS	P215/65R15 Goodyear Eagle GT+4, steel-belted, blackwall (requires Level II suspension and Diamond-Spoke wheels on LE; Tri-Port or Diamond-Spoke wheels on SE)	A	S
DB4	Two-tone paint	A	A
PF7	Wheels; Sport, Diamond-Spoke Aluminum 15"	A	A

S=Standard A=Available —=Not Available

*Regular Production Option Code (RPO) or Group Option Code (GOC) as assigned by GM. Listed here as an aid in specifying the exact options you want.

STANDARD AND AVAILABLE RADIOS:



UM7: Delco ETR® AM/FM stereo radio with seek/scan, and digital clock.



UM6: Delco ETR® AM/FM stereo radio with seek/scan, auto-reverse cassette, and digital clock.



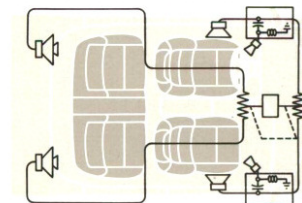
UT4: Delco ETR® AM stereo/FM stereo with seek/scan, touch control, auto-reverse cassette with music search, five-band graphic equalizer, digital clock, duplicate steering wheel-mounted radio controls, and Delco-Loc Theft Deterrent.



U1A: Delco ETR® AM stereo/FM stereo with seek/scan, compact disc player, five-band graphic equalizer, digital clock, and duplicate steering wheel-mounted radio controls.

*Receives C-Quam® AM stereo broadcasts. Most AM stereo stations across the country broadcast in C-Quam® but some do not. Check with your local stations for compatibility in your area.

BONNEVILLE UW6 SOUND SYSTEM:



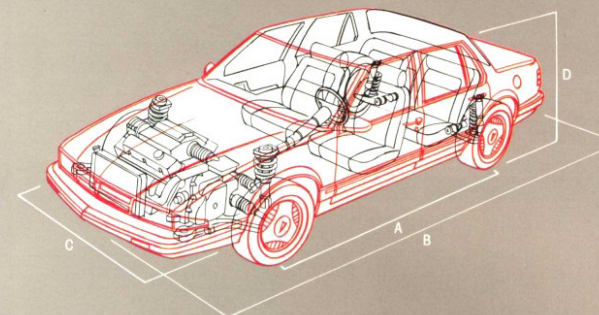
In front: two door-mounted 5 1/4" mid-range speakers with a 1 1/2" tweeter. In back: two rear-window shelf-mounted 6" x 9" coaxial dual-voice coil speakers with a 1 1/2" tweeter. Available on LE and SE (requires power windows).

STANDARD AND AVAILABLE WHEELS:



(L to R):
Aero-Torque 14" wheel covers on 6"-wide wheels. Standard on LE.
Diamond-Spoke 15" x 6" aluminum sport wheels. Available on LE and SE.
Tri-Port 15" x 6" cast aluminum wheels. Standard on SE.
SSE Specific Aero-Lite 16" x 7" cast aluminum wheels. Standard on SSE.

BONNEVILLE VITAL SPECS



Models Available

Bonneville LE, Bonneville SE, Bonneville SSE.

Engine

3.8L 3800 SFI V6: 165 hp, 210 lbs-ft torque; sequential port FI with improved injector "targeting"; primary balance shaft; on-center cylinder bore design; lightweight pistons; roller valve lifters; crank-triggered, triple-coil ignition; electronic spark control; improved cylinder heads; low-restriction exhaust manifold; serpentine accessory belt drive.

Engine/Transmission Team

4-speed automatic 3.8L 3800 SFI V6.

Chassis

Front Suspension Fully independent with MacPherson strut; Level I, 30mm stabilizer bar; Level II, 32mm; Level III, 32mm.
Rear Suspension Fully independent with coil spring and strut; Level I, 14mm stabilizer bar; Level II, 18mm; Level III, 18mm.

Weight Distribution, f/r 64/36
Brakes, f/r Power, vented 10.1" disc/8.9" drum. Anti-lock system available on LE and SE, standard on SSE.

Steering type, ratio Power rack-and-pinion, 18.1:1. SE and SSE, variable ratio, 15.3 to 19:1.

Turns, lock-to-lock 2.79 (LE, 2.97)
Turning circle 40.7 ft dia.

Tires Level I, P205/75R14 or P205/70R15 radials; Level II, P215/65R15 Goodyear Eagle GT+4; Level III, P215/60R16 Goodyear Eagle GT+4.

Key Numbers

(A) Wheelbase	110.8"
(B) Overall length	198.7"
(C) Width	72.1"
(D) Overall height	55.5"
Curb weight	3275 to 3481 lbs.
Tank	18 gal.
Trunk	15.25 cu ft.

Road Performance Figures

(Bonneville SSE w/3.8L 3800 V6 engine, 3.33:1 axle ratio and 4-speed automatic)
0-60 10.7 sec.
Braking, 60-0 144.5 ft.
Lateral acceleration, g's 0.80
Weight/horsepower ratio 21.5:1

Interior

Headroom, f/r 38.9/38.2"
Legroom, f/r 42.4/38.4"
Shoulder room, f/r 58.9/59.1"
Hip room, f/r 54.1/56.1"

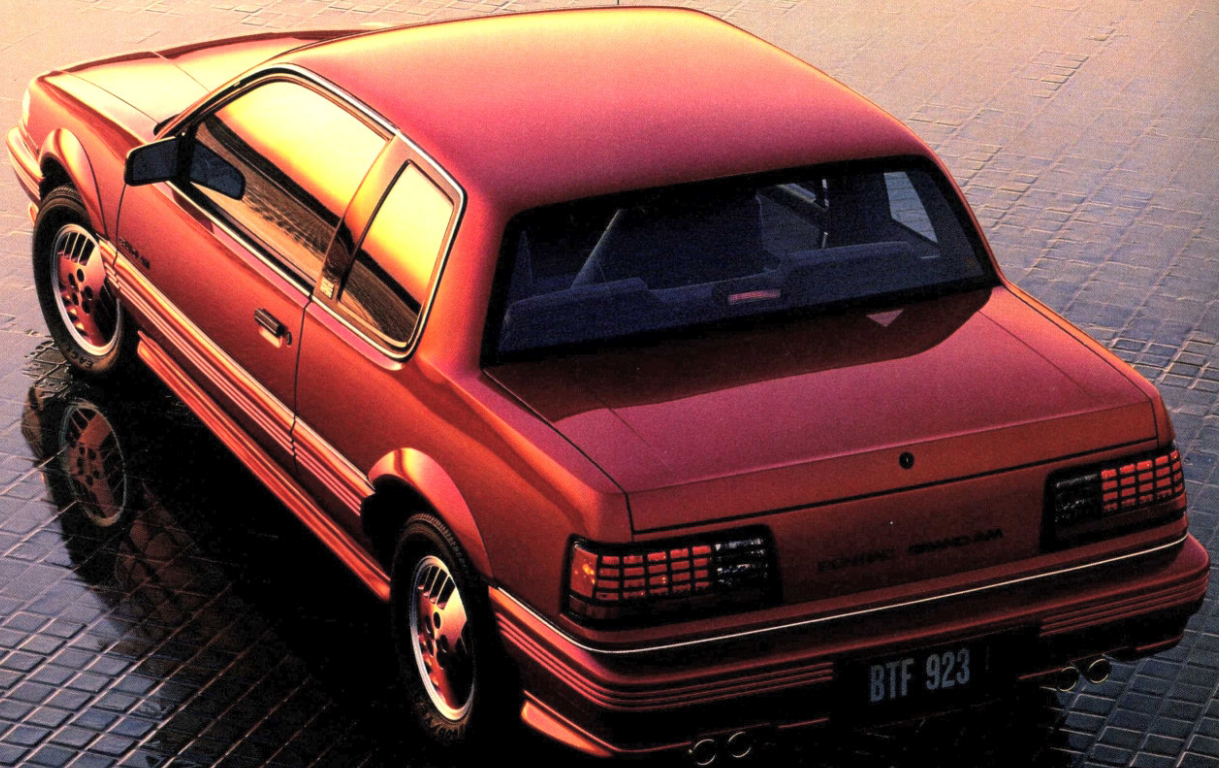
Note: Some features available at extra cost. Your dealer has complete standard/optional feature availability. All performance figures obtained with professional driver on General Motors closed test area.

GRAND AM

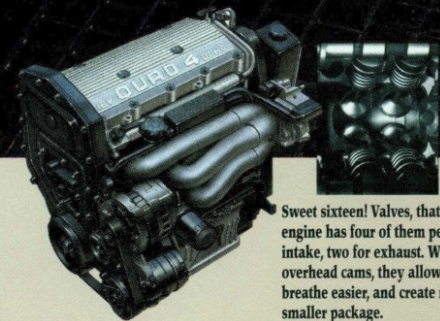
Mark this year in your motorcar memory banks because Grand Am gets a brand-new look for 1989. Notice the leading edge of this boulevard bulldog. It's raked back for a whole new appearance. Grand Am's lines are refined in back, too. Neutral-density tail lamps on the SE add an element of panache while the barrels of its dual exhaust splitters put the "bulge" under its jacket. If you're the kind that doesn't take such warnings to

heart, rest assured that Grand Am can back its play with a 2.3L Quad 4 16-valve engine. It has dual overhead cams and 150 high-winding horsepower. The standard SE engine is a turbocharged 2.0L with a host of hot-performance tricks, and the LE has a standard 2.5L that's vitamin-enriched for '89. Good looks are one thing. But when Grand Am gets down to business, it just won't pay to "start messin' with The Kid."





Yearn to buckle yourself into some charisma? Then try the new Grand Am SE on for size. It's hard to imagine a way to get more roadway respect. That new raked-back look, the wild aero skirting and dual-exhaust splitters are the SE's way of smirking at tamer transportation.



Sweet sixteen! Valves, that is. The Quad 4 engine has four of them per cylinder; two for intake, two for exhaust. With the help of dual overhead cams, they allow this engine to breathe easier, and create more power in a smaller package.

GRAND AM SE COUPE

Prefer a Grand Am with special "flare"? Then SE is for you. Literally. New wheel well treatments and redesigned ground effects put a muscle shirt over SE's pumped-up powertrain.

THE POWERTRAIN

Pumped? Believe it! Those cagey engineers have tweaked the available Quad 4 DOHC 16-valve engine for '89. A new timing gear, sprocket and oil pump help this heavy breather deliver its share of horsepower at a much lower decibel level.

Where the word "pumped" really applies is to SE's standard 2.0L turbo engine. Its turbine can spool-up to deliver nearly 10 psi of boost to each cylinder. The 165 horses released under such conditions work against specially forged pistons.

Torque management for either of these engines comes in the form of an available three-speed automatic or five-speed Getrag-licensed manual. Your choice.

THE SUSPENSION

Grand Am SE's wheels of fortune for '89 turn up letters spelling "color-keyed." With Goodyear Eagle GT+4 radials to match, these cast aluminum rims really

pack the road-holding rubber, and good looks, under SE's fenders. Special tuning in Grand Am's MacPherson front struts provide even better ride characteristics.

THE DESIGN

One look is worth a thousand words when the subject is Grand Am's appearance for '89. The new, raked front end not only looks great but helps re-trim the car's aerodynamics. In back, the SE

Coupe gets a new treatment as well. One that features neutral-density tail lamps, dual-exhaust cutouts and a revised decklid design.

The new fender flares and ground effects have already been mentioned... but you may be interested to know that their design came from a Pontiac concept car that was put together only 18 months ago. Time flies when Pontiac wants to have fun.

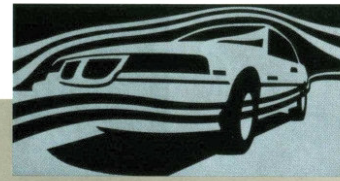
THE ERGONOMICS

Before you and your copilot even buckle

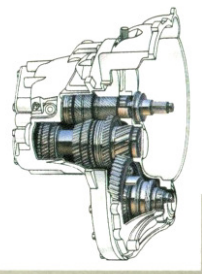
into the SE Coupe's cockpit, you'll notice a passenger-side easy-entry seat system. Once you're in place, the standard and highly functional analog gauges reaffirm that Grand Am SE is all business. The speedo, tach, oil pressure, coolant temperature and volts are all there, and quick to read.

In the center console, you can find an available Delco U1D sound system with compact disc player.

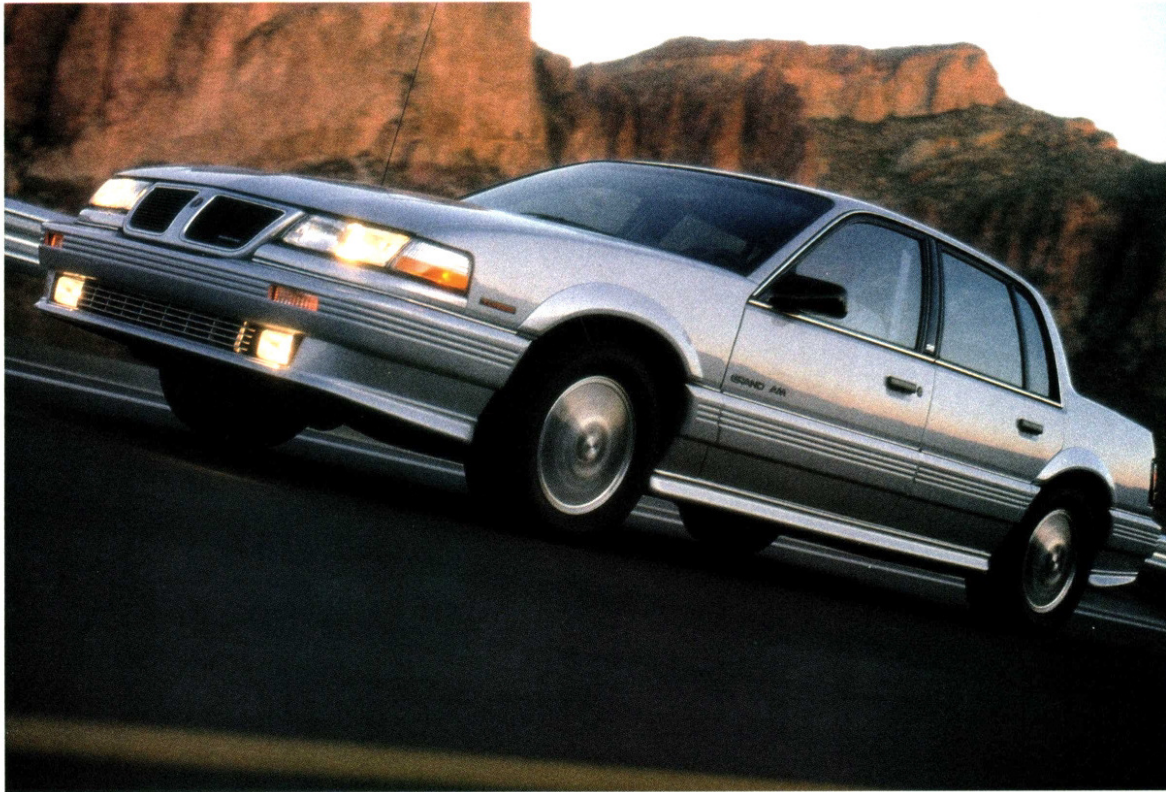
If that sounds good to you, then you're making sounds like a Grand Am SE Coupe owner. ▽



Credit for a re-trimmed airflow can be chalked up to Grand Am's new raked-back nose. The SE's new aero skirting and wheel well flares tune the airflow, too. Ah, the winds of change.



Teflon[®]-coated friction surfaces are only one of the performance-oriented giblets inside the Getrag-licensed 5-speed manual transmission. Big roller bearings on the main shafts and three shift fork rails help the cause, too.



GRAND AM SE SEDAN

This is one sedan that doesn't come off like a coupe gone wrong. Far from it. That distinctive roof and those hot new lines blend perfectly with two extra doors. As Pontiac design chief Terry Henline would say, "it's a very sophisticated sedan."

THE POWERTRAIN

Engine choices for the SE Sedan are identical to those of the SE Coupe. Alternative power to the 2.0L Turbo engine is the available 2.3L Quad 4 DOHC 16-valve. This baby features four valves per cylinder; two for the intake side and two for the exhaust side. The reason why is that four small valves allow much more flow than two large ones. That means the air/fuel mix gets into the cylinder more easily, and the burned exhaust gases exit just as easily. Big power in a small package is the result.

Another advantage of the Quad 4 is its dual-overhead cams. One runs the intake valves, and the other operates the

exhaust valves. The position of the camshafts—directly above the valve stems—eliminates much of what used to be called a "valvetrain." Thanks to insightful engineering, the Quad 4 has leaped beyond all that and gained mechanical efficiency in the bargain.

Yet another type of engine performance involves a turbocharger. Like the one found on the Grand Am SE Sedan's standard 2.0L engine. At full boost, it packs nearly 10 psi on top of every cylinder charge and urges this mill to crank out 165 horsepower. That's Pontiac's version of grace under pressure.

THE SUSPENSION

The hot tip on Grand Am suspension for '89 is its revised tuning, including deflected disc struts. The discs themselves look like a stack of steel washers, and are located inside the strut, at the top end of the piston rod. As the unit absorbs vibrations and impacts from the road surface, its hydraulic fluid flows around these discs, forcing them to telescope away from each other to varying degrees. An engineer would say they "deflect." Regardless of terms, this action results in a strut that's able to soak up heavy blows, provide a smooth ride, yet offer the firmness and handling qualities that a responsive road car must possess. The bottom line for '89: You get the best of both worlds.



