

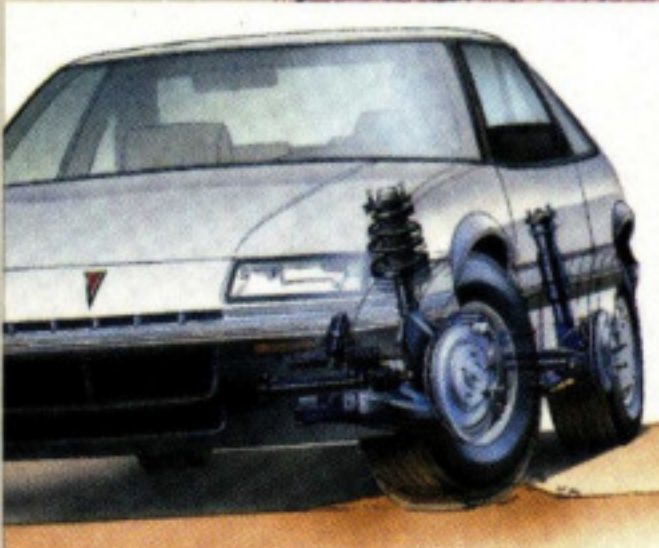
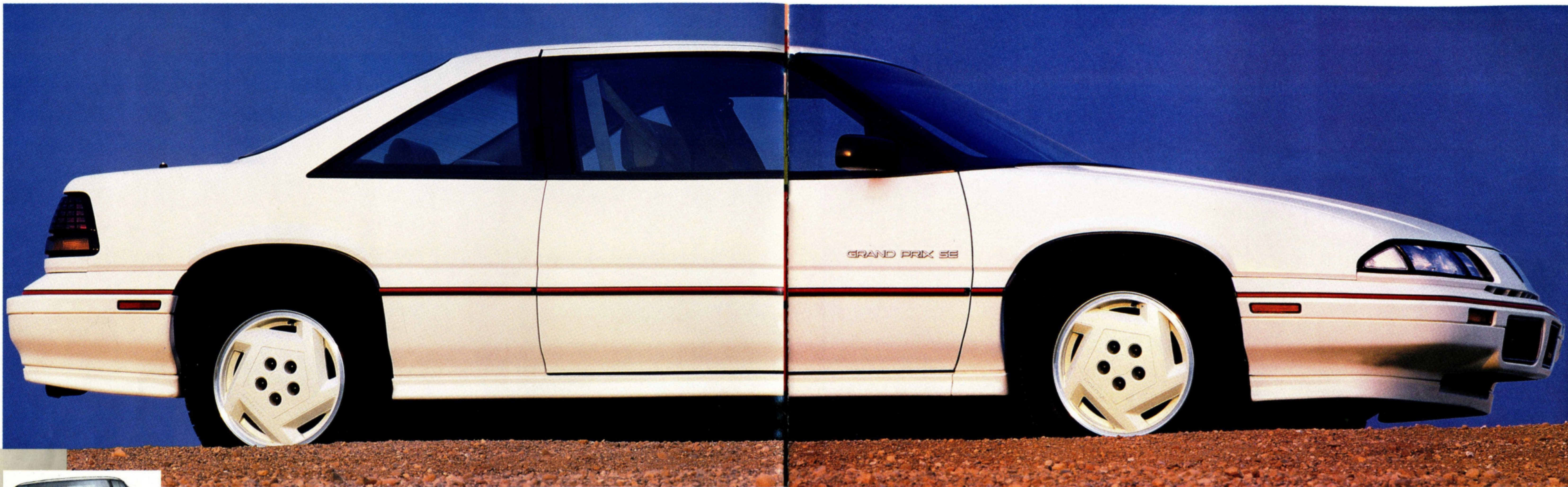
PONTIAC