Likewise, Grand Am SE's power rack-and-pinion steering gives up very little to anyone. Inside a beefed-up gear housing, the helical teeth of the pinion nudge a toothed rack back and forth at your slightest whim. That translates into the kind of directional control that has been a hallmark of Grand Am from the very beginning. The feel from the wheel is almost telepathic.

THE DESIGN

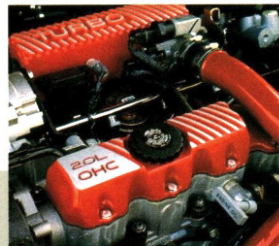
The new front treatment of Grand Am is the most eye-catching part of the SE Sedan. But a closer look will reveal that everything about this rakish appearance was designed to harmonize. The composite halogen headlamps, turn signals, side marker lights, grille, bumper, air dam, the works! Needless to say, this is one sedan that was thought out...not stretched out.

THE ERGONOMICS

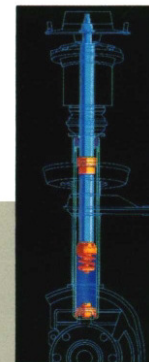
Just because an SE is an SE, this Grand Am comes standard with a very sensuous leather appointment group. That means the four-spoke Rally wheel, shift knob and parking brake handle are covered with tautly stitched cowhide that begs to be touched. An available power articulating seat offers 6-way adjustments that provide form-fitting comfort and support for long tours or short. There's also a standard fold-down rear seatback for pass-through access to the trunk.

All this tends to give the SE Sedan a split personality. It keeps telling you it's a coupe...and you have to keep reminding yourself that it's a sedan. ▽

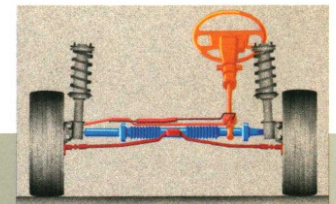
Run a Quad 4-equipped SE Sedan through the 5-speed gearbox and you've got a tiger by the tail. The engine winds up like a cat and first gear launches it forward. Second gear puts you ahead of the pack. Third really opens the distance as you press on. Snap into fourth and you're already home. What about fifth? Save it for the freeway.



Grand Am's 2.0L turbo engine is armed with stress management techniques when the boost is on—or off. Forged pistons, a special crank and a performance-baffled oil pan are just a few of them.



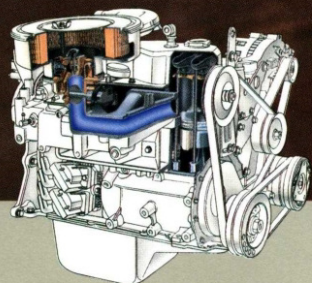
These deflected discs don't need a chiropractor. They're supposed to telescope—or "deflect" in engineering-speak—inside Grand Am's struts to stabilize the ride and enhance control.



Rack-and-pinion steering helps Grand Am achieve the precise directional control it is famous for. A new, beefier steering gear housing helps maintain "zero lash" for the precision-machined teeth of the pinion and rack.



Wrap a tux around an attitude and you've pretty much got the deportment of Grand Am LE. This punchy little hauler can press your mission through rush-hour traffic, guide you with aplomb through the last curves home, then be dressed in tails for dinner at eight.



A new, higher-performance intake system and valve train in the 2.5L Tech IV engine results in about 14% more horsepower, and especially great performance when teamed with the 5-speed manual transmission.

GRAND AM LE

So you're not into aero packages? And you don't like monochromatic *anything*? Okay. Then the LE Coupe and Sedan are both your kind of Grand Am. They're great performers and they look great doing it.

THE POWERTRAIN

It's safe to say that certain powertrain engineers have slipped Grand Am LE's standard 2.5L Tech IV engine a healthy dose of performance steroids for '89. The exact formula has been traced to a new low-mass high-rpm valve train and improved intake efficiency. The net gain is nearly 14% more horsepower. A new tachometer face substantiates the boost by moving the redline all the way out to 5300 rpm. One Pontiac engineer recommends teaming this engine with the five-speed manual transmission for

outstanding performance.

If that still isn't good enough for you, opt for the available 2.3L Quad 4 16-valve engine with dual overhead cams. It's rated at 150 hp, cranks out even more rpms than the Tech IV, and makes a quiet job of it all thanks to a new timing gear, sprocket and oil pump.

Transmission choices amount to the five-speed manual mentioned previously and an available three-speed automatic.

THE SUSPENSION

Grand Am LE's road car handling benefits from three important changes in '89. First, the steering gear housing has been beefed up to hold the rack-and-pinion internals in more rigid alignment. That translates into more precise directional control.

Secondly, the front MacPherson struts



of Grand Am have been retuned for an even better ride. That's possible because they are the new, highly effective "deflected disc" variety.

And finally, both Grand Am LE models come standard with Pontiac's Level II suspension—previously known to Pontiac aficionados as "Y99." A hot set-up, by any other name, still gets you through the corners.

THE DESIGN

The new raked front and revised rear of Grand Am SE also applies to Grand Am LE...but the beauty and distinction of LE lies in the details. Study the nose of LE and you'll notice that it now sports a set of optional fog lamps positioned left and right, just below the bumper. Compare the headlamps to previous years and you'll see that those for '89 are of the composite halogen variety. Very swoopy.

From the rear, Grand Am LE features amber-over-red tail light modules and a brand-new backup lamp that spans the entire distance from one tail light to the other. It should provide plenty of illumina-

tion for nighttime reverse maneuvers.

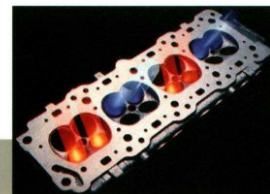
New, available 14" Tri-Lace wheel covers look very good indeed on LE. So do new side moldings that have been exactly formed and fitted.

THE ERGONOMICS

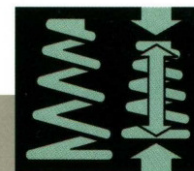
The driver's environment of Grand Am LE continues to be honed for '89. Things like the standard reclining front bucket seats and carpeted front floor mats are there and appreciated. But '89 brings with it the addition of a right-hand visor vanity mirror, increased passenger seat adjustment travel, and two 3-point safety belts in back as well as in front.

There's even a standard ergonomically contoured 4-spoke Sport steering wheel that is as good-looking as it is comfortable.

And why not? Looking good and feeling good is what Grand Am LE is all about. ▽



You might say LE's optional 2.3L DOHC engine has a four-door cylinder head. Two intake valves and two exhaust valves per cylinder get the air and fuel in, and the exhaust gases out, faster. That means lots of power in a small, high-tech package.



Variable rates aren't just for mortgages anymore. The coil springs under Grand Am get progressively stiffer as they're compressed. That means a smoother ride can coincide with flatter cornering...in the same car.

GRAND AM FEATURES AND OPTIONS

STANDARD EQUIPMENT:

This is a partial list. See your dealer for details.

Every Grand Am LE features:

2.5 liter 4-cyl Tech IV engine with EFI
Acoustic insulation package
Analog instrumentation
Black-finish door handles and lock cylinders
Brakes; power front disc/rear drum
Bucket seats; reclining front
Bumpers; soft fascia, front/rear
Center high-mounted stop lamp
Clearcoat paint
Compact spare tire
Composite headlamps
Console; full floor-mounted
Delco Freedom II® battery
Deluxe color-keyed safety belts
Deluxe exterior ornamentation
Dual front and rear radio speakers
Dual horns
Extensive anti-corrosion protection
Front console with armrest
Front-wheel drive
Glove compartment with lock
GM Computer Command Control
Headlamp "on" warning
Heater vent system—ducted rear-seat heat
Inside hood release
Low-noise engine cooling fan
Mirrors:
Dual sport; sideview
Visor vanity; RH
Multi-function control lever
Pallax cloth upholstery
Power rack-and-pinion steering
Radio; Delco ETR® AM/FM stereo, UM7
Rear-seat integral headrests
Safety belts; automatic for driver and
right front passenger; 3-point rear seat, for
outboard positions only
Side window defoggers
Soft Ray tinted glass
Suspension; MacPherson strut front
Tires; steel-belted, blackwall, P185/80R13
Transmission; 5-speed manual
Wheel covers; Custom
Wide body side molding

In addition, every Grand Am SE features:

2.0 liter 4-cylinder turbocharged engine
with MFI (1)
Controlled-cycle windshield wipers
Cruise control
Custom console with armrest
Deck lid release; remote control
Deluxe exterior ornamentation
Deluxe Thaxton carpet
Fog lamps; deluxe integral
Fuel filler door; remote release
Leather appointment group with Rally, four-
spoke leather-wrapped steering wheel,
shift knob and parking brake handle
Matrix cloth upholstery
Power door locks
Gauges; Rally, includes coolant temperature
gauge, oil pressure gauge, voltmeter,
tachometer, and trip odometer
Seat; split-folding, rear
Specific monochromatic paint treatment with
color-keyed grille, emblems and aluminum
wheels
Suspension; Level II
Tilt steering wheel
Tires; Goodyear Eagle GT+4, steel-belted,
blackwall, P215/60R14 (2)
Wheels; SE Specific, cast aluminum

OPTION GROUPS: To order a new Grand Am, just pick the package that has all the options you want. It's that easy.

GOC No*	Grand Am LE				Grand Am SE	
	I 1SA	II 1SB	III 1SC	IV 1SD	I 1SA	II 1SB
C60	•	•	•	•	•	•
D55	•	•	•	•	•	•
N33	•	•	•	•	•	•
CD4	•	•	•	•	•	•
K34	•	•	•	•	•	•
TR9	•	•	•	•	•	•
N08	•	•	•	•	•	•
A90	•	•	•	•	•	•
AM9	•	•	•	•	•	•
A31	•	•	•	•	•	•
AU3	•	•	•	•	•	•
T96	•	•	•	•	•	•
AC3	•	•	•	•	•	•
D64	•	•	•	•	•	•
DG7	•	•	•	•	•	•

•=Included in option group S=Standard Equipment

INDIVIDUAL OPTIONS:

RPO No*	Grand Am LE Coupe	Grand Am LE Sedan	Grand Am SE Coupe	Grand Am SE Sedan
C60	A	A	A	A
NB2	A	A	A	A
B20	A	A	S	S
C49	A	A	A	A
LD2	A	A	A(3)	A(3)
UB3	A	A	S	S
VK3	A	A	A	A
V56	A	A	A	A
AU3	A	A	S	S
A31	A	A	A	A
UM6	A	A	A	A
UX1	A	A	A	A
U1D	A	A	A	A
UW4	A	A	A	A
AQ9	—	—	A	A
AD3	A	A	A	A
QHT	A	A	—	—
QAB	A	A	—	—
QMB	A	A	S	S
QMG	A	A	A	A
MX1	A	A	A	A
D84	A	A	—	—
N78	A	A	—	—
V2C	—	—	A	A
PO8	A	A	—	—

S=Standard A=Available —=Not Available

(1) Produced in Brazil or Australia. (2) Tire chains should not be used. They may cause damage. See Owner's Manual.
(3) Credit Option. (4) All-season tires.

*Regular Production Option Code (RPO) or Group Option Code (GOC), as assigned by GM. Listed here as an aid in specifying the exact options you want.

STANDARD AND AVAILABLE RADIOS:



UM7: Delco ETR® AM/FM stereo radio with seek/scan, and digital clock.



UM6: Delco ETR® AM/FM stereo radio with seek/scan, auto-reverse cassette, and digital clock.



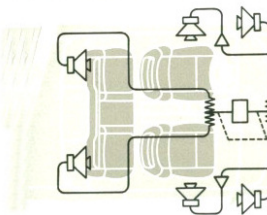
UX1: Delco ETR® AM stereo/FM stereo radio with seek/scan, auto-reverse cassette, five-band equalizer, and digital clock.



U1D: Delco ETR® AM stereo/FM stereo weather band radio with seek/scan, compact digital disc with five-band graphic equalizer, and digital clock.

*Receives C-Quam® AM stereo broadcasts. Most AM stereo stations across the country broadcast in C-Quam® but some do not. Check with your local stations for compatibility in your area.

GRAND AM UW4 SOUND SYSTEM:



In front: two dash-mounted 4" x 6" coaxial speakers, and two 4" x 6" door-mounted speakers. In back: two 6" x 9" rear-window shelf-mounted coaxial speakers. Available on all models.

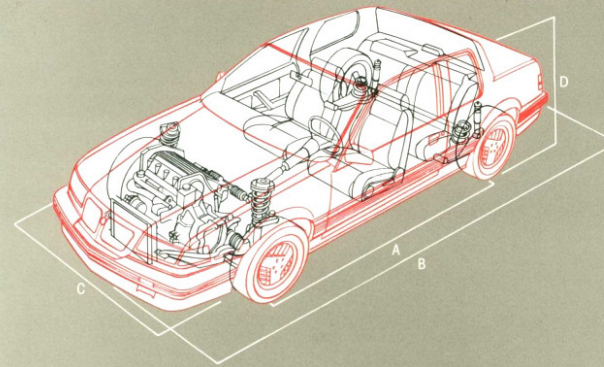
STANDARD & AVAILABLE WHEELS:



Top row (L to R):
Custom 13" wheel covers on 5.5"-wide wheels. Standard on LE.
Tri-Lace 14" wheel covers on 6"-wide wheels. Available on LE.

Bottom row (L to R):
High-Tech Turbo 14" x 6" aluminum wheels. Available on LE.
SE Specific 14" x 6" cast aluminum body color-keyed wheels. Standard on SE.
SE Specific 14" x 6" aluminum bright-faced wheels. Available on LE.

GRAND AM VITAL SPECS



Models Available

Grand Am LE Coupe & Sedan, Grand Am SE Coupe & Sedan.

Engines

2.5L 4-cyl. Tech IV: 112 hp, 135 lbs-ft torque; electronic FI; secondary force balancer system; roller valve lifters; high-rpm valve train; crank-triggered ignition; high-flow intake manifold; serpentine accessory belt drive.

2.0L 4-cyl: 165 hp, 175 lbs-ft torque; turbo-charged; multi-port FI; high-flow cylinder heads; special pistons; high-flow intake manifold; low-restriction exhaust manifold; performance-baffled oil pan; 20mm timing belt; specific crank and rods; electronic spark control; serpentine accessory belt drive.

2.3L Quad 4 DOHC 16-valve 4-cyl: 150 hp, 160 lbs-ft torque; multi-port FI; 4-cyl in-line; iron block and aluminum head; integrated direct fire ignition system; serpentine accessory belt drive.

Engine/Transmission Teams

5-speed manual; 2.5L 4-cyl Tech IV, 2.3L Quad 4 DOHC 16-V 4-cyl, or 2.0L 4-cyl with turbo.
3-speed automatic; 2.5L 4-cyl Tech IV, 2.3L Quad 4 DOHC 16-V 4-cyl, or 2.0L 4-cyl with turbo.

Chassis

Front Suspension . . . Independent strut with coil springs; Level II, 24mm stabilizer bar; Level III, 28mm.
Rear Suspension . . . Semi-independent with coil springs; Level III, 21mm stabilizer bar.

Weight Distribution,
f/r 65/35

Brakes, f/r Power, vented 9.7" front disc/7.8" rear drum.

Steering type, ratio . . . Power rack-and-pinion, 16:1; quick-ratio, 14:1.

Turns, lock-to-lock . . . 2.88 standard ratio; 2.50 quick-ratio.

Turning circle 37.8 ft dia.

Tires Level I, P185/80R13 all-season radials; Level II, P195/70R14 Goodyear Eagle GT+4; Level III, P215/60R14 Goodyear Eagle GT+4.

Key Numbers

(A) Wheelbase 103.4"
(B) Overall length 180.1"
(C) Overall width 66.5"
(D) Overall height 52.5"
Curb weight 2492 to 2752 lbs.
Tank 13.6 gal.
Trunk 13.1 cu ft.

Road Performance Figures

(Grand Am SE Coupe w/optional 2.3L Quad 4 engine, 3.61:1 axle ratio and 5-speed manual)
0-60 8.5 sec
Braking, 60-0 172.7 ft.
Lateral acceleration, g's 0.84
Weight/horsepower ratio 18.3:1

Interior

Coupe
Headroom, f/r 37.7/37.1"
Legroom, f/r 42.9/34.3"
Shoulder room, f/r 52.6/55.2"
Hip room, f/r 51.7/48.5"

Sedan

Headroom, f/r 37.7/37.1"
Legroom, f/r 42.9/34.3"
Shoulder room, f/r 54.7/54.1"
Hip room, f/r 50.3/50.3"

Note: Some features available at extra cost. Your dealer has complete standard/optional feature availability. All performance figures obtained with professional driver on General Motors closed test area.

FIREBIRD

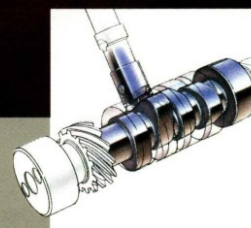
The '89 Pontiac Firebirds are proof positive that the rear-wheel-drive performance coupe is more than alive and well. It's pumped up and spoiling for some excitement. Take the Trans Am GTA tearing across the bottom of the page. Its sinuous sculpturing and available leather appointments are a cover for the real operation: a shoulder-squeezing 5.7L V8 with tuned-port fuel injection. Give it the spurs and you'll see what it means to

have your steak and eat it, too. If GTA's a little too rich for your blood, you're still in luck, because there's also the slick Trans Am, the hot-hardware Formula and the tight, clean Firebird Coupe. Drive any of 'em, and all the reasons why you've been ready to compromise your way into something less will fade rapidly into the mirror. That's the way it's always been for the Firebird.





One look at the GTA and you know the high rollers just pulled into town. Valets snap to attention. Because, with 225 horses reverberating under the hood, you're the king of the strip... in Vegas, or anywhere else.



It's farewell to excess friction with roller valve lifters. That means more power to the rear wheels, and to you.

FIREBIRD GTA

The history of the Trans Am is dotted with high points, and now it's time to add another one to the list: GTA. It's by far the most aggressive and sophisticated machine to wear the name. It is also damn near the fastest. Here's a quick test drive.

THE POWERTRAIN

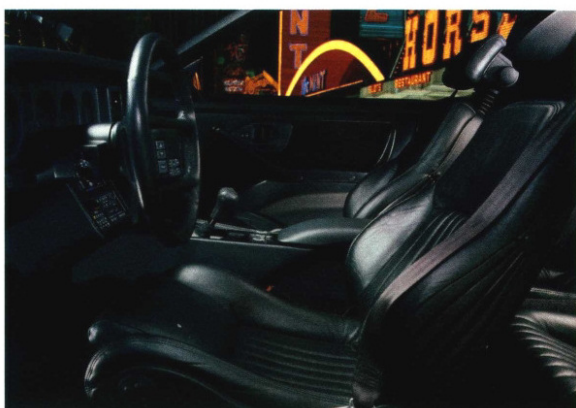
No prisoners for this road warrior: Standard motivation is a tuned-port fuel-injected 5.7L V8—a perfect rebuke to the “less-is-more” types. It's mated to a crisp-shifting four-speed automatic, and turns the tires through a beefy 3.27:1 limited-slip rear axle. Should you choose to shift for yourself, this 5.7L bruiser can be replaced with its tuned-port fuel-injected 5.0L cousin, driving through a 5-speed manual to a 3.45:1 axle.

Either way, the goodies that make GTA leave the stoplight like it was late for lunch are backed up with even more impressive hardware. For instance, a new

dual-converter exhaust system bumps the power by 10 ponies for the 5-speed, 5.0L engine. A pair of thermostatically controlled electric fans pull cooling breezes through a radiator core as thick as an encyclopedia, and an oil cooler helps the engine run easier under “demanding driving conditions!”

THE SUSPENSION

Nothing is spared with the GTA. And, really, who'd want it any other way? Tires are fat ZR-rated Goodyear gatorbacks; wheels are lightweight aluminum, with a gold Diamond-Spoke center. Steering is power-assisted with a 12.7:1 ratio; brakes are power four-wheel disc. The vented rear rotors are 10% larger in diameter this year, with bigger aluminum calipers. Tying it all down are thick 36mm front and 24mm rear stabilizer bars. Gas-filled deflected disc front struts and rear shocks keep things nice and



snug. No, you can't get an autopilot, but you'd swear GTA has one from the way it drives.

THE DESIGN

The way the GTA looks is properly smashing. The aero package is standard, as is your choice of five monochrome, clear-coated finishes. A sprinkle of gold body color cloisonne' identification accents the exterior, and it looks as good as a Rolex on your wrist.

As if GTA weren't distinctive enough already, you can order a notchback hatch for an even more individual profile. This option has a little something else that enthusiasts from the southern reaches of the USA will quickly notice. The notchback's “greenhouse effect” is minimal, which means it's a fair shade cooler when the sun shines.

THE ERGONOMICS

Open the door of a GTA and you get the instant impression that this isn't exactly

an airport rent-a-car. The steering wheel, replete with duplicate-function radio controls, is one of the fattest leather-wrapped articles you're likely to find this side of a Hereford steer. Leather is also available for the seating surfaces of GTA's power articulating bucket seats. Instrumentation is white-on-black analog that accurately reflects GTA's eye-opening performance capacity.

Music is by Delco, with a graphically equalized cassette system that gives front-row, main-floor sound anytime you want it. While they were at it, Pontiac also laid on a full complement of electric assistance to power the windows, locks, mirrors, and hatch release.

Let the rest of 'em have their little gray sedans; you are hereby invited to relish the most sophisticated and stylish Pontiac performance coupe going. Enjoy. That's what the GTA is all about. ▽



Can you say “zoom”? You sure can, if your motivation is GTA's 5.7L V8 with tuned-port fuel injection. Its 225 horsepower literally defines the word.



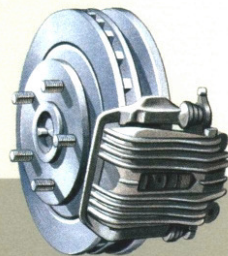
If you're into motoring maneuvers, then slip into GTA's power articulating seat. The four-function pod located on the side bolster controls power lumbar and backwing adjustments. Seat rake, headrest angle and thigh supports are manual, but hey, someone has to do it. Right?



When is it good to be fat and sticky? When you're a Goodyear Eagle ZR 50 gatorback! The Z stands for the highest performance rating available in street tires.



A big-tire Trans Am crowds a corner like a pro-hockey defenseman with a score to settle. You kick it down a gear or two, line up your target, and charge in with elbows extended. Then you clip the apex, feed a little throttle, and storm out of there like nothing ever happened. That is, until the next corner...



Creating friction is the job of these new 10% larger-diameter vented rear disc brakes. They're standard with any tuned-port fuel injection V8 to stop you fast and smooth.

TRANS AM

Welcome to the "legends-of-the-street" section, starring the reigning knight of the night patrol, Trans Am. Subtlety isn't this baby's strong suit. Trans Am's pushy ...and proud of it.

THE POWERTRAIN

An apt credo for the T/A's powertrain palette might be "of the V8, by the V8, and for the V8." First, there's an electronically fuel-injected 5.0L engine, with 170 horsepower. A choice of 5-speed stick or optional 4-speed automatic is up to you. Ditto for the tuned-port fuel-injected 5.0L powerplant. There are two different ratings for this one, depending on your choice of transmissions and options: 215 hp with the 5-speed manual, and 190 with the optional automatic.

The big 5.7L V8 with tuned-port fuel injection is top-of-the-line power for Trans Am and checks in at 225 hp plus 330 lbs-ft of torque. It's teamed with the 4-speed automatic. Order it, and you bag other powertrain hardware, too. Your dealer has the details.

THE SUSPENSION

Here, there's a choice. The Level II set-up is standard, with 65-series, 15" radials riding Deep-Dish, High-Tech wheels. Stabilizer bars are 34 and 23mm, respectively, for the front and rear. The steering is quick-ratio power, while struts and shocks are specially calibrated for the application.

Thinking about a tuned-port injection V8? That means you must check the big-tire box, which nets you the Level III suspension with 16" ZR50 Goodyear Eagle radials on lightweight 16" Cross-Lace wheels. "ZR" means they have the highest performance rating for street tires. They also offer better wet traction and ride comfort than their predecessors. The stabilizer bars are larger than Level II. At a stout 36mm front and 24mm rear, they minimize body roll. Struts and shocks are gas-filled, with deflected-disc valving that smooths out the ride without compromising handling. Power four-wheel disc brakes are standard with the 5.7L TPI V8.



THE DESIGN

With all that hardware, the Trans Am should look as fast as it is.

It does.

The various vents and louvers that adorn the fenders and hood are attractive and aggressive, as are the aero-wing spoiler and full lower body aero package, with fog lamps. You can have these lower-body features in either a contrasting accent color, or the stealthy monotone look.

Thanks to a standard PASS-Key anti-

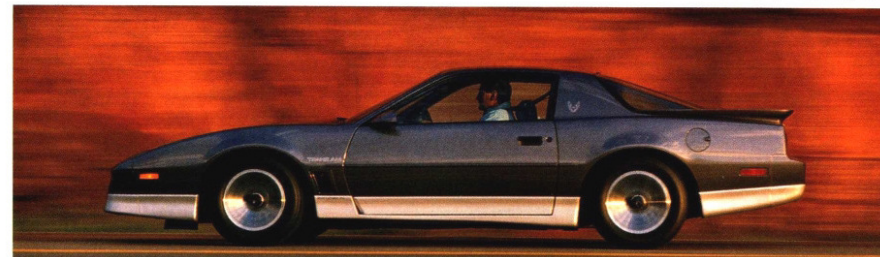
theft system, you'll have extra protection against stealthy bad guys. A special diode-coded key deactivates vital systems when you lock up and leave. And *only* that key can re-engage them again.

THE ERGONOMICS

In the manner of the best GT coupes, the Trans Am interior environment is both functional *and* comfortable. Seating is firmly bolstered, and covered in Pallex cloth. Gauges are full analog and backlit in warm red. Leather wraps the shifter, parking brake handle and the standard 4-spoke tilt wheel.

Standard air conditioning helps beat the heat, but nothing can beat the breeze when you pop the available hatch roof panels. Audiophiles may also wish to opt for an available Delco Sound System with digital compact disc player.

No matter *how* you spec-out a Trans Am, the *why* should be very clear: You're becoming part of a legend. Period. ▽



The key to Trans Am's security is in the PASS-Key's coded diode. Try to start the car without it and you're stopped cold.



This available 36mm front stabilizer bar teams up with a similar 24mm rear bar to help Trans Am flatten the corners.

FIREBIRD FORMULA

Firebird Formula is the automotive equivalent of a bulging bicep: a lean, muscular performance machine that can tackle any street corner in town. If you have a hunch that this car is what they used to call a "sleeper," you're right.

THE POWERTRAIN

Engine selections for the Formula read the same as for Trans Am: electronic or tuned-port-injected 5.0L V8s with standard sticks or available automatics, and the mighty 5.7L engine with the automatic.

Drive before you decide. Then, let the seat of your pants be your guide. Formulas with the 5.7L or the 5-speed/5.0L engine with TPI get the dual-converter exhaust system that gives a 50% reduction in exhaust gas back pressure, and a 10 horsepower increase at the rear wheels. Make "rrrummmm" for Daddy!

THE SUSPENSION

In the lighter Formula body, the combination of ZR50 Goodyears and their attendant Level II underpinnings result in a car that can "float like a butterfly



and sting like a bee." Standard wheels are 16-inch Deep-Dish, High-Tech Turbo. Stabilizer bars are 36mm in front, 24mm in back. Any Formula with the available 5.7L V8 or 5-speed/5.0L and TPI powertrain gets 4-wheel discs. The rear rotors

are 10% larger in diameter for '89. Think of them as one of your big brakes in life.

THE DESIGN

You're not going to lose this one in a parking lot. Not with its domed performance hood, aero-wing rear deck spoiler and Formula graphics. Color selection

useful driving accessories since the gas gauge. Even long-legged pilots are able to find suitable cushion rake and position quickly. Console and analog gauges are laid out in the usual convenient and readable Firebird manner. The AM/FM stereo is standard, and three up-level sound systems are available, including

includes four two-tones, all over silver or gray, with a contrasting accent stripe. For the purists there are four solid colors—red, black, white and bright blue. As with all Firebirds, a clear coat wraps the paint for protection *and* a shine that looks like it cost a week's worth of waxing and sweating.

a compact disc player with Delco Loc. That means you can punch in a private security code that makes the radio useless to a thief—or his customers. Air conditioning and tilt steering are standard, as is a fold-down rear seat, which gives Formula a surprising amount of cargo space.

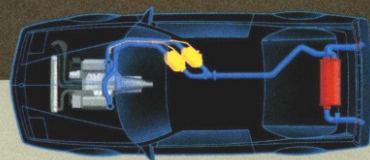
That proves Formula's practical. Practically unbeatable! 17

THE ERGONOMICS

It's strictly business inside the Formula. Two Pallex-trimmed high-contour bucket seats are standard. A four-way manual adjuster is available. In case you haven't tried it, this feature is one of the most



The Formula's dual-converter exhaust has a rumble that means business. Just step into the injectors. Suddenly, the car takes on the urgent attitude of a bouncer at closing time. It bellows from deep down inside, warning you to either back off or find the nerve to finish what you've started.



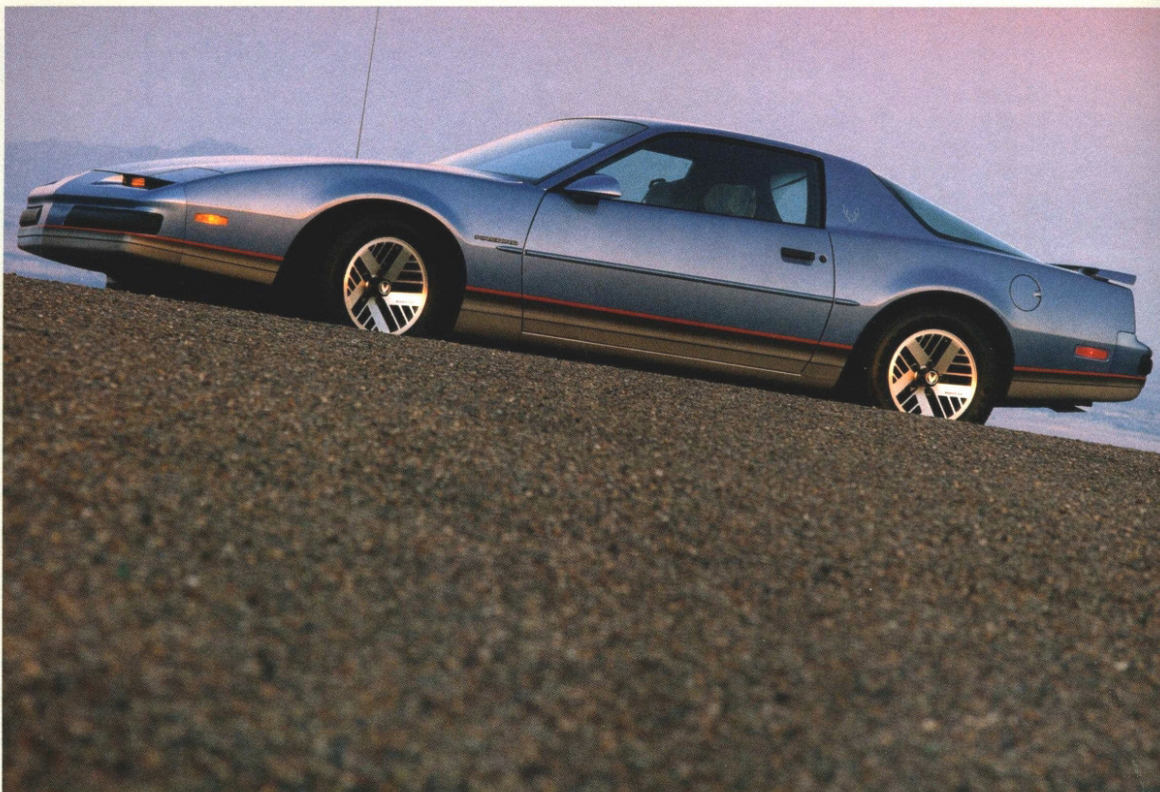
You'll be converted to twin-pipe religion by this big-bore exhaust system. It pumps 10 more ponies into the 5.7L V8 and the 5.0L V8 with TPI and 5-speed transmission.



The standard 5-speed manual has a feel that's precisely weighted and properly gated for quick shifts.



Even a 5.0L TPI 5-speed Formula won't faze this 3.45:1 ratio rear axle. Its stout limited-slip unit can take it in stride.



A V6 Firebird Coupe likes to be revved. You'd swear the tach was spring-loaded, the way it dances up the scale as you stir the lever of its 5-speed gearbox. The delicious rasp of the exhaust...the arc of the needle sweeping for the redline...the positive action of the clutch and the shifter...the grocery store will just have to wait.



Firebird's analog instruments are backlit in warm red for easy nighttime visibility.

FIREBIRD COUPE

If a slightly less vehement approach to your Firebird might be in order, then you're in the right place. Say "Coupe" and you get legendary Firebird style, performance and high-value content at a bottom line that's almost too good to be true. See for yourself...

THE POWERTRAIN

The Coupe's standard engine is the high-winding 2.8L V6 with multi-port fuel injection. That means each intake port gets its own tuned runner, and its own fuel injector. The result is an over-achieving engine that puts out a respectable 135 hp.

Transmission choices are either the 5-speed manual or an optional 4-speed automatic. Either way, you get a well-balanced GT machine with sharp reflexes and a stingy attitude.

If you insist, the 5.0L V8 with electronic fuel injection is available for added rock-and-roll potential. Its electronic fuel injection system gives more complete intake charge atomization, which means fast starts and razor-sharp driveability. Transmission choices are a standard 5-speed or available 4-speed automatic.

THE SUSPENSION

The words "Firebird" and "handling" are virtually synonymous for a very good reason. The standard suspension

is almost the same outfit that goes under the famous Trans Am. For starters, that means 15-inch cast aluminum wheels with chunky Firestone Firehawk FX rubber. Husky front and rear stabilizer bars tie it down, while the rear track bar and torque arm keep the axle squarely located. Gas-filled shocks and struts filter the worst road surface impurities. The 14:1 ratio power steering lets you do the talking through the curves, and the power front disc/rear drum brakes call it all to a halt. That's really just another way of explaining why this car is a blast to drive. It's an experience you should arrange for at your earliest opportunity.

THE DESIGN

"Clean" is a good term for describing



the Coupe's design. Its only adornment is a small, aerodynamically efficient decklid spoiler, which is painted in the primary body color, of which there are four to choose from. Your chosen hue is also applied to a strategically located pair of sport side mirrors. Two-toning is available, which not only nets you a gray or silver accent color, but a crisp accent stripe as well. Just the right touch of flair for the Firebird Coupe aficionado.

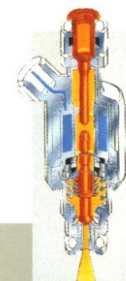
THE ERGONOMICS

This is one "entry level" car that's not about to be used as an excuse for trading up to something else. Standard Pallex cloth trim covers the highly contoured bucket seats. A complete array of warm red backlit gauges call off the cadence, and a standard AM/FM stereo provides the music to march by. There's even standard air conditioning...if you choose the optional V8.