VOL. LXIV

DRIVING ENTHUSIAST HANDBOOK

1989

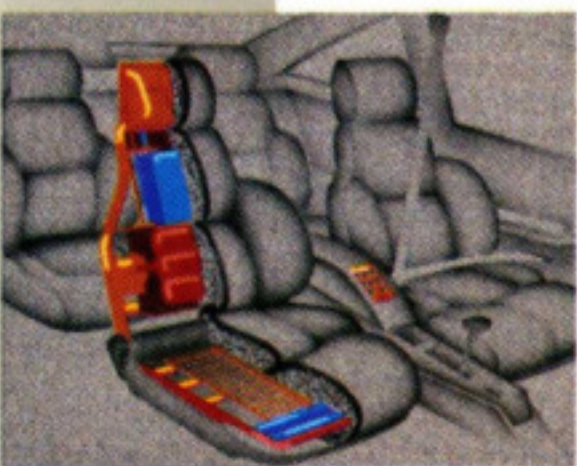




Every Grand Prix has 4-wheel independent suspension and 4-wheel disc brakes. A computer-controlled anti-lock brake system is available.



The optional Grand Prix Sport Package includes a special front fascia and grille, fog lamps, red-accented body side moldings, Eagle GT tires and more. The cast wheels shown are an extra-cost package upgrade.



Grand Prix SE's ergonomic interior is highlighted by 10-way power articulating driver and front passenger seats.

GRAND PRIX

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

THE POWERTRAIN. A 2.8L V6 with multi-port fuel injection is Grand Prix's power source. It has special fast-burn combustion chambers, plus crank-triggered triple-coil ignition, and Electronic Spark Control for maximum engine performance. That means a conventional distributor is not part of this engine's design. Instead, ignition timing is cued by a magnetic sensor that reads a special disc built right into the crank. It then trips one of three coils, which delivers a high-voltage charge to the proper spark plug. Result: precision ignition. A 5-speed manual transmission is standard on the SE and available on the LE and Grand Prix. A 4-speed automatic is optional on SE and standard on LE and Grand Prix. While the hardware reads like an engineer's wish list, it's also important to note that Grand Prix's underhood component layout is as organized as an accountant's ledger. Wiring is neatly routed; check-and-fill points are clearly marked. It's an engine compartment you can easily understand.

THE SUSPENSION. Every Grand Prix features 4-wheel independent suspension, 4-wheel disc brakes and rack-and-pinion steering. For 1989, a computer-controlled anti-lock brake system is available. A Level II high-performance suspension is standard on SE and available on LE and Grand Prix. It features a larger-diameter front stabilizer bar and special

valving for steering assist that gives enhanced on-center feel. Level II also adds 16" Goodyear Eagle GT+4 tires and aluminum Sport wheels. They're body-color in the SE, and machine-face for the LE and Grand Prix Coupe.

THE DESIGN. The aerodynamic shape of Grand Prix is fast becoming legend. Flush-fitting headlamps and glass both play a wind-trimming role. Special skirting manages airflow movement around SE's lower periphery; the hunkered-down look is part of the bargain. A similar look is available for the Grand Prix Coupe. You get it by checking off the Sport Appearance Package. It includes the aggressive SE front end, 15" styled wheels and wide moldings with red inserts. With Grand Prix's low frontal C_d , you can spend a lot more money, but you can hardly punch a clearer hole through the air.



THE ERGONOMICS. The driver's and front passenger seats of the SE are a 10-way power articulating design. They feature individually adjustable thigh position plus a host of lumbar, back and side wing adjustments. Rear seats for SE are contoured buckets. The dash instrument cowling is edged, left and right, with pods that put key function switches just a finger's reach from the leather-wrapped and ergonomically sculpted steering wheel. Front or rear, you can tour in the

grand tradition by going for the optional Ventura leather seating surfaces, with perforated, "breathable" inserts. A neat feature comes standard with power windows on the Grand Prix LE, SE and Coupe. It is what's known as "express-down." When you press the armrest-mounted switch, the driver's window is open in an instant. That means you're in and out of any toll booth in America in record time, and ready to get underway to wherever you're going. A power sliding sunroof

Models
Grand Prix, Grand Prix LE, Grand Prix SE.

Engine
2.8L V6: 130 hp with multi-port fuel injection.

Transmissions
5-speed manual or 4-speed automatic.

Brakes
Power, 4-wheel disc. Anti-lock system available.

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

Note: Some features available at extra cost. For more information about available features and options, please ask your dealer for a 1989 Pontiac catalog.

is available for drivers who want to turn the inside into the outside, and duplicate sound system controls in the steering wheel hub are optional.

A remote Keyless Entry System is available on LE and SE. A small transmitter has buttons to lock or unlock the doors and trunk lid from anywhere within 30 feet of the car. ▽



SUNBIRD

The Pontiac performance enthusiasts have been up to their old tricks with the Sunbird. Again.

THE POWERTRAIN. Standard motivation for the Sunbird LE and SE is an electronically fuel-injected 2.0 liter overhead cam 4-cyl. A GT turns the wick up 70% with a 165 hp turbo, which is also available for the SE. Transmission choices are a standard 5-speed manual or available 3-speed automatic.

THE SUSPENSION. Sunbirds ride a front-wheel-drive platform, with MacPherson-strut front and semi-independent rear suspensions. Responsive rack-and-pinion steering is standard. Level II suspension comes with GT, including big stabilizer bars, 14" High-Tech Turbo wheels and meaty Goodyear Eagle GT+4 tires.

THE DESIGN. LE Coupes and Sedans wear a rakishly redesigned front nose with flush composite headlamps and a twin-port grille. You could get so enamored of their sleek profiles that you might miss their easy-load, low-liftover trunks. Like sunshine? Spec the available sunroof, or opt for the max in GT headroom and get the convertible.

THE ERGONOMICS. The all-new instrument panel has pod-mounted switches and controls, plus analog gauges that glow in a wash of warm red light. Other details abound, like a contoured four-spoke steering wheel, tightly tailored cloth upholstery and an available split-folding rear seat. ▽



Models
Sunbird LE Coupe and Sedan, Sunbird SE Coupe, Sunbird GT Coupe and Convertible.

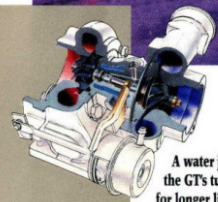
Engines
2.0L 4-cyl: 96 hp with electronic fuel injection.
2.0L Turbo: 165 hp with multi-port fuel injection.

Transmissions
5-speed manual or 3-speed automatic.

Brakes
Power, front disc/rear drum.

Suspensions
Front: Fully independent with MacPherson strut; Level I, 24 mm stabilizer bar; Level II, 28 mm.
Rear: Semi-independent; Level II, 21 mm stabilizer bar.

Note: Some features available at extra cost. For more information about available features and options, please ask your dealer for a 1989 Pontiac catalog.



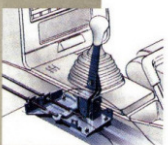
A water jacket surrounds the GT's turbo center bearing for longer life.



Sound ergonomic design puts important controls into pods around the dash cowl, a fingertip's reach from the new four-spoke wheel.



Hood louvers, wheel well flares and an aggressive attitude mark the Sunbird GT.



A standard 5-speed manual lets you pick the gears and revs for maximum response.



FIREBIRD

What do you get when you hang an aero package on a lighting bolt? Pontiac Firebird.

THE POWERTRAIN. From a high-winding 2.8L V6, to a ground-pounding 5.7L V8 with tuned-port fuel injection, Firebirds let you dial in as much underhood excitement as you can stand. Transmissions? A 5-speed manual is standard with each, save for the big 5.7L. The 4-speed automatic is available with everything else.

THE SUSPENSION. Fat tires, aluminum wheels, big stabilizer bars and precise power-assisted steering are all part of a Firebird's cornering character. How much character? Level I is for V6 Coupes. Level II is V8 Coupe and Trans Am territory. Level III means Formula and GTA... and you *know* what that means.

THE DESIGN. With all that hardware, Firebird should look as fast as it is. It does. Both GTA and Trans Am wear full aero skirting, sprayed in clearcoat monotone colors. Accents are available for Trans Am and Coupe, standard for Formula.

THE ERGONOMICS. Inside instrumentation is all analog, and the steering wheels are fat 4-spokers, with tilt columns. Air and tinted glass are standard with V8s. Articulating seats and duplicate steering wheel radio controls mark GTA. You can also get optional hatch roofs, and a compact disc player. If Firebird's your kind of machine, you probably will. ▽



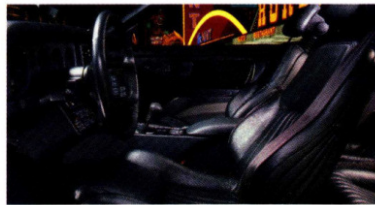
The GTA's 5.7L V8 with tuned-port fuel injection makes 225 hp for a living.