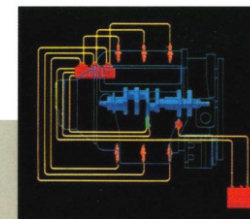
On the other hand, if having the wind in your hair is a priority, you can elect the available T-tops, which can be popped out and stowed in less time than it takes to tell. Better yet, they come with retractable sunshades, to keep your cool under control. A standard PASS-Key anti-theft system helps do the same. You should also be aware that there are two option groups for the Coupe. They include everything you were probably going to get anyway. As if you needed any more incentive to put a Firebird in your driveway. ▽



What's light, responsive and balanced like a welterweight? A Firebird Coupe with a multi-port fuel-injected 2.8L V6.



Firebird's new GM Multec injectors feature a special ball-check design to resist fuel fouling with most any unleaded gasolines.



Crank-triggered ignition gives more accurate timing to the 2.8L V6 than an old-fashioned distributor ever could. The engine runs better. Firebird performs better.

FIREBIRD FEATURES AND OPTIONS

OPTION GROUPS: To order a new Firebird, just pick the package that has all the options you want. It's that easy.

GOC No*	Firebird (w/V6 engine)		Firebird (w/V8 engine) Formula Trans Am	
	I 1SA	II 1SB	I 1SA	II 1SB
C60	•	•	S	S
B84	•	•	•	•
TR9	•	•	•	•
A31	•	•	•	•
AU3	•	•	•	•
AH3	•	•	•	•
K34	•	•	•	•
A90	•	•	•	•
DC4	•	•	•	•
DG7	•	•	•	•

*=Included in option group S=Standard Equipment

INDIVIDUAL OPTIONS:

RPO No*	Firebird	Formula (W66 Option)	Trans Am	Trans Am GTA (Y84 Option)
NB2	A	A	A	A
D42	A	A	A	S
C49	A	A	A	S
Engines:				
L03	A	S	S	-
LB9	-	A	A	A (4)
B2L	-	A	A	S
CC1	A	A	A	A
VK3	A	A	A	A
AA8	-	-	-	A
U75	A	A	A	S
AU3	A	A	A	S
A31	A	A	A	S
Radio equipment:				
UM6	A	A	A	-
UX1	A	A	A	-
UT4	-	-	A	S
U1A	A	A	A	A
†	-	-	-	A
QLC	-	S	A	S
MX0	A	A	A	S
PW7	-	-	A	S

S=Standard A=Available -=Not Available

(1) Produced in U.S., Canada or Mexico. (2) Produced in U.S. or Canada. (3) Tire chains should not be used. They may cause damage. See Owner's Manual. (4) Credit option. †=RPO code not available at time of printing. *Regular Production Option Code (RPO) or Group Option Code (GOC), as assigned by GM. Listed here as an aid in specifying the exact options you want.

STANDARD EQUIPMENT:

This is a partial list. See your dealer for details.

Every Firebird features:

2.8 liter V6 engine with MFI (1)
Brakes: power
Center high-mounted stop lamp
Console; full-length with instrument panel
Front air dam
Gauges; Rally, includes coolant temperature gauge, oil pressure gauge, water temperature gauge, voltmeter and tachometer
GM Computer Command Control
Hatch "pull down" feature
Headlamps; concealed rectangular, quartz halogen
Monochromatic paint theme
Radio; Delco ETR® AM/FM stereo, UM7
Safety belts: Manual lap/shoulder safety belts for driver and right front passenger; 3-point rear seat belts, outboard positions only
Seats; cloth, reclining front bucket and rear-folding
Side window defoggers
Soft Ray tinted glass
Steering wheel; four-spoke
Storage compartment; lockable
Tires; steel-belted, blackwall, P215/65R15
Transmission; 5-speed manual
"Wet-arm" wipers
Wheels; Hi-Tech Turbo aluminum

In addition, every Firebird Formula features:

5.0 liter V8 engine with EFI (2)
Air conditioning
Body-color aero rear-deck spoiler
Dome hood
"Formula" graphics
Special Level III performance suspension
Tires; Goodyear Eagle, steel-belted, blackwall, P245/50ZR16 (3)
Two-tone paint and striping
Wheels; Hi-Tech Turbo, "deep-dish" aluminum

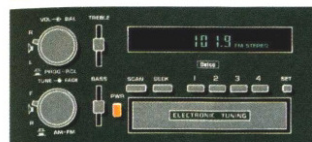
In addition, every Trans Am features:

5.0 liter V8 engine with EFI (2)
Aero package
Air louvers; hood
Body-color aero rear-deck spoiler
Fog lamps
Leather appointment group
Suspension; Level II
Tires; steel-belted, blackwall, P215/65R15
Wheels; Hi-Tech Turbo aluminum

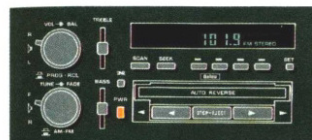
In addition, every Trans Am GTA features:

5.7 liter High Output V8 engine with TPI
Air conditioning
Axle; limited slip
Brakes; 4-wheel disc
Cruise control
Mirrors; dual sport, power
Power articulating front bucket seats
Power deck lid release
Power door locks
Power windows
Radio; Delco ETR® "touch control," AM stereo/FM stereo with cassette, w/anti-theft Delco-Loc, UT4
Special Level III performance suspension
Steering wheel; leather-wrapped
Steering wheel with duplicate radio controls
Tires; Goodyear Eagle GT, steel-belted, blackwall, P245/50ZR16 (3)
Transmission; 4-speed automatic
Wheels; Diamond-Spoke aluminum

STANDARD AND AVAILABLE RADIOS:



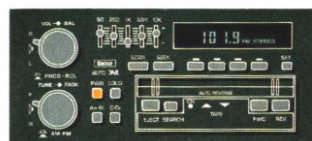
UM7: Delco ETR® AM/FM stereo radio with seek/scan, and digital clock.



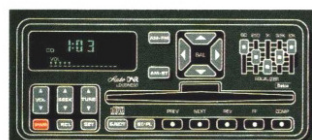
UM6: Delco ETR® AM/FM stereo radio with seek/scan, auto-reverse cassette, and digital clock.



UT4: Delco ETR® AM stereo/FM stereo with seek/scan, touch control, auto-reverse cassette with music search, five-band graphic equalizer, digital clock, duplicate steering wheel-mounted radio controls, and Delco-Loc Theft Deterrent.



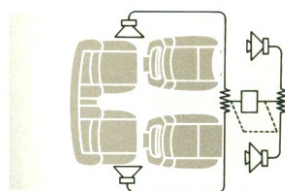
UX1: Delco ETR® AM stereo/FM stereo radio with seek/scan, auto-reverse cassette, five-band graphic equalizer, and digital clock.



U1A: Delco ETR® AM stereo/FM stereo with seek/scan, compact disc player, five-band equalizer, and digital clock.

*Receives C-Quam® AM stereo broadcasts. Most AM stereo stations across the country broadcast in C-Quam® but some do not. Check with your local stations for compatibility in your area.

FIREBIRD U79 SOUND SYSTEM:



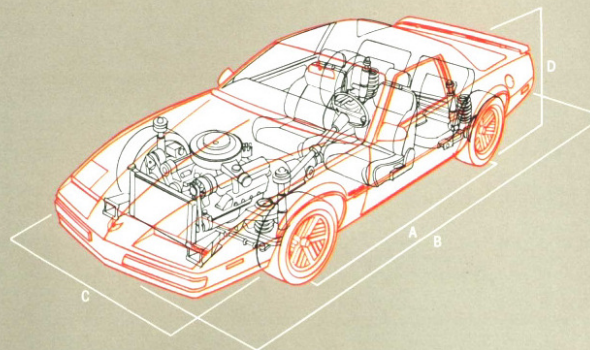
In front: two dash-mounted 4" x 6" coaxial speakers. In back: two rear-seat panel-mounted 6" x 9" extended range speakers.

STANDARD AND AVAILABLE WHEELS:



(L to R):
Diamond-Spoke 16" x 8" aluminum wheels. Standard on GTA. Available on Trans Am.
Deep-Dish 15" x 7" Hi-Tech Turbo aluminum wheels. Standard on Coupe and Trans Am.
Deep-Dish 16" x 8" Hi-Tech Turbo aluminum wheels. Standard on Formula.

FIREBIRD VITAL SPECS



Models Available

Firebird Coupe, Firebird with Formula Option, Trans Am, Trans Am with GTA Option.

Engines

2.8L V6: 135 hp, 160 lbs-ft torque; multi-port FI; low-restriction aluminum intake manifold; fast-burn combustion chambers; electronic spark control; crank-triggered, triple-coil ignition; serpentine accessory belt drive.

5.0L V8: 190 hp, 225 lbs-ft torque; electronic fuel injection; fast-burn combustion chambers; roller valve lifters; electronic spark control; high-energy ignition.

5.0L V8 High Output with Tuned Port Fuel Injection: 190 hp, 295 lbs-ft torque with 4-speed automatic; 215 hp and 285 lbs-ft torque Trans Am with 5-speed manual; 225 hp and 295 lbs-ft torque Formula and GTA with 5-speed manual. Aluminum tuned-runner intake manifold; roller-lifter hydraulic cam; electronic spark control with fuel quality sensor.

5.7L V8 High Output with Tuned Port Fuel Injection: 225 hp, 325 lbs-ft torque in Trans Am and GTA; 235 hp and 330 lbs-ft torque in Formula. Aluminum tuned-runner intake manifold; high-performance, roller-lifter hydraulic cam; electronic spark control; fast-burn combustion chambers; serpentine accessory belt drive.

Engine/Transmission Teams

5-speed manual 5.0L V8s and 2.8L V6.
4-speed automatic 5.7L V8, 5.0L V8s and 2.8L V6.

Chassis

Front suspension Fully independent, with modified MacPherson strut, and low-friction ball-bearing upper strut mount; Level I, 30mm stabilizer bar; Level II, 34mm; Level III, 36mm.
Rear suspension Live axle with coil springs, longitudinal lower control arms and torque arm, and transverse track bar; Level I, 18mm stabilizer bar; Level II, 23mm; Level III, 24mm.

Weight distribution,

f/r 57/43

Brakes, f/r Power, vented 10.5" front disc/9.5" rear drum on Coupes,

Steering type, ratio

Power, recirculating ball; Level I, 14:1; Level II, III 12.7:1, quick-ratio with Sport Effort Valving.

Turns, lock-to-lock

Level I, 2.72; Level II, 2.47; Level III, 2.26.

Tires

Level I, P215/65R15 All-season Firestone Firehawk FX, Level II, P215/65R15 Firestone Firehawk GTX; Level III, P245/50ZR16 Goodyear Eagle ZR50 "gatorback"

Key Numbers

(A) Wheelbase 101.0"
(B) Overall length 188.1" Coupe, Formula 191.6" Trans Am and GTA
(C) Width 72.4"
(D) Overall height 50.0"

Curb weight

3083 to 3486 lbs.
Tank 15.5 gal.
Trunk 10.3/31.0 cu. ft. with rear seat up/down (hatchback model only).

Road Performance Figures

(Firebird Trans Am GTA w/5.7L V8 engine, 4-speed automatic transmission and 3.27:1 axle ratio)
0-60 6.5 sec.
Braking, 60-0 139 ft.
Lateral acceleration, g's 0.86
Weight/horsepower ratio 15.3:1

Interior

Headroom, f/r 37.0/34.6"
Legroom, f/r 43.0/29.8"
Shoulder room, f/r 57.7/56.3"
Hip room, f/r 56.3/42.8"

Note: Some features available at extra cost. Your dealer has complete standard/optional feature availability. All performance figures obtained with professional test driver on General Motors closed test area.

6000

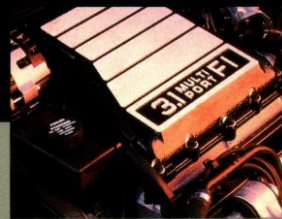
By now, the secret's out about Pontiac 6000. If you've been paying attention at all, you know that this model has been the traditional showcase for a literal carload of Pontiac automotive technology. The 1989 models are no exception. Proof of that is the tasteful STE making time across the pages below. Like all new 6000s, its redesigned roofline and rear end only hint at the engineering that's underneath. In the case of STE, you'll find that all-wheel drive is now part of the standard

package. That's street-performance, handling-enhancing, use-it-every-day AWD—not the bone-jouncing variety you'll find in off-road vehicles. For 6000 S/E fans, those wonderful steering wheel-mounted radio controls that are so popular on STE can now be had on the S/E model. The LE's standard engine has a force balancer system for...wait a minute. Let's not get carried away. One at a time here, please. If you'll just turn the page, we'll take it from the top with STE.





The first human ever to ride a horse must have experienced the same sensations as those you get from an all-wheel-drive STE: Power. Agility. Speed and sure-footedness. The longer you stay in the saddle, the more confident you become. Sometimes you think you're darn near invincible.



Muscle to maneuver comes from this fuel-injected 3.1L V6 that's standard in STE. It has 12% more horsepower and 12% more torque than the 2.8L V6.

6000 STE AWD

Hold onto your parkas, sou'westers and skarskin suits too, because the 6000 STE has become sophisticated all-weather transportation. Blizzard or business, deluge or downtown, this sedan's all-wheel drive gets you there with confidence and style.

THE POWERTRAIN

If your idea of AWD is dotted with images of pickup trucks, balloon tires and busting through the Baja, forget it. The STE's system has nothing to do with any of that. What it offers instead is highly capable, yet visually subtle street performance that helps put you in charge of road conditions almost anytime, anywhere.

To accomplish this, engineers created a special transfer case that channels the power output rearward from STE's standard 3-speed automatic transmission. A two-piece prop shaft minimizes whip while feeding torque to the tough-as-a-truck rear differential. From there it makes 90-degree turns, left and right, to the rear wheels.

The AWD system of STE works for you full-time, automatically. You don't have to do a thing. There is power to all four wheels constantly—60% to the front wheels, 40% to the rear wheels.

In the event you ever become stuck, there is a lock-up button on the dash. Push it, and STE guarantees that you'll have power to at least one front and one rear wheel to help claw you out of whatever you're mired in.

Horsepower to do this comes from an increased-displacement 3.1L V6. The added "cubes" come from a longer stroke, which nets a 12% boost in horsepower and a 12% increase in torque over the



2.8L V6. The 3.1L is the most powerful engine available in the 6000 line.

THE SUSPENSION

Look at the posture of an STE with AWD and you won't see anything unusual. Not a hint of the jacked-up, puckered-up look that you might expect from a car with four-footed power. In fact, the ride height of an all-wheel-drive STE is *identical* to that of previous, 2-wheel-drive STEs. It's as if the engineers knew you'd prefer stealth and prowess in the same car.

The new, completely redesigned, independent rear suspension of the '89 STE was especially created for this car and

its AWD system. Each side features a control arm, held in place by a MacPherson strut and lateral toe link. Everything's cushioned by a transverse composite leaf spring, and stopping power is courtesy of standard anti-lock brakes. The result is a car with greatly improved handling characteristics... "more flingable in the

THE DESIGN

You've heard about refining the breed? That's exactly what Pontiac has done for the roofline and rear end of the STE for '89. A distinctive new spoiler adds a perfect visual and functional touch to the reformation.

Up front, STE stands apart by virtue of new fog lights that enhance its all-weather capabilities and complement the high-intensity halogen headlamps that have become an STE standard.

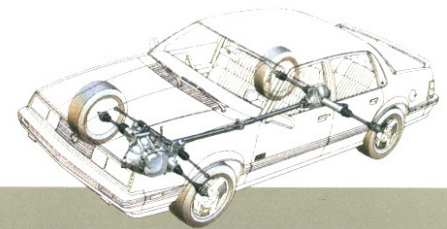
THE ERGONOMICS

The STE was the first Pontiac to offer duplicate steering wheel-mounted radio controls. For '89 the wheel that surrounds them is of a new 4-spoke, leather-wrapped ergonomic design.

The instrument panel behind this hand-filling wheel is a benchmark of technology. Speed, oil pressure, temperature, volts and driver information are provided in a clear, almost aeronautical format. Considering the nature of STE, that's quite appropriate. *Automobile* magazine considered the all-wheel-drive STE "an all-weather interceptor that even civilians can fly." If you're ready to start logging hours, the ready room is as close as your Pontiac dealer. ▽



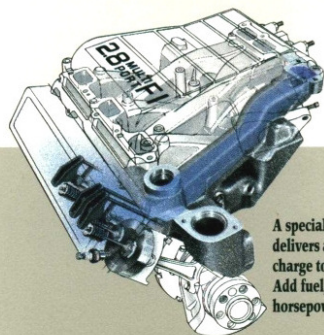
STE drivers are always on the level thanks to this special switch, mounted to the car's rear subframe. It can detect excessive rear down-loading, activate an air-pressurized system, and restore level ride attitude.



The STE's all-wheel-drivetrain features a special transfer case, two-piece prop shaft and a rear differential that result in full-time AWD with amazing traction capability. *Car and Driver* magazine calls it "the most advanced driveline General Motors ever sent down the assembly line."



Just beneath the white hat, aero-packaged exterior of S/E is a stone-serious road car. One that packs a road-taming suspension, throaty exhaust pulse, and some no-bones-about-it shift points. On the other hand, its comfortable room-for-five interior reveals the car for what it really is: a tough guy with a heart of gold.



A special cross-ram intake manifold delivers a quick-filling, extra-dense air charge to the cylinders of S/E's 2.8L V6. Add fuel, spark it all, and you get real horsepower.

6000 S/E

You might say that S/E is the STE's alter ego: closely tied to the AWD top-of-the-line, but determined to exercise a style and personality all its own. For '89, the S/E really displays its road car individuality.

THE POWERTRAIN

At the heart of this new nature is a 2.8L V6 engine with multi-port fuel injection. It delivers 125 horsepower with the help of some very interesting powerplant technology. For example, the runner section of the inlet manifold is a "cross-ram" configuration. That means the incoming cylinder charge starts its trip on the side of the engine opposite its destination, rushes through a venturi-style runner, then slams into the combustion chamber with added velocity. A denser charge gets in that way—and a denser charge results in more power. Inside the cylinder, a special heart-shaped combustion chamber and a centrally located spark plug help achieve a fast, clean burn for the air/fuel

mix. Ignition energy is provided by a crank-triggered system.

THE SUSPENSION

In order to have road-sensitive balance, the rear suspension of S/E is designed with some special componentry. Two stiff control arms reach from the axle housing to the body, and work harmoniously with specially calibrated shock absorbers and specifically cushioned springs to maintain a firm, yet smooth, ride.

Another important element is a rear track bar. It runs from the axle to the underbody and goes a long way to check side-to-side movement of the rear axle. That enhances handling response... along with S/E's standard Level II suspension that features front and rear stabilizer bars, special springs and bushings.

THE DESIGN

Good things come in aero packages, and that means 6000 S/E. The air dam, skirts and decklid spoiler help S/E negotiate



the atmosphere like never before. What they do for the car's appearance would take a lot more adjectives to describe than we have room for.

Other new features on the S/E for '89 include a body-color grille flanked by a pair of new fog lamps, color-coordinated body side moldings and tail lamps that feature a Euro-design layout.

It all fits with the redrawn roofline to put S/E way ahead of the first runner-up in the good looks competition.

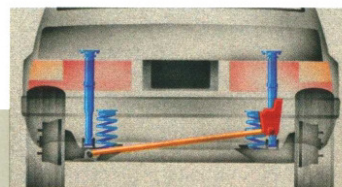
THE ERGONOMICS

The interior of S/E wasn't designed to put demands on your agility or your torso. Quite the contrary. The seats welcome you with an easy entry/easy exit design that also lends excellent driving support and riding comfort. A new S/E-exclusive 4-spoke, leather-wrapped steering wheel brings a new level of ergonomics right to your hands. One with duplicate radio controls in the hub is available.

The instrument panel features analog volt, temperature and oil pressure gauges, tachometer and a trip odometer.

Regardless of features, the driving, road car machinery that's an integral part of 6000 S/E is one aspect of its personality that can't be changed.

Pontiac wouldn't have it any other way. And neither would you. ▽



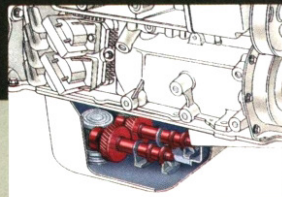
What suspension engineers call a "track bar" fastens to the S/E's axle and body to help stiffen things up. Lateral axle movement is kept at a minimum—and your maneuverability at a maximum.



Horsepower's where the heart is. That's because the heart-shaped combustion chambers of the 2.8L V6 encourage a fast, even flame front when the centrally located spark plug fires the air/fuel mix.



The LE runs directly counter to everything you'd expect to read under the definition of "sedan." It has style. Your eyes can prove that. It has design, with Euro-type tail lamps, fog lights and more. But it also has performance. There's added smoothness in the engine, and a silky reaction when you spur its flanks. It all comes under the heading of "LE." Then again, so do four doors.



You might say LE's 2.5L Tech IV engine is very well balanced. That's because it has a secondary force balancer system for quiet, smooth operation.

6000 LE

Now that the '89 LE has charged into the world, you'll never have to settle for a traditional, commonsense, no-thrills-at-all sedan again. When Pontiac wants to turn out a little unexpected Excitement, things like 6000 LE start to happen.

THE POWERTRAIN

Item No. 1 on the list for some Excitement infusion: the 2.5L Tech IV engine in the LE. It features a secondary force balancer system. Its purpose is to smooth and quiet operation at most every power and rpm range. The system is part of a design package that includes an in-pan oil pump and filter assembly.

The LE's optional engine, a 2.8L V6 with multi-port fuel injection, gives you even more underhood performance. A cross-ram style intake manifold, aluminum cylinder heads and crank-triggered, triple-coil ignition help give LE the fast-lane reactions that Pontiacs have always been famous for.

THE SUSPENSION

A MacPherson strut front suspension set-up with rack-and pinion steering is certainly the preferred arrangement for the majority of today's respected road cars, and LE is no exception. It has them both...along with front-wheel drive for outstanding traction.

For good looks and a wider tire stance, cast aluminum alloy Sport wheels with a locking arrangement are available. You also get the same stout rear track

bar arrangement that gives the S/E such unwavering response on the highway. Especially nice, isn't it?

THE DESIGN

Rebuild it? We have the technology...and Pontiac used a lot of up-to-the-minute thinking to give LE a great new look for '89. The new swept-back roofline has to be one of the most tasteful and practical refinements ever made to a 6000.

Follow the roof's arc back to the rear

of LE and you'll find tail lamp modules with a distinctly European arrangement. Very much like you'd expect to see on the top-line STE. In front, the '89 LE features a new blacked-out grille and fog lamps. Body side moldings now come in black, regardless of the car's color. That provides a natural melding point between the upper-body hue and LE's available lower accent paint.

THE ERGONOMICS

The code of conduct in this area might well have been "if it enhances passenger comfort and convenience, use it." The 3-

passenger notchback front seat of LE certainly qualifies for that description. It even has a fold-down center armrest. On the seatbacks are a pair of "map pockets" that are convenient for holding most anything—even maps. You'll also find one of these pockets on the inside of both front doors.

The LE also comes with a day/night rearview mirror, righthand visor vanity mirror, tinted glass all around, and a new 4-spoke ergonomically designed steering wheel. That's a lot of equipment to take comfort in, and a lot of car to find it in. ▽



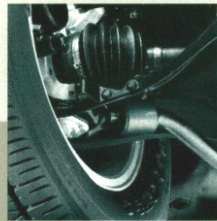
A new pair of fog lamps in the LE grille add extra lumens of light for those times when you're in a fog... or just left in the dark.



Rest your arm on this optional console and you'll enjoy only one of its functions. It also has storage space under the lid, a cup holder, cassette pockets, and a great upholstered look.



Crack the whip over this wagon's team and it's ready to haul you down the trail ahead of most any hombre west of the Pecos. The fuel-injected V6 has the muscle and pulling power of a stallion—around town or on the open road. What's more, the standard Level II suspension gives an S/E wagon the agility of a cutting horse.



Just beneath that station wagon exterior, the S/E carries a Level II suspension set-up with a hefty stabilizer bar that helps it track through turns like a greyhound.

6000 WAGONS

If you think Pontiac shies away from putting its Excitement stamp on station wagons, you just haven't driven one of the 6000 wagons. These two not only "tug the load"...but they hug the road!

THE POWERTRAIN

If you really want to haul the groceries, there's plenty of power in the standard 2.8L V6. It features multi-port fuel injection, a cross-ram intake manifold, and 125 horses just itching to pull at your wagon's harness.

A 4-speed automatic transmission comes standard with the 2.8L V6.

THE SUSPENSION

Right between these wagons and the highway is a suspension system that has *Pontiac road car* written all over it. There's power rack-and-pinion steering for quick, precise response. MacPherson struts highlight the front suspension along with

power disc brakes. In the rear, you'll find a trailing arm and cross beam with the same yaw-reducing track bar found in other 6000s.

If there's a little road racer left in your soul, the S/E wagon ups the game's ante with a standard Level II suspension, including hefty front and rear stabilizer bars, special springs and bushings, as well as optional Electronic Ride Control. The ERC is an air-pressurized system that keeps the vehicle level, even when it's loaded.

THE DESIGN

The clean, uncluttered lines of these 6000 wagons almost hide the fact that they're also highly functional vehicles. Both feature a dual-function tailgate: twist the accessory key left to open just the window, or right to lift the entire gate, window and all.

On the roof, both wagons feature cargo



racks. The S/E's rack is designed with special side rails that increase carrying capacity and allow you to quickly change the crossbow location to suit special loading needs.

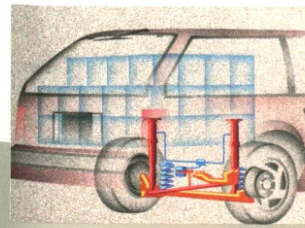
A rear airflow deflector is standard on LE, and rear window wiper standard on S/E.

THE ERGONOMICS

The front and rear seat room and comfort of these wagons is virtually identical to that of 6000 sedans...very accommodating. But the payoff for wagons is space versatility. That's where the LE and S/E really stand out.

The rear seat folds to open up over 74 cubic feet of cargo area. Have a few long items to carry? Maybe skis? Then fold only half the split rear seat. The other half stands ready for passenger seating. A third, rear-facing seat is standard.

That's the beauty of these 6000 wagons. They handle the job at hand, but do a pleasant about-face when it's time for less serious matters...because they're as much fun to drive as any Pontiac road car. ▽



Open wide and say "ahhh" to over 74 cu ft of cargo space in S/E wagons. The load won't get you down with optional Electronic Ride Control. It automatically maintains proper ride attitude.



The 2.8L V6 features multi-port fuel injection, crank-triggered, triple-coil ignition and a wagon-hauling team of 125 horsepower.

PONTIAC 6000 FEATURES AND OPTIONS

STANDARD EQUIPMENT:

This is a partial list. See your dealer for details.

Every Pontiac 6000 LE features:

2.5 liter 4-cyl. Tech IV engine with EFI (Sedan)
2.8 liter V6 engine with MFI (Wagon) (1)
Acoustical insulation
Carpeted lower door panels
Center high-mounted stop lamp
Color-keyed safety belts
Compact spare tire
Composite headlamps
Cut-pile carpeting
Delco Freedom II® battery
Extensive anti-corrosion protection
Fluidic windshield washer system with dual nozzles

Front air dam (black)
Front-wheel drive
GM Computer Command Control
Inside hood release
Instrument panel lighting; warm red
Map pocket on front seatbacks
Power rack-and-pinion steering
Radio; Delco ETR® AM/FM stereo, UM7

Safety belts:
Manual lap/shoulder safety belts for driver and right front passenger; 3-point rear seat belts, outboard positions only
Side window defoggers
Soft fascia front and rear bumpers
Steering wheel; sport, four-spoke
Suspension; MacPherson strut front, trailing arm beam rear
Transmission; 3-speed automatic
Trunk lamp
Wheel covers; Tri-Lace

In addition, every 6000 S/E features:

2.8 liter V6 engine with MFI
Bucket seats with console
Color-keyed grille
Cruise control
Defogger; rear window
Door locks; power
Door map pockets (LH and RH)
Dual horns
Dual-outlet sport exhaust
Electronic Ride Control (wagon only)
Gauges; Rally, with tachometer
Mirrors; dual sport, sideview
Monochromatic paint treatment
Specific springs and bushings
Steering wheel; S/E specific, leather-wrapped
Tires; Goodyear Eagle GT+4 radial, blackwall, P195/70R14
Wheels; Aluminum Sport w/locks, body color
Windows; power

In addition, every 6000 STE AWD features:

3.1 liter V6 engine with MFI (1)
Accessory kit (flare, raincoat, first-aid kit)
Braking system; anti-lock, power 4-wheel disc
Controlled-cycle windshield wipers
Deluxe carpeted floor mats
Driver Information Center
Dual-outlet sport exhaust
Electrically operated sideview mirrors
Electronic Ride Control
Fog lamps
Full-time all-wheel drive
Fully independent suspension
Locking fuel-filler door
Mirror; illuminated visor vanity, RH
Radio; Delco ETR® AM stereo/FM stereo with seek/scan, cassette, w/anti-theft Delco-Loc, UT4
Rear seat with fold-down center armrest
Steering wheel; tilt wheel, STE Specific, four-spoke, leather-wrapped with duplicate integral radio controls
Tires; Goodyear Eagle GT+4, steel-belted, blackwall, P195/70R15 (2)
Transmission; 3-speed automatic
Wheels; STE Specific

OPTION GROUPS: To order a new Pontiac 6000, just pick the package that has all the options you want. It's that easy.

GOC No.†	6000 LE Sedan			6000 LE Wagon			S/E I 1SA
	I 1SA	II 1SB	III 1SC	I 1SA	II 1SB	III 1SC	
C60	•	•	•	•	•	•	•
N33	•	•	•	•	•	•	•
CD4	•	•	•	•	•	•	•
K34	•	•	•	•	•	•	•
AU3	•	•	•	•	•	•	•
A31	•	•	•	•	•	•	•
TR9	•	•	•	•	•	•	•
A90	•	•	•	•	•	•	•
AG1	•	•	•	•	•	•	•
D64	•	•	•	•	•	•	•
DC4	•	•	•	•	•	•	•

•=Included in option group S=Standard Equipment

INDIVIDUAL OPTIONS:

RPO No.†	LE Sedan	LE Wagon	S/E Sedan	S/E Wagon	STE AWD
C60	A	A	A	A	S
NB2	A	A	A	A	A
C49	A	S	S	S	S
LB6	A	S	S	S	—
VK3	A	A	A	A	A
AU3	A	—	S	S	S
A31	A	—	S	S	S
UM6	A	A	S	S	—
UT4	—	—	A	A	S
U1A	—	—	A	A	A
AM6	A	A	—	—	—
NK4	—	—	A	A	S
QFF	A	A	—	—	—
MX0	A	A	A	A	—
N78	A	A	S	S	—
BX3	—	A	—	—	—
B20	A	A	—	—	—

S=Standard A=Available —=Not Available

(1) Produced in U.S., Canada or Mexico. (2) Tire chains should not be used. They may cause damage. See Owner's Manual.

*Regular Production Option Code (RPO) or Group Option Code (GOC), as assigned by GM. Listed here as an aid in specifying the exact options you want.

STANDARD AND AVAILABLE RADIOS:



UM7: Delco ETR® AM/FM stereo radio with seek/scan, and digital clock.



UM6: Delco ETR® AM/FM stereo radio with seek/scan, auto-reverse cassette, and digital clock.



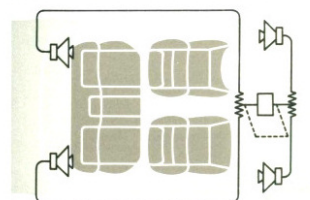
UT4: Delco ETR® AM stereo/FM stereo with seek/scan, touch control, auto-reverse cassette with music search, five-band graphic equalizer, digital clock, duplicate steering wheel-mounted radio controls, and Delco-Loc Theft Deterrent.



U1A: Delco ETR® AM stereo/FM stereo with seek/scan, compact disc player, five-band graphic equalizer, and digital clock.

*Receives C-Quam® AM stereo broadcasts. Most AM stereo stations across the country broadcast in C-Quam® but some do not. Check with your local stations for compatibility in your area.

6000 SOUND SYSTEM:



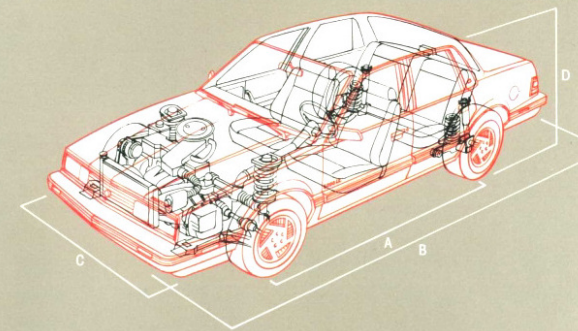
In front: two dash-mounted 4" x 6" coaxial speakers. In back: two 6" x 9" extended-range rear-window shelf-mounted coaxial speakers.

STANDARD AND AVAILABLE WHEELS:



(L to R): Aluminum Sport 14" x 6" wheels with wheel locks. Standard on S/E. Available on LE. STE AWD Specific 15" x 6" aluminum wheels. Standard on STE AWD. Tri-Lace 14" wheel covers on 5" wide wheels. Standard on LE.

6000 VITAL SPECS



Models Available
6000 LE Sedan & Wagon, 6000 S/E Sedan & Wagon, 6000 STE AWD Sedan.

Engines

2.5L 4-cyl Tech IV: 98 hp, 125 lbs-ft torque; electronic FI; roller valve lifters; hardened steel cam; secondary force balancer system; lighter weight, high-flow intake manifold; serpentine accessory belt drive.

2.8L V6: 125 hp, 160 lbs-ft torque; multi-port FI; aluminum cylinder heads with fast-burn combustion chambers; low-restriction intake manifold; cast iron exhaust manifolds; crank-triggered, triple-coil ignition; electronic spark control; serpentine accessory belt drive.

3.1L V6: 145 hp, 180 lbs-ft torque; multi-port FI; aluminum cylinder heads with fast-burn combustion chambers; low-restriction intake manifold; cast iron exhaust manifolds; crank-triggered, triple-coil ignition; electronic spark control; serpentine accessory belt drive.

Engine/Transmission Teams

3-speed automatic 2.5L 4-cyl Tech IV, 0-60 10.6 sec.
2.8L V6 or 3.1L V6 (STE AWD only) 160 ft.
4-speed automatic 2.8L V6 0.71
Weight/horsepower ratio 24:1

Chassis

Front suspension Fully independent, with MacPherson struts and equal-length halfshafts.
Level I, 22mm stabilizer bar; Level II, 24mm; STE AWD only, 22mm.

Rear suspension Semi-independent, 20mm stabilizer bar (fully independent with transverse composite leaf spring, and equal-length halfshafts for STE AWD) with 22mm stabilizer bar.

Weight distribution, f/r (S/E w/V6) 60/40
Brakes, f/r Power, vented 10.2" front/9.0" rear drum. Four-wheel disc, anti-lock system on STE AWD.

Steering type, ratio Power rack-and-pinion, 17.5:1. Quick-ratio, 16.0:1 on STE AWD.