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



A husky 36 mm stabilizer bar is standard with Level III suspension to keep the body flat and the wheels planted.



Models
Firebird, Firebird Formula, Trans Am, Trans Am GTA.

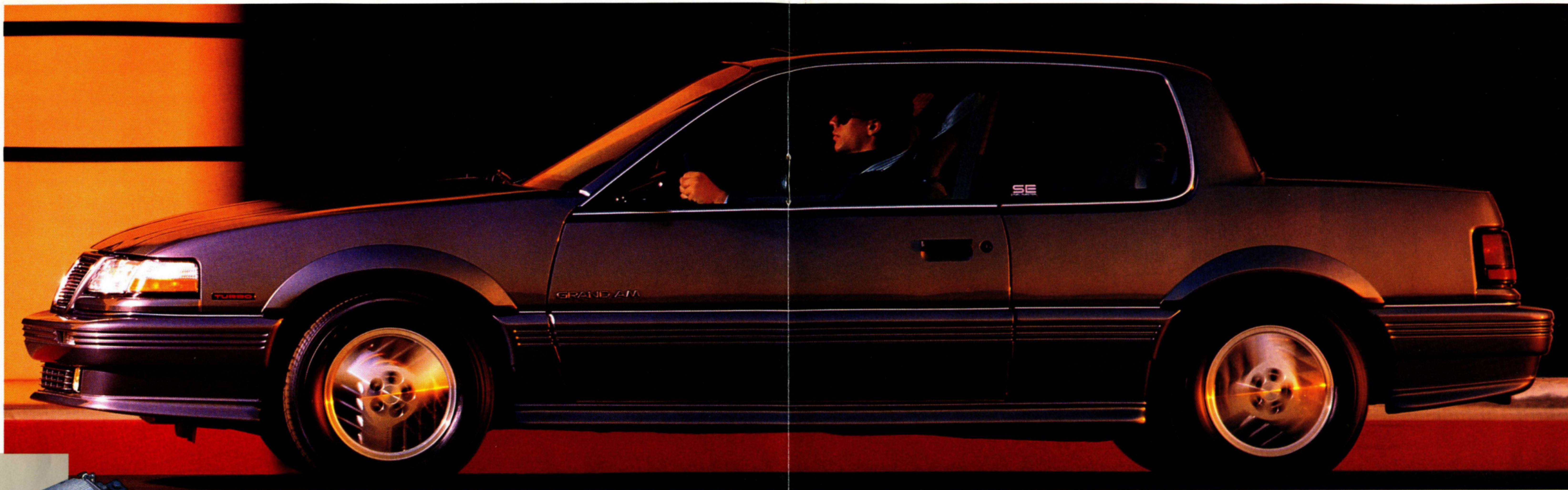
Engines
2.8L V6: 135 hp with multi-port fuel injection.
5.0L V8: 170 hp with electronic fuel injection.
5.0L V8: 190 to 225 hp with tuned-port fuel injection.
5.7L V8: 225 or 235 hp with tuned-port fuel injection.

Transmissions
5-speed manual or available 4-speed automatic (required with 5.7L engine).

Brakes
Power, front disc/rear drum. Four-wheel disc with 5.7L V8s or 5.0L TPI V8 in Formula or GTA with 5-speed.

Suspensions
Front: Fully independent, modified MacPherson strut; Level I, 30 mm stabilizer bar; Level II, 34 mm; Level III, 36 mm.
Rear: Live axle with torque arm and track bar; Level I, 18 mm stabilizer bar; Level II, 23 mm; Level III, 24 mm.

Note: Some features available at extra cost. For more information about available features and options, please ask your dealer for a 1989 Pontiac catalog.



GRAND AM

Grand Am has a brand-new look for 1989. From its raked-back nose to the new rear treatments, it's hot Pontiac excitement.

THE POWERTRAIN. Standard power for the Grand Am SE is a turbocharged 2.0L overhead cam engine with multi-port fuel injection. Under full boost, it can pack up to 10 psi on top of every cylinder charge to help generate 165 hp. A special performance-baffled oil pan and forged pistons give this engine an even better edge. If the turbine-like rush of a high-winding 16-valver is more your speed, a 2.3L Quad 4 is available. It features dual overhead cams. One cam runs the intake valves, the other handles exhaust valves. What's special about that is the design eliminates a lot of the valvetrain components found in more conventional engines. Fewer parts means less tolerance in the system and a higher rpm potential. Its multi-valve cylinder head layout gives free breathing and barrel-chested response. *Car and Driver* said: "There's not another engine from Detroit that swells up like that when it revs; it feels as if it were getting bigger and bigger." Even the LE's standard 2.5L Tech IV engine felt the engineer's magic touch, opening cylinder head intake and exhaust passages, smoothing their contours, and lightening the valvetrain. The result is an extra 14% more power and brisk acceleration.

No matter which engine you choose, a 5-speed Getrag-licensed manual is standard. It features Teflon[®]-coated friction surfaces and big roller bearings. A 3-speed automatic is optional.

THE SUSPENSION. Color-coordinated cast aluminum wheels are standard on SE. Both the SE and LE have new, specially tuned deflected-disc front struts. "Deflected-disc" means that they act like two struts in one: pliant around town for a smooth ride; firm when the going gets intense. The special Level II high-performance suspension is standard on the SE, and optional for your LE. It includes quick-ratio steering with special valving for a tight on-center feel, larger stabilizer bars and Goodyear Eagle GT+4 tires on 14" aluminum wheels.

THE DESIGN. The new raked-back look of Grand Am gives the SE's new aero package special emphasis. In back, SE has new neutral-density tail lamps, dual exhaust cutouts and a revised deck lid. The LE has new available fog lamps and



composite halogen headlamps. Wide-ribbed body side moldings cover Grand Am's flanks, and a clear coat covers the finish for depth and protection. Colorwise, SE means five monotones; LE means nine solid colors with contrasting color moldings, or six available 2-tones.

THE ERGONOMICS. The analog gauges of all Grand Ams make driver information a businesslike affair. The SE features a

standard leather appointment group that includes the steering wheel, shift knob and parking brake handle. It also has a fold-down rear seat for pass-through access to the trunk. If you take your turns tighter than the average driver, articulating performance seats are available for the SE. The LE has standard reclining front bucket seats, 3-point safety belts at all outboard positions, and more. Music mavens should pay special attention to the sound system selection for Grand

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

Engines
2.5L Tech IV: 112 hp with electronic fuel injection.
2.0L 4-cyl: 165 hp, turbocharged, with multi-port fuel injection.
2.3L Quad 4 16-valve: 150 hp with multi-port fuel injection.

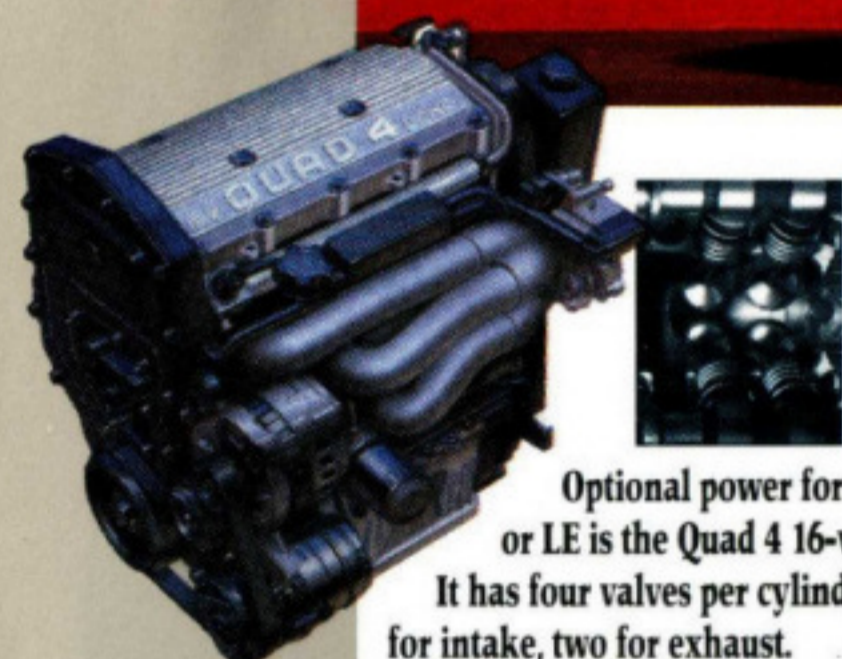
Transmissions
5-speed manual or 3-speed automatic.