Turns, lock-to-lock 3.05

Turning circle 36.9 ft dia.
Tires Level I, P185/75R14 all-season radials; Level II, P195/70R14 Goodyear Eagle GT+4; Level III, P195/70R15 Goodyear Eagle GT+4.

Key Numbers

(A) Wheelbase 104.9"
(B) Overall length 188.8" Sedan
193.2" Wagon
(C) Width 72.0"
(D) Overall height 53.7" Sedan
54.1" Wagon

Curb weight 2804 to 3381 lbs.
Tank 15.7 gals.
Cargo capacity 10.2 cu ft (74.4 cu ft for Wagon with seats folded)

Road Performance Figures

(6000 STE AWD w/3.1L engine, 3-speed automatic and 3.18:1 axle ratio)
Braking, 60-0 160 ft.
Lateral acceleration, g's 0.71
Weight/horsepower ratio 24:1

Interior

Sedan
Headroom, f/r 38.6/37.8"
Legroom, f/r 42.1/36.5"
Shoulder room, f/r 56.2/56.5"
Hip room, f/r 53.2/52.6"

Wagon
Headroom, f/r 38.6/38.9"
Legroom, f/r 42.1/34.7"
Shoulder room, f/r 56.2/56.2"
Hip room, f/r 52.7/53.0"

Note: Some features available at extra cost. Your dealer has complete standard/optional feature availability. All performance figures obtained with professional driver on General Motors closed test area.

LEMANS

Achtung, excitement shoppers! Looking for a car with an Autobahn-bred personality and affordable price? Form a line to the right of the page, please, because Pontiac has good news for you. It's called LeMans. You can get one as red and hot as the GSE below. It's filled to the gunwales with German automotive expertise and Korean craftsmanship, from its high-winding 2.0L engine, down to the tread of its special tires. If

something a little more sedate is in order for your motor pool, you have a couple of interesting choices. First is an SE Sedan that revs up the whole idea of four doors—with the GSE's 2.0L powertrain. And then there's the LE Aerocoupe and Sedan that prove "value" doesn't have to mean Spartan. Of course, there's always the final option: settle for something less than a LeMans. Naahh...





LEMANS GSE

In search of something with more speed breeding than your basic Paint-and-Tape GT? Then take a long look at the LeMans GSE; exhibit "A" in the case of horsepower vs. boredom. Evidence follows.

THE POWERTRAIN

Pop the hood and you'll find a 2.0L overhead cam engine with electronic fuel injection, 95 hp and a satisfying 118 lbs-ft of torque. It's as mild-mannered as a schoolmarm until you lean into it. Then the weight-to-horsepower ratio starts levering you ahead at a pace that could give moderation a bad name. Standard transmission for the GSE is a close-ratio 5-speed; a 3-speed automatic is available.

THE SUSPENSION

With all that power, a major suspension tuning was in order. Bigger, vented front brakes were bolted on the MacPherson-strut front suspension. Stouter 22mm front and 18mm rear stabilizer bars were added for roll-gain reduction. Quick-ratio power rack-and-pinion steering rests in a special mount that lashes it tight to the body for maximum responsiveness and road feel. Tires are special performance P185/60R14 82H rubber...specific to the LeMans and its old-country cousins.

THE DESIGN

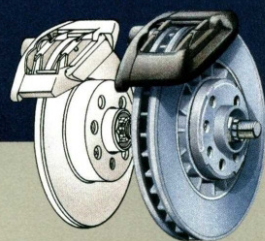
LeMans GSE's aero profile is the result of over 1200 hours of wind tunnel work and refinement. The result is impressive driveability in almost any driving situation. The nose tucks down tight, while the tail flares up and away. A subtle black aero package wraps around the lower body, while a hoop spoiler for the decklid cuts rear-end lift at freeway speeds. The wheels are aluminum; flush-faced for aero efficiency, and body-colored for the latest Euro look. Fog lamps are also

standard for your GSE, the better to peer through the mist with. Even the blacked-out, body-color grille was modified for added cooling efficiency. As a bonus Pontiac popped for Euro amber-section turn signal lenses...something the rest of the traffic will likely see a lot of. GSE graphics are also standard—as if you were going to forget just what you were driving. Colors for '89 are red, white or silver metallic with clear coat.

THE ERGONOMICS

Most of GSE's cheeky hatchbrat competitors start to run wide at this part of the story. Their interiors usually reveal a

philosophy more suited to video games than serious automobiles. Not so the GSE. Its road-car character shows through clearly. The instruments are straightforward white-on-black analog, lit in warm red for easy nighttime visibility. An AM/FM stereo radio with clock is standard. It can be upgraded with an optional auto reverse cassette player. Every GSE has a thick-rim, 3-spoke steering wheel that's rake adjustable to suit your preference. The seats are exclusive to the GSE with high, firm bolsters and an attractive gray cloth covering. Buckle yourself into one sometime; it's an experience you won't soon forget. ▽



GSE's front discs are vented and larger in diameter than the standard rotors for impressive stopping power.



Simple arithmetic tells you that two liters of engine plus one GSE or SE LeMans equals a potent powertrain package.

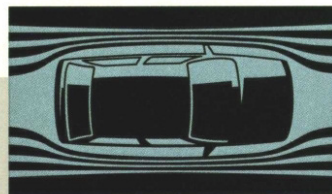


Standard GSE wheel "attire" is the P185/60R14 82H Euro-design blackwall. It's "H" rated for high performance.

Winding up the GSE had unwound a morning's worth of mountain in what seemed like minutes. The memories flooded back... squeezing the throttle, dabbing the brakes, cranking the wheel. The stretch of 89A said Arizona. But it felt like the Alps. In the GSE, you'd swear it was.



The LE shot ahead into the hole in traffic. A deft downshift, an elegant merge and—presto—the car was safely tucked into the last open parking place on the street. The only things left to do were to lock up, fish out some change for the meter and smile at the good fortune of being in the right place, at the right time, with the right car.



LeMans' teardrop shape gives added passenger space and uncommon aerodynamics.

LEMANS LE AEROCOUPÉ

Got the old "first-car blues"? Are you wondering how to get a decent car for a reasonable price? Your answers are here: LeMans LE Aerocoupe and Value Leader. One look at their manufacturing and engineering pedigree ought to convince you that your first car is right here.

THE POWERTRAIN

For their station in life, the LeMans LE and Value Leader have some very advanced powertrain pieces. The standard overhead cam engine displaces 1.6 liters, and makes 74 hp. It has standard electronic fuel injection—something often reserved as an option by many of its competitors. Depending on your driving inclination, you may opt for either the standard wide-ratio 5-speed manual or the available 3-speed automatic. Value Leaders motor along with a 4-speed manual. It uses the same precise linkage, for the same solid shift feel.

THE SUSPENSION

LeMans LE and Value Leader stick to sound engineering practice with a MacPherson strut front suspension, and a sturdy 20mm stabilizer bar. Respon-

sive rack-and-pinion steering bolts to the body in a special mount, and helps track LeMans as straight as Sitting Bull's last arrow. The rear suspension is



semi-independent, with variable-rate "minibloc" coil springs. Because one coil can compress inside the next, the springs can be shorter, allowing a lower floor. That means the interior can be larger—and smoother-riding to boot. Power front disc/rear drum brakes are standard. Tires are all-season, steel-belted 13-inch radials. They pull LeMans through foul weather like a Mountie on a dogsled.



THE DESIGN

When the word "efficient" is used to describe a design, it's usually an omen that the end result has all the charm of a packing crate. With LeMans Aerocoupe, the fear is unfounded. Its high-deck hatchback style opens up the cargo

buckets recline fully for rest-stop relaxation. As is Pontiac custom, instrumentation is analog, with speed, temperature and fuel readouts. LEs even get a tachometer. An AM/FM stereo is standard with the LE and available with the Value Leader. The LE radio's new rear seat

area and the teardrop overhead shape gives extra room for the passengers. Although it looks like a trim and nimble subcompact, LE's interior is spacious enough to be listed in the EPA's "Compact" rating class.

Book figures aside, the look is fetching as well as functional. Wide body side moldings fend off door dings, and a clear coat covers the five available metallic colors for long-lasting luster and protection. A medium gray lower accent color is also part of every LE Aerocoupe; so are the sharp 13-inch wheel covers. After all, they are Pontiacs.

speakers are larger and sound even better. You can add an optional cassette deck, sunroof and cruise control—a useful long-distance trip accessory if there ever was one.

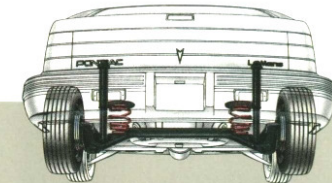
And you can carry plenty of stuff when it's time to leave. The rear seat folds down flat, while the package shelf can snap in and out. You might even think of LeMans as an exceptionally aerodynamic moving van. Use your imagination. One thing's for sure: the LE and Value Leader are Pontiac rides that are right on the money...and right for the money. ▽

THE ERGONOMICS

LeMans' level of driver-oriented detail continues when you open the door. Its new two-position catch won't clip your calves. And its firmly contoured cloth



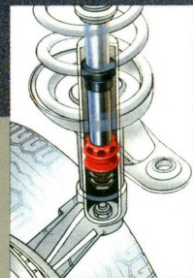
It's easy to get carried away with LeMans' cargo capability. The rear cargo cover lifts out, while seats fold forward.



LeMans' semi-independent rear suspension is simple, sturdy, and leaves a low load floor. The transverse beam "twists" to glide over bumps and through potholes, while the 18 mm stabilizer bar resists body roll.



It was an easy boot for the SE to clear the intersection. The automatic kicked down both gears and sent the tach halfway around the dial as the 2.0L engine launched the sedan forward, well ahead of the clutter. Soon the SE settled into a comfortable cruise, its pilot unaware of the other drivers left behind at the light.



Deflected-disc struts have improved damping rates that vary with road surfaces and speeds for a smooth ride and impressive cornering ability.

LEMANS LE AND SE

If you like the idea of a trim and responsive compact flyer, but need an extra pair of doors for your "crew," then it's time to step up to the LeMans LE and SE Sedans. Four doors are a lot of fun when they open into a Pontiac.

THE POWERTRAIN

Just like their Aerocoupe brethren, the LE and SE offer two powertrain possibilities: the 1.6L overhead cam engine with fuel injection for the LE, and the 2.0L engine for the SE. Standard transmissions are 5-speed manuals—wide-ratio for the 1.6L, or performance close-ratio for the 2.0L. Both have precise rod-type linkages for sure shifts. Either engine is available with a 3-speed automatic, should you choose to hand off your shifting.

THE SUSPENSION

As with the Aerocoupes, the LE and SE feature front-wheel drive with a MacPherson strut type front, and semi-inde-

pendent rear suspension. A front stabilizer bar is standard for the LE, along with power front disc/rear drum brakes and easy-rolling all-season steel-belted radials. The SE suspension steps up a notch with the 2.0L powerplant to include big 10-inch vented front discs from GSE, a rear stabilizer bar, and a beefed-up front bar. Tires are 13-inch all-season radials for the LE, and P185/60R14 82H Euro-spec radials for the SE. Knife-sharp rack-and-pinion steering is standard; just the thing for slicing through traffic. Power assist is available with optional air conditioning. You can't get one without the other, but be a sport. You've saved plenty already.

THE DESIGN

You'll be hard pressed to find a slicker-looking sedan in the class. The headlights, front windshield and rear window are all flush-mounted to the body for aero efficiency. The same goes for the



What's white-on-black, and red all over? LeMans' highly readable analog gauge instrumentation at night!



Your method of entry to all that space is a snap because every LeMans features a one-key locking system. That means one key—the ignition key—starts the car and opens the doors or hatch lid. But style's just as important as function for LE and SE. That's why you get the choice of five colors for the LE, and six gray-accented two-tones for the SE. Other up-level additions to the SE include fog lamps and sharp 5-port wheel covers.

THE ERGONOMICS

Space is the final frontier for the small car, and you have a chance to explore



SE's rear seat splits and folds forward for pass-through storage of long objects.

low nose and the high rear deck. That tall trunk has one distinction you may not believe: it's the largest cargo hold of any Pontiac sedan. Fill it for yourself; there's over 18 cubic feet of space for your stuff.

plenty of it in the LeMans sedans. Their efficient exteriors allow roomy interiors that show the usual Pontiac attention to detail. Whether it's LE or SE, you get firm, cloth-covered buckets, carefully placed and labeled controls, and fold-

down rear seats; split-folding on SE Sedan. White-on-black analog gauges, with warm red lighting, are standard as well—something most of the competition forgot. They also forgot the height-adjustable shoulder belts that make driving comfortable. So why settle for absent-mindedness, when you can choose a thoughtful LeMans? Think about it...▽

LEMANS FEATURES AND OPTIONS

STANDARD EQUIPMENT:

This is a partial list. See your dealer for details.

Every LeMans Aerocoupe (Value Leader) features:

1.6 liter 4-cyl engine with EFI (1)
Brakes; power front disc/rear drum
Electric rear window defogger
Extensive anti-corrosion protection
Folding rear seat
Full-size spare tire
Headrests; adjustable
Integral roof luggage rack mounting provision
Lamps; rear compartment, ash tray, glove box
Lower-accent two-tone paint
Luggage compartment security cover
Mirror; LH remote
One-key locking system
Rack-and-pinion steering
Safety belts; Manual lap/shoulder belts for driver and right front passenger; 3-point rear seat belts for outboard positions only

Seats; bucket, reclining front
Side window defogger
Soft headliner

Suspension; MacPherson strut front with stabilizer bar, semi-independent trailing arm/torsion beam rear suspension with coil springs and stabilizer bar

Tires; steel-belted, blackwall, P175/70R13
Transmission; 4-speed manual

Trip odometer
Twill cloth upholstery
Two-tone paint
Wheel covers; Custom
Wide body side molding

In addition, every LeMans LE Aerocoupe and Sedan features:

Front and rear assist handles
Full analog instrumentation
Mirrors (Aerocoupe only):
Dual sport; remote
Visor vanity; RH
Radio; Delco ETR® AM/FM stereo, UM7
Rear door locks; childproof (Sedan only)
Soft Ray tinted glass
Swing-out rear windows (Aerocoupe only)
Tachometer (Aerocoupe only)
Transmission; 5-speed manual
Wheel covers; Custom

In addition, every LeMans SE Sedan features:

2.0 liter 4-cyl engine with EFI (2)
Fog lamps
Mirrors:
Dual sport; remote
Visor vanity; RH
Mosaik/Turin cloth upholstery
Seats; bucket, SE specific
Special front seat height adjusters
Split-folding rear seat
Tachometer
Tilt steering wheel
Tires; steel-belted, blackwall, P185/60R14 82H
Wheel covers; Custom

In addition, every LeMans GSE Aerocoupe features:

Light alloy cast aluminum wheels in body color
Lower aero body extensions
Monochromatic paint treatment
Rear aerodeck spoiler
Specific "GSE" graphics
Specific "GSE" sport bucket seats
Three-spoke Rally steering wheel

INDIVIDUAL OPTIONS:

RPO No.*	Aerocoupe (Value Leader)	LE Aerocoupe	LE Sedan	SE Sedan	GSE Aerocoupe
C60 Air conditioning (requires power steering)	—	A	A	A	A
NB2 California emission requirements	A	A	A	A	A
K34 Cruise control (mid-year availability)	A	A	A	A	A
VK3 Front license plate bracket	A	A	A	A	A
N40 Power steering (requires air conditioning, except GSE)	—	A	A	A	S
Radio equipment:					
UM6 Delco AM/FM stereo radio with seek/scan, cassette and digital clock	A	A	A	A	A
UM7 Delco AM/FM stereo radio with seek/scan and digital clock	A	S	S	S	S
V54 Roof luggage rack kit; black	A	A	A	A	A
MX1 Transmission; automatic 3-speed	—	A	A	A	A
AD3 Sunroof; removable glass	A	A	A	A	A

A=Available S=Standard —=Not Available

(1) Produced in Republic of Korea. (2) Produced in Australia.

*Regular Production Option code (RPO) as assigned by GM. Listed here as an aid in specifying the exact options you want.

STANDARD AND AVAILABLE RADIOS:

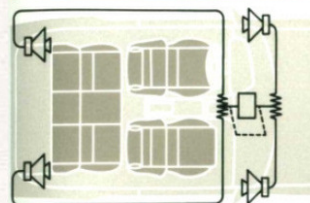


UM7: Delco ETR® AM/FM stereo radio with seek/scan, and digital clock.



UM6: Delco ETR® AM/FM stereo radio with seek/scan, auto-reverse cassette, and digital clock.

LEMANS SOUND SYSTEM:



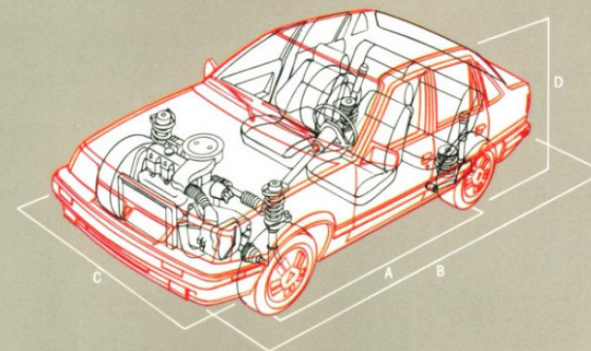
In front: two dash-mounted 3.5" speakers. In back: two 6" round speakers (3.5" on Aerocoupe Value Leader with optional radios).

STANDARD WHEELS:



(L to R):
Custom 14" wheel covers on 5.5"-wide wheels. Standard on SE Sedan.
Light Alloy 14" x 5.5" wheels. Standard on GSE.
Custom 13" wheel covers on 5.5"-wide wheels. Standard on Aerocoupe (Value Leader) and LE.