Brakes
Power, front disc/rear drum.

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

Note: Some features available at extra cost. For more information about available features and options, please ask your dealer for a 1989 Pontiac catalog.

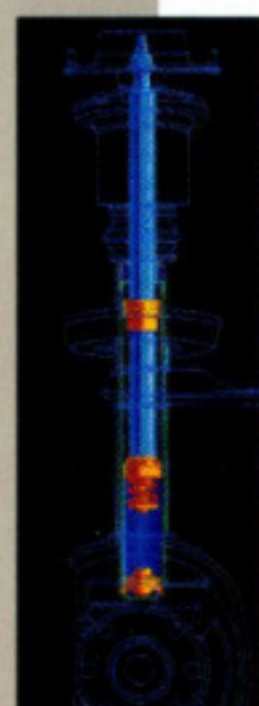
Am. There's a standard AM/FM stereo: two available uplevel cassettes, including one with a graphic equalizer, or an available compact disc player. To top it off, a 6-speaker performance sound system is available with any Grand Am stereo—and highly recommended. After all, you ought to sound as good as you look, right? ▽



Optional power for either SE or LE is the Quad 4 16-valve engine. It has four valves per cylinder. Two for intake, two for exhaust.



Forged pistons and a performance-baffled oil pan help the SE's 2.0L turbo engine churn out horsepower.



Grand Am's deflected disc struts soak up road harshness and add to handling capability as the discs telescope under load.



6000

The Pontiac 6000 is a traditional showcase for cutting-edge technology, and 1989 models are no exception.

THE POWERTRAIN. Every 6000 STE AWD will feature full-time all-wheel drive with a front/rear power split of 60%/40%. A special 3.1L V6 provides STE AWD with added power to carry it through rain, snow or muck. The S/E and all wagons feature a standard 2.8L V6. The LE has a 2.5L 4-cyl Tech IV.

THE SUSPENSION. A 4-wheel independent suspension is part of the STE's AWD set-up. It's complemented by standard anti-lock brakes and a composite transverse rear leaf spring. The S/E has a standard Level II high-performance suspension with special stabilizer bars, springs and bushings.

THE DESIGN. All 6000s feature a redesigned roofline and rear end treatment for 1989. STE AWD offers a new rear spoiler and front fog lamps. The S/E sports a distinctive aero package, monochrome-theme grille and body side moldings. On LE, you'll find new fog lamps, a blacked-out grille and black body side moldings.

THE ERGONOMICS. Duplicate, steering wheel-mounted sound system controls are now standard on STE AWD and available on S/E. The front seats of S/E feature easy entry/easy exit design. There are new map pockets on LE seats, a day/night rearview mirror and a right-hand visor vanity mirror. ▽



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

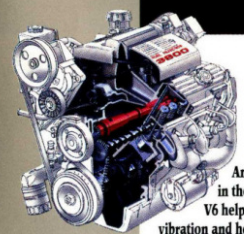
Engines
2.5L 4-cyl Tech IV: 98 hp with electronic fuel injection.
2.8L V6: 125 hp with multi-port fuel injection.
3.1L V6: 145 hp with multi-port fuel injection.

Transmissions
3-speed automatic or 4-speed automatic.

Brakes
Power, drum. Four-wheel disc with anti-lock system on STE.

Suspensions
Front: Fully independent with MacPherson strut; Level I, 22 mm stabilizer bar; Level II, 24 mm; STE only, 22 mm.
Rear: Semi-independent (fully independent for STE) with 22 mm stabilizer bar.

Note: Some features available at extra cost. For more information about available features and options, please ask your dealer for a 1989 Pontiac catalog.



An internal balance shaft in the Bonneville 3.8L 3800 SFI V6 helps to cancel unwanted vibration and helps deliver V8 smoothness in a V6.



A toothed gear and sensor help the Bonneville ABS computer detect impending wheel lock-up, and control that brake to help prevent it.