LEMANS VITAL SPECS



Models Available

LeMans Aerocoupe (Value Leader), LeMans LE Aerocoupe and Sedan, LeMans SE Sedan, LeMans GSE Aerocoupe.

Engines

1.6L 4-cyl: 74 hp, 90 lbs-ft torque; electronic fuel injection; cast iron cylinder block; aluminum intake manifold and cylinder head; electronic spark control; 20mm timing belt.

2.0L 4-cyl: 95 hp, 118 lbs-ft torque; electronic fuel injection; cast iron cylinder block; aluminum intake manifold; electronic spark control; low-restriction exhaust pipe.

Engine/Transmission Teams

4-speed manual 1.6L 4-cyl.
5-speed manual 1.6L 4-cyl (wide-ratio), 2.0L 4-cyl (close-ratio).
3-speed automatic 1.6L 4-cyl, 2.0L 4-cyl.

Chassis

Front suspension Independent MacPherson strut with coil springs; Level I, 20mm stabilizer bar, Level II, 22mm.
Rear suspension Semi-independent with coil springs; 18mm stabilizer bar.
Weight distribution, f/r 60/40
Brakes, f/r Power, 9.3" front disc/8.0" rear drum with 1.6L engine; vented 10.1" front disc/8.0" rear drum with 2.0L engine.
Steering type, ratio Rack-and-pinion, 24.5:1 ratio; or power 18.3:1 quick-ratio.
Turns, lock-to-lock 4.57 manual; 3.50 power.
Turning circle 32.8 ft dia.
Tires Level I, P175/80R13; Level II, P185/60R14 82H.

Key Numbers

(A) Wheelbase 99.2"
(B) Overall length 163.7" Aerocoupe 172.4" Sedan
(C) Width 65.5" Aerocoupe 65.7" Sedan
(D) Overall height 53.5" Aerocoupe 53.7" Sedan
Curb weight 2136 to 2357 lbs.
Tank 13.2 gals.
Trunk 13.4 cu ft Aerocoupe 18.4 cu ft Sedan

Road Performance Figures

(LeMans GSE Aerocoupe with 2.0L engine, 5-speed manual transmission and 3.72:1 axle ratio)
0-60 10.3 sec.
Braking, 60-0 139 ft.
Lateral acceleration, g's 0.75
Weight/horsepower ratio 23.2:1

Interior

Aerocoupe
Headroom, f/r 38.8/38.0"
Legroom, f/r 42.0/32.8"
Shoulder room, f/r 53.5/53.4"
Hip room, f/r 53.7/51.8"
Sedan
Headroom, f/r 38.8/38.0"
Legroom, f/r 42.0/32.8"
Shoulder room, f/r 53.5/53.4"
Hip room, f/r 53.7/53.7"

Note: Some features available at extra cost. Your dealer has complete standard/optional feature availability. All performance figures obtained with professional driver on General Motors closed test area.

SUNBIRD

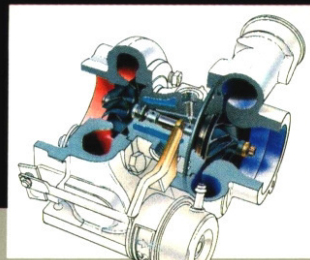
One look at a Sunbird and you might get the idea that the Pontiac people are up to their old road car tricks again. And you'd be right, because there aren't a lot of small cars that can hold a candle to Sunbird for performance, value or style. Case in point: Sunbird GT Convertible. Just two latches, one switch and a tantalizing moment are all that stand between you and max headroom. Personal evaluations are highly recommended, because with 165 turbocharged horsepower, it's just the ticket for people who not

only want to dry their hair in a hurry, but curl it, too. Not everyone, however, is convertible material, so Pontiac has a complete selection of hardtop Sunbirds as well. Check into the value story of the tightly sculptured and generously equipped Sunbird LE Coupe and Sedan. Or investigate the style of the "high chic" Sunbird SE Coupe. With a menu like that, it's understandably difficult to settle on just one. For now, you'll just have to be content with turning the page.





It's "lead, follow or get out of the way" when you're in a Sunbird GT at full gallop and an open lane beckons ahead. You snap down a gear or so, and carefully squeeze into the boost. Your ear relishes the rush of 165 horses chomping at the bit. In one fluid motion, you've passed the dawdlers and topped the first rise with nothing ahead but daylight and wherever it is that you're heading.



Exhaust gases spin the turbine wheel on the left, turning the shaft connected to the bladed compressor wheel on the right. The water jacket, center, keeps bearing temperatures under control.

SUNBIRD GT

Q: What happens when you give a slick front-wheel-drive, 4-cylinder coupe the weight-to-horsepower ratio of a Trans Am?

A: Sunbird GT!

As you and Pontiac have always known, when it comes to power, more is better. And it's better still when wrapped in a performance coupe of Sunbird's all-around capabilities.

THE POWERTRAIN

Getting 165 horsepower from an engine with multi-port fuel injection could be fairly easy. Getting it from an engine with only 2.0 liters of displacement is not. That's the job of the turbocharger. It forces more fuel and air into the engine for more power.

The total increase works out to more than 70% over the normally-aspirated 2.0L engine. However, one does not add that kind of output casually. That's why the turbo engine's internals have been upgraded to take the pressure. For example, the turbo's center bearing is pressure-oiled and water-cooled for longer life. The pistons are forged for extra strength. And, borrowing some racing technology, there's a baffled windage tray inside the oil pan to keep the oil lubricating instead of agitating.

Putting the power down is a matter of choice. You can shift the Getrag-licensed 5-speed manual for yourself, or let the optional 3-speed automatic handle it all.

THE SUSPENSION

You won't sweat anything this side of Mulholland Drive with the standard Level II suspension. Practically everything gets massaged, starting with the power rack-and-pinion steering with a quick 14:1 ratio. Both front and rear suspensions boast stocky stabilizer bars and 14-inch Goodyear Eagle GT+4 tires

Dual halogen headlamps peer from under power-operated eyebrows, and fog lamps look down the road from neatly integrated enclosures. You've got five solid and three available two-tone colors to pick from.

THE ERGONOMICS

Any resemblance between the GT's new instrument layout and that of any number of Pontiac-generated "concept cars" is purely intentional. Vital driving con-

—are backlit in warm red, with illuminated pointers. Seating is first chair, with comfortable bolstering in critical areas, all snugly wrapped in Pallex cloth.

Standard sport mirrors are finished in black, for no-glare tracking of whatever's behind you. And Pontiac also throws in a new center console and armrest that won't get in the way of the work at hand. Available touring goodies include a compact disc player and a removable sunroof.



on High-Tech Turbo aluminum wheels. New for '89 is deflected disc valving in the struts; it matches ride control to driving conditions for tight handling and a ride that won't chatter your teeth.

THE DESIGN

GT looks as aggressive as it drives. Body-color flares wrap around the wheel wells.

controls are grouped by function and action, and placed in dash cowl pods that stand ready to the fingertips. The ergo-design wheel is molded to drop your hands in exactly the right place for spirited motoring.

GT's instrumentation won't leave you in the dark. The analog instruments—including tach and turbo boost gauge

Want the rest of the story? Just take a run with the boost gauge in the sweet spot, your hands on the wheel and your feet doing the upshift shuffle. You'll figure it out soon enough. ▽



Multi-port fuel injection means there's one of these Bosch injectors for each cylinder. They fire precisely targeted shots of fuel for high-level performance.



The 6400 rpm redline is no sweat for the stout forged alloy pistons.



SUNBIRD LE

If the word "value" brings visions of municipal orange cars with tacky vinyl interiors to mind, your illusions are about to be shattered. Go directly to the nearest Sunbird LE. Get in. You'll find that Pontiac road car reasoning can make a compact into a lot more than you'd hoped for...for a lot less money than you'd think.

THE POWERTRAIN

A fuel-injected 2.0L engine that makes 96 hp and 118 lbs-ft torque hauls Sunbird around by its front wheels. Designed by Pontiac's Autobahn-intensive friends at Opel, this engine displays some serious powertrain planning. The cylinder head design is aluminum for light weight and "cross-flow" for efficient breathing, the overhead cam design is for high rpms. An automatic timing belt tensioner gives long belt life. Electronic fuel injection

is standard, for fast starts and rapid response. It's a reassuring engine to live with, whether you take the standard 5-speed manual with top gear overdrive, or the optional 3-speed automatic.

THE SUSPENSION

MacPherson struts and a coil-sprung semi-independent rear suspension are part of every Sunbird's basic transverse engine, front-wheel-drive layout. With rack-and-pinion steering and power front disc/rear drum brakes, it makes a fine starting point, but the Pontiac tuning only starts there. Sunbird LE goes on to add deflected-disc struts for precise handling and a well-mannered ride, a 22mm front stabilizer bar to brace against body roll, and all-season radials that tenaciously grip the roadway. Power assist is available for the steering; it gives a feel that's weighted just right for



precise tracking and handling.

Even more uplevel accoutrements are yours for the asking. Snappy-looking 13-inch Sport-Tech wheels are available, as are 14-inch, 70-series tires with the new Tri-Lace wheel covers or cast aluminum High-Tech Turbo wheels.

THE ERGONOMICS

If the title of this section baffles you, don't worry. All it means is interior comfort and convenience, and for Sunbird LE, it's great. That's because the designers of this Pontiac are sticklers for the details. Take the seats. They're snuggled in a standard Pallex cloth that breathes to



THE DESIGN

The new LE look is trim, taut and ready for the road. All the skin from the doors forward is brand new. The flush headlamps are bright-light halogen type, which means they shoot a whiter, tighter beam down the road. A thick, black molding wraps around the LE for 360° protection from the "cars next door." It also provides natural demarcation for the five available two-tone treatments—which look especially sweet with either of the 14-inch wheels.

keep you cool in summer and warm in winter. The console has a new U-shaped parking brake handle that falls exactly where your palm would. Just pull up to apply, and squeeze to release. Carry long objects? Then go for the available split-folding rear seat.

Reading about all of the great things that LE offers has one limitation, though; it's not nearly as much fun as driving one and experiencing it for yourself. ▽

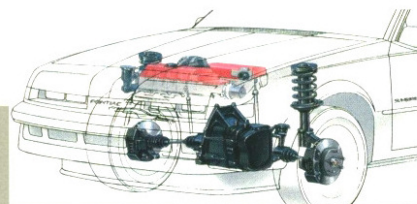
You might say that the test drive became "love at the first light."

Red changed to green, the 2-liter let out an appreciative snarl and

the Sunbird charged ahead as if drawn by a giant magnet.

The driver and the LE were becoming fast friends...so quickly that

she wondered if they hadn't met somewhere before.



Sunbird's transverse-mounted engine, front-wheel-drive layout puts the powertrain up front for stability, maneuverability and space efficiency.



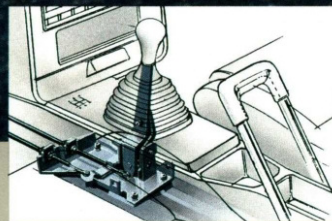
These halogen bulb midnight specials shine a light that's whiter, tighter and brighter.



Available rear seats split and fold in all but GT Convertible for loading long objects. Coupe trunk liftover height is bumper-low for easy loading and access.



Loose the reins on Sunbird SE and watch the road unfold. Its suspension can follow the road as tightly as a shadow, devouring curves, lumps and bumps like an alpine skier who's outrunning an avalanche. You, however, may set the pace of your ride any way you like.



Sunbird's cable-actuated 5-speed shifter is a handful of action. It's compact, precise, and right where your wrist wants it to be. The U-shaped parking brake drops out of the way with a simple squeeze.

SUNBIRD SE

If you were to plumb a line between the GT and LE you'd get the Sunbird SE. It's for everyone who wants the look and stance of the hot GT with the value and economy of the LE. Sound good? You got that right.

THE POWERTRAIN

Standard power is the 96 hp, 2.0L overhead cam engine with fuel injection. A 5-speed manual transmission is standard; a 3-speed automatic is available. The optional step up is the 165 hp GT turbo engine. This hyped-up motivator comes with the Getrag-licensed 5-speed manual or the available 3-speed automatic. Either way, the SE's grin-per-mile rating is off the scale.

THE SUSPENSION

There are two levels to choose from. Level I is standard and plenty sporty, with deflected-disc valving in the front struts, 14-inch all-season radials, front stabilizer bar and responsive rack-and-pinion steering. A 14-inch Tri-Lace cover is standard, and the High-Tech Turbo aluminum wheel is optional. Check the "big tire" box and you get Level II. This suspension is available with the standard engine, and standard with the available turbo engine. The package upgrades the steering to quick-ratio power, the tires to Goodyear Eagle GT+4s, the front stabilizer bar to an even larger diameter

—and your driving experience from merely terrific to absolutely fantastic.

THE DESIGN

SE doesn't stand for "Sleek Exterior," even though it probably could. The front end carries the GT's semi-hidden headlamps, while a shrink-wrap tight look follows the flanks to the fastback roofline. In keeping with the road-car theme, chrome has been banished from the exterior. Body side moldings are narrow, but

strategically placed. As with the other Sunbirds, a clear coat covers all 10 colors.

THE ERGONOMICS

By stepping up to an SE, you bag a couple of neat extras for your interior enjoyment. The standard gauge cluster has voltage, water temperature, and oil pressure readouts as well as a trip odometer. Turbo types automatically get the full-zoom cluster from the GT, with the tach and turbo boost gauge. A Delco AM/FM ETR stereo sound system is standard, too. It has a control head right in the dash where you want it, with the rest of

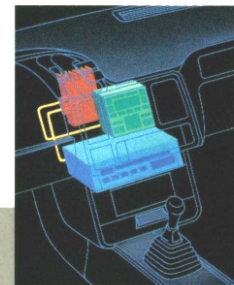
the radio "works" hidden under the instrument panel, out of thieves' easy reach. Should you choose to go all the way for your sound system, a compact disc player is available as well.

Your friends at Pontiac would be remiss in their road car obligations if they didn't remind you of certain optional equipment for the SE. A lot of neat stuff comes under this heading, like a cassette deck, split-folding rear seat and the High-Tech wheels.

Mom always said, "Good things come in small packages." How did she know about the Sunbird SE? ▽



Sound ergonomic design puts the gauges where you can see 'em, and the controls where you can work 'em around the dash cowl.



This Delco sound system makes your ears happy and thieves miserable. The controls are here for your fingertips, and the works are hidden deep under the instrument panel.

SUNBIRD FEATURES AND OPTIONS

STANDARD EQUIPMENT:

This is a partial list. See your dealer for details.

Every Sunbird LE features:

2.0 liter OHC 4-cyl. engine with EFI (1)
Black-finished door window frames
Black-finished windshield wipers
Black wide body side moldings
Brakes; power front disc/rear drum
Bucket seats; reclining front
Center high-mounted stop lamp
Clearcoat paint
Compact spare tire
Composite headlamps
Cut-pile carpeting
Delco Freedom II® battery
Door lamp switches, front
Extensive anti-corrosion protection
Fluidic windshield washer system
Front air dam
Front floor console
Front-wheel drive
GM Computer Command Control
Inside hood release
Mirror; rearview, day/night
Pallex cloth upholstery
Rack-and-pinion steering
Radio; Delco ETR® AM/FM stereo, UM7
Safety belts; Manual lap/shoulder safety belts
for driver and right front passenger; 3-point
rear seat belts, outboard positions only
Side window defoggers
Suspension; MacPherson strut front
Transmission; 5-speed manual
Warm red instrument panel lighting
Wheel covers; Five-Port

In addition, every Sunbird SE features:

Partially hidden headlamps
Gauges; Rally, includes coolant temperature
gauge, oil pressure gauge, voltmeter and
trip odometer
Tires; steel belted, all-season, blackwall,
P195/70R14
Wheel covers; Tri-lace

In addition, every Sunbird GT features:

2.0 liter 4-cyl turbocharged engine with MFI (2)
Higher-rate springs and bushings
Mirrors; dual sport, sideview
Power steering
Special Level III performance suspension
Tachometer and trip odometer
Tires; steel-belted, blackwall, P215/60R14
Turbo Rally instrumentation
Wheels; Hi-Tech Turbo cast aluminum
Wheel flares

OPTION GROUPS: To order a new Sunbird, just pick the package that has all the options you want. It's that easy.

GOC No.*	Sunbird LE			Sunbird SE			Sunbird GT			Sunbird GT Convertible	
	I 1SA	II 1SB	III 1SC	I 1SA	II 1SB	III 1SC	I 1SA	II 1SB	III 1SC	I 1SA	II 1SB
A01	•	•	•	•	•	•	•	•	•	S	S
N40	•	•	•	•	•	•	S	S	S	S	S
D35	•	•	•	•	•	•	S	S	S	S	S
N33	•	•	•	•	•	•	•	•	•	•	•
CD4	•	•	•	•	•	•	•	•	•	•	•
B37	•	•	•	•	•	•	•	•	•	•	•
AK1	•	•	•	•	•	•	S	S	S	S	S
D06	•	•	•	•	•	•	S	S	S	S	S
N36	•	•	•	•	•	•	S	S	S	S	S
C60	•	•	•	•	•	•	•	•	•	•	•
TR9	•	•	•	•	•	•	•	•	•	•	•
K34	•	•	•	•	•	•	•	•	•	•	•
AU3	•	•	•	•	•	•	•	•	•	S	S
NP5	•	•	•	•	•	•	•	•	•	•	•
A90	•	•	•	•	•	•	•	•	•	•	•
A31	•	•	•	•	•	•	•	•	•	S	S

•=Included in option group S=Standard Equipment

INDIVIDUAL OPTIONS:

RPO No.*		LE Coupe	LE Sedan	SE Coupe	GT Coupe	GT Conv.
C60	Air conditioning (includes Soft Ray glass and power steering at additional cost)	A	A	A	A	A
NB2	California emission requirements	A	A	A	A	A
C49	Defogger; electric rear window	A	A	A	A	—
LT3	Engine; 2.0 liter 4-cylinder OHC turbocharged engine with multi-port fuel injection	—	—	A	S	S
U39	Gauges; Rally, includes coolant temperature gauge, oil pressure gauge, voltmeter and trip odometer	A	A	S	—	—
VK3	License plate bracket; front	A	A	A	A	A
V56	Luggage carrier; deck lid, black	A	A	A	A	A
AU3	Power door locks	A	A	A	A	S
A31	Power windows (requires power door locks)	A	A	A	A	S
Radio equipment:						
UN6	Delco ETR® AM/FM stereo with seek/scan, auto reverse cassette and clock	A	A	A	A	A
U1C	Delco ETR® AM/FM stereo with seek/scan and compact digital disc player	A	A	A	A	A
AM9	Seats; split rear folding	A	A	A	A	—
AD3	Sunroof; removable glass	A	A	A	A	—
Tires (radial):						
QHT	P185/60R13 steel-belted, whitewall	A	A	—	—	—
QAB	P195/70R14 steel-belted, blackwall	A	A	S(3)	—	—
QMB	P215/60R14 Goodyear Eagle GT+4, steel-belted, blackwall (requires available Level III performance package; requires High-Tech Turbo wheels)	—	—	A	S	S
QMG	P215/60R14 Goodyear Eagle GT+4, steel-belted, white-lettered (requires available Level III performance package)	—	—	A	A	A
MX1	Transmission; 3-speed automatic	A	A	A	A	A
D84	Two-tone paint	A	A	—	—	—
D86	Two-tone paint; deluxe (includes specific body stripe)	—	—	—	A	A
Wheels:						
N78	Hi-Tech Turbo cast aluminum 14"	A	A	A	S	S
PX1	Sport Tech cast aluminum 13"	A	A	—	—	—

S=Standard A=Available --=Not Available

(1) Produced in Brazil or Australia. (2) Produced in Brazil. (3) Not available with 2.0 liter turbo engine.

*Regular Production Option Code (RPO) or Group Option Code (GOC) as assigned by GM. Listed here as an aid in specifying the exact options you want.

STANDARD AND AVAILABLE RADIOS:



UM7: Delco ETR® AM/FM stereo radio with seek/scan, and digital clock.



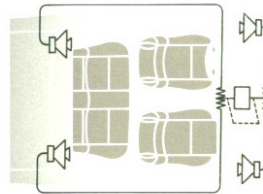
UN6: Delco ETR® AM/FM stereo radio with seek/scan, auto-reverse cassette with music search, and digital clock.



U1C: Delco ETR® AM stereo/FM stereo with seek/scan, compact disc, and digital clock.

*Receives C-Quam® AM stereo broadcasts. Most AM stereo stations across the country broadcast in C-Quam® but some do not. Check with your local stations for compatibility in your area.

SUNBIRD SOUND SYSTEM:



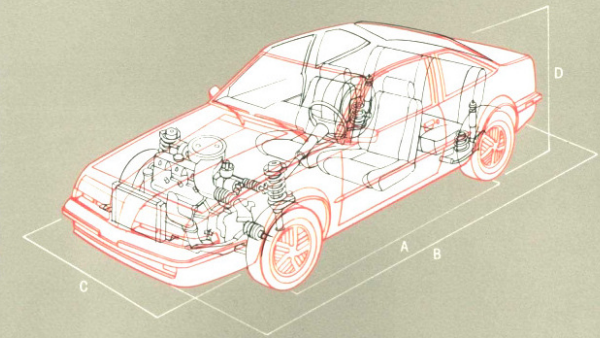
In front: two dash-mounted 4" x 6" coaxial speakers. In back: two 6" x 9" rear-window panel-mounted coaxial speakers.

STANDARD AND AVAILABLE WHEELS:



(L to R):
Five-Port 13" wheel covers on 5"-wide wheels. Standard on LE.
Tri-Lace 14" wheel covers on 6" wide wheels. Standard on SE. Available on LE.
Sport-Tech 13" x 5.5" aluminum wheels and locking package. Available on LE.
High-Tech Turbo 14" x 6" aluminum wheels and locking package. Standard on GT.
Available on LE and SE.

SUNBIRD VITAL SPECS



Models Available

Sunbird LE Coupe & Sedan, Sunbird SE Coupe, Sunbird GT Coupe & Convertible.

Key Numbers

(A) Wheelbase	101.2"
(B) Overall length	178.2" Coupe & Convertible 181.7" Sedan
(C) Width	65.0"
(D) Overall height	50.4" Coupe 53.8" Sedan 51.9" Convertible

Engines

2.0L 4-cyl: 96 hp, 118 lbs-ft torque; electronic fuel injection; tuned intake manifold; high-flow cylinder head; performance-baffled oil pan; 20mm timing belt; serpentine accessory belt drive.

2.0L 4-cyl: 165 hp, 175 lbs-ft torque; turbo-charged; multi-port fuel injection; high-flow tuned intake manifold; high-flow cylinder head; special pistons; performance baffled oil pan; 20mm timing belt; electronic spark control; serpentine accessory belt drive.

Road Performance Figures

Engine/Transmission Teams	(Sunbird GT Coupe w/standard 2.0L MFI turbo engine, 5-speed manual transmission and 3.61 axle ratio)
3-speed automatic	0-60 78 sec.
5-speed manual	0-60 78 sec.
2.0L 4-cyl. with turbo, 2.0L 4-cyl. 0-60	Braking, 60-0 175 ft.
2.0L 4-cyl. with turbo, 2.0L 4-cyl.	Lateral acceleration, g's 0.83
	Weight/horsepower ratio 14.6:1

Chassis

Front suspension	Independent strut with coil springs; Level I, 24mm stabilizer bar; Level II, 28mm.
Rear suspension	Semi-independent with coil springs; Level II, 21mm stabilizer bar.
Weight distribution, f/r	63/37 (Coupe w/turbo)
Brakes, f/r	Power, vented 9.7" front disc/7.8" rear drum.
Steering type, ratio	Rack-and-pinion, 16:1 ratio; or power 14:1 quick-ratio.
Turns, lock-to-lock	2.88 standard ratio; 2.50 quick ratio.
Turning circle	34.3 ft dia.
Tires	Level I, P185/60R13; Level II, P195/70R14; Level III, P215/60R14 Goodyear Eagle GT+4.

Interior

Coupe	Headroom, f/r 37.8/36.7"
Legroom, f/r	42.9/30.5"
Shoulder room, f/r	53.7/52.6"
Hip room, f/r	49.1/49.8"
Sedan	Headroom, f/r 38.5/38.0"
Legroom, f/r	42.2/38.0"
Shoulder room, f/r	48.8/53.7"
Hip room, f/r	48.8/48.9"
Convertible	Headroom, f/r 39.1/37.4"
Legroom, f/r	42.9/31.1"
Shoulder room, f/r	53.7/38.0"
Hip room, f/r	48.4/38.0"

Note: Some features available at extra cost. Your dealer has complete standard/optional feature availability. All performance figures obtained with professional driver on General Motors closed test area.



Safari gives practical meaning to the word "wagon." Run it up to flank speed on the nearest freeway and you notice the little things. The big V8 and solid chassis effortlessly dominate your lane, the steering tracks true, and all that cargo capacity rides along as quietly as if it were a stowaway.



You can't beat cubic feet. Safari's got over 87 of 'em to work with when you fold the back seats down.

SAFARI WAGON

Planning on going someplace with more than yourself and an overnight bag? Meet your travel agent. Safari is certainly "full-sized" by any form of the definition, and has proven its capacity to handle the job from Tarrytown to Tucumcari. Look at it this way: sporty is one thing, but when cargo and crew are on the loading list, capability is everything.

THE POWERTRAIN

Safari's engine room is filled with 5.0 liters of 4-barrel carbureted V8. It's as proven as gravity, but still features some advanced technology. For example, hydraulic roller valve lifters reduce friction, and electronic spark control keeps the timing as advanced as load and fuel quality will allow. These features help the big 5.0L to pump out a respectable 140 horsepower and 255 lbs-ft of torque. The standard 4-speed automatic transmission has a torque converter clutch that can send power on a direct mechanical path to the rear wheels in third or fourth gear, depending on vehicle speed and load. Top gear is overdrive for reduced freeway rpm's and relaxed cruising.

THE SUSPENSION

Safari rides on a 116-inch wheelbase. Its perimeter frame carries an independent parallel wishbone suspension in front, a live axle located by four links in the rear, and coil springs at all four corners to ensure a smooth ride. The vented front

disc and rear drum brakes are assisted by a "Powermaster" booster that gives braking power any time the key is "on"; that's nice to know when you're pulling a long grade with seats full and a trailer in tow. The standard power steering tracks Safari down the road as straight as a die, and the whole works rolls on 15-inch steel-belted radials that can shoulder almost any load, and look good doing it.

If you're looking to haul more than tea and crumpets with your Safari, you have several heavy-use options to select from. Available Delco Superlift shocks adjust in seconds with a shot of com-

pressed air. A performance 3.23 axle ratio gives extra load-hauling leverage, and the extra-cooling radiator keeps underhood temperatures under control. There's even an optional factory-installed 7-wire harness to mate with the compatible trailer of your choice. Just add a proper hitch, and you're ready to ride the wide open spaces.

THE DESIGN

Safari's traditional and proud of it. There is trim—to accent the body lines and give its paint a counterpoint of contrast. There's a choice of seven colors, and you can flank them all with an available exterior woodgrain treatment. Frankly, what would automotive life be like without a "woodie" on the market?

THE ERGONOMICS

Inside, the Safari is comfortable, spacious...and quiet. Seating is three across in front and back. New three-point rear seat shoulder belts secure outboard rear seat passengers. A 2-person rear-facing jumpseat is standard. The front seat is a notchback bench; a split 55/45 seat is available. Both are covered in durable, breathable Pallex cloth. The rear seats can fold to give up to 87.9 cubic feet of cargo space. Power windows, door locks, seats, and antenna are available, as are gauges and a Delco ETR* AM stereo/FM stereo with cassette system and graphic equalizer. Cruising's never been so comfortable or convenient.

If Safari's sounding good, why not take one...surfin' or anywhere else. ▽



Tow a trailer? Delco Superlift air shocks, a seven-wire trailer harness and the extra-cooling radiator are part of Safari's available trailering equipment.



"Understressed" is an understatement for Safari's 5.0L 4-bbl V8 and its 255 lbs-ft of torque. It makes cargo a going proposition.

PONTIAC EXCITEMENT RUNS HOT!

America's road car company does more than take a few laps around the track, or make a few passes down the strip. Pontiac supports specially modified vehicles of every stripe to test new ideas, parts and people to the limit. From the high banks of Talladega to the searing heat of the Bonneville Salt Flats, they race, they win...and help build Excitement.



Neil Bonnett is the only NASCAR driver to win in the U.S. and Australia...in the aerodynamically styled Grand Prix, of course.

Rusty Wallace's Kodiak Grand Prix Winston Cup racer won three consecutive NASCAR course events. It's a "bear" on the high banks, too.



There's no such thing as smokeless for Don "The Snake" Prudhomme's SKOAL NHRA Trans Am Funny Car.



NASCAR's "King" Richard Petty rides toward victory #201 from the seat of his #43 STP Grand Prix.



The Winston Cup is racing's most prestigious and valuable trophy. Grand Prix will lead the charge to the multi-million-dollar prize in '89.

Pontiacs have paced the Daytona 500 for 17 years in a row. Make that 18 years on Feb. 19, 1989, when a Grand Prix leads the field down to the green...again.

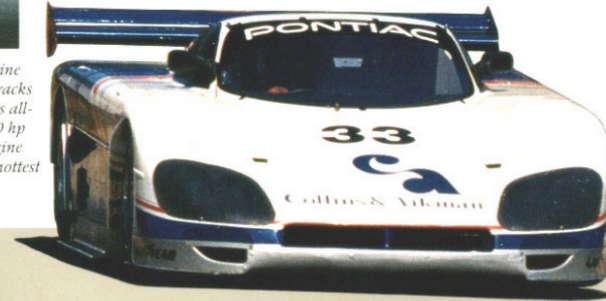


Butch Leal's 1100 hp Pro Stock Trans Am is one of the quickest doorslammers around. It's already won several major events, with more to come.



Mike Waltrip runs the world's fastest lemonade stand. His Country Time Grand Prix consistently "squeezes" him into the top finishers.

Bob Earl and Jeff Kline burn up the IMSA tracks with this Firebird. Its all-aluminum 5.0L, 550 hp Super-Duty race engine makes it one of the hottest machines around.



You won't see this alcohol-burner on the wagon very often. Brad Anderson's Jolly Rancher AA/AC Trans Am makes 1800 hp and short work of the competition.

1989 PONTIAC PASSENGER CAR SAFETY FEATURES

OCCUPANT PROTECTION

- Manual lap/shoulder safety belts for driver and right front passenger, driver side includes visual and audible warning system (except cars with automatic safety belt systems) • Automatic safety belt system for driver and right front passenger. (Standard on Grand Am, Grand Prix, and Bonneville) Rear seat manual lap/shoulder safety belts (standard on all Pontiacs, outboard positions only) • Manual lap/shoulder safety belts, outboard rear seat positions • Manual lap safety belts, center front/rear seat positions, where applicable • Energy-absorbing steering column • Energy-absorbing instrument panel • Energy-absorbing seat back tops, front • Laminated

- safety windshield glass • Safety interlocking door latches • Side-guard door beam • Passenger-guard inside door lock handles • Inertia-locking, folding front seat backs, two-door models • Safety armrests • Head restraints, driver and right front passenger (adjustable or integral)

ACCIDENT AVOIDANCE

- Side marker lights and reflectors • Parking lamps that illuminate with headlamps • Four-way hazard warning flasher • Back-up lights • Center high-mounted stop lamp • Directional signal control with lane change feature • Windshield defroster, washer and multi-speed wipers • Inside rearview mirror • Outside left rearview mirror (right mirror where applicable) • Brake system with dual master cylinder and warning light • Starter safety switch

- Dual-action hood latch • Low-glare finish on inside windshield moldings, wiper arms and blades, metallic steering wheel surfaces • Illuminated heater and defroster controls • Illuminated windshield wiper and washer controls (if on IP) • Tires with built-in tread wear indicators

THEFT-DETERRENCE

- Audible reminder for ignition key removal • Theft-deterrent steering column lock • Visible vehicle identification number • Marked body parts (where applicable)

A WORD ABOUT THIS CATALOG

We have tried to make this catalog as comprehensive and factual as possible. We reserve the right, however, to make changes at any time, without notice, in prices, colors, mate-

rials, equipment, specifications, models and availability. Since some information may have been updated since the time of printing, please check with your Pontiac dealer for complete details.

A WORD ABOUT ENGINES

Pontiacs are equipped with engines produced by different operating units of GM, its subsidiaries or suppliers to GM worldwide.

A WORD ABOUT ASSEMBLY OF PONTIACS

Pontiacs are assembled by different operating units of General Motors, its subsidiaries or suppliers to GM worldwide. Pontiac incorporates thousands of components produced by different operating units of GM, its subsidiaries or suppliers to GM worldwide. We some-

times find it necessary to produce Pontiacs with different or differently sourced components than originally scheduled.

All such components have been approved for use in Pontiacs and will provide the quality performance associated with the Pontiac name. Since some options may be unavailable when your vehicle is assembled, we suggest that you verify that your vehicle includes the equipment you ordered or, if there are changes, that they are acceptable to you.

A WORD ABOUT UPDATED SERVICE INFORMATION

Pontiac regularly sends its dealers useful service bulletins about Pontiac products. Pontiac monitors product performance in the field. We then prepare bulletins for servicing our products better. Now you can get these bul-

letins, too. Ask your dealer. To get ordering information, call toll-free 1-800-551-4123.

Your Pontiac dealer can make buying or leasing your new Pontiac easy. Just say GMAC.

FOUR STEPS TOWARD CUSTOMER SATISFACTION

As a Pontiac customer, you deserve the very best products and the very best treatment we know how to provide. In short, you deserve satisfaction. To help you see that you get it, we've taken these four important steps:

The Certified Product Specialist program for Pontiac salespeople. It's directed at making them as expert as possible in every aspect of Pontiac automobiles. Expert enough to answer any questions you have. Their training encompasses engine technology, transmissions, drivetrains, brakes, electrical systems—even

body design and construction. Only when they've demonstrated a comprehensive knowledge of Pontiac products, are these salespeople awarded the title of Certified Product Specialist.

The VIP Vehicle Inspection Procedure is in effect at every Pontiac dealership. It means every Pontiac must be triple-checked before delivery is complete. First, it's checked by the service department when the vehicle is received from the factory. Then it's checked by the salesperson as it's being "prepped" for delivery. Finally, each Pontiac must be approved by our most meticulous inspector—you, the customer. Only after a test drive with the salesperson and your O.K., are the vehicle keys turned over to you.

The Technical Assistance Hotline helps Pontiac technicians should a service problem arise

after delivery. It connects them with experts at Pontiac Service Engineering who can diagnose a problem and recommend quick corrective action.

Customer Assistance Center. The Customer Assistance Center is an advanced communications system which allows Pontiac customers to get information and assistance on product, service or sales concerns.

Through the use of our national toll-free number (1-800-PM-CARES), customers have access to one of the most effective tools for communicating their inquiries to Pontiac and its dealer organizations.

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 *We Build Excitement*