There are 12 individual adjustments in SSE's power articulating front seats. They performance-tailor the comfort to your body.

BONNEVILLE

From LE to SSE, Bonneville exemplify the Pontiac road car philosophy in full-size sedans built with a feel for the road.

THE POWERTRAIN. Every Bonneville moves smartly thanks to a 3.8L 3800 SFI V6 engine. It features crank-triggered triple-coil ignition, roller valve lifters and a special counter-rotating balance shaft. Located between the crank and cam, it is driven at crank speed but in the opposite direction, to produce V8-like smoothness.

THE SUSPENSION. The SSE has a special suspension with specific springs, bushings, stabilizer bars, variable-ratio power steering and deflected-disc struts. Specially valved struts are also part of the SE and LE suspensions, as is variable-ratio power steering on SE only. A computer-controlled anti-lock brake system is now available on every Bonneville. It controls the brakes under adverse stopping conditions.

THE DESIGN. The monochromatic theme of SSE is enhanced by its Euro-style aero package and heated, blue-tint sideview mirrors. A body-color grille and halogen headlamps are also features of the SE and LE.

THE ERGONOMICS. The power articulating front bucket seats of SSE feature 12 individual adjustments. Rear contoured seats have headrests. Duplicate, steering wheel-mounted, sound system/air conditioning controls are standard on SSE and available on LE and SE. ▽



Models
Bonneville LE, Bonneville SE, Bonneville SSE.

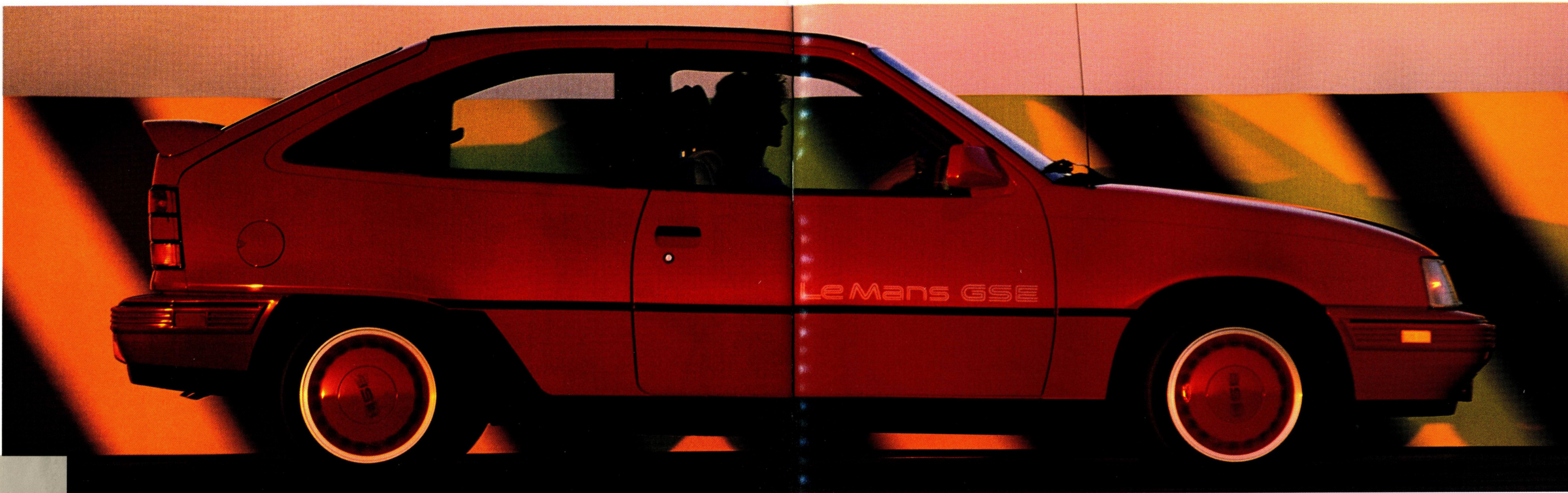
Engine
3.8L 3800 SFI V6: 165 hp with sequential-port fuel injection.

Transmission
Four-speed automatic.

Brakes
Power, disc/drum. Anti-lock system standard on SSE, available on LE and SE.

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

Note: Some features available at extra cost. For more information about available features and options, please ask your dealer for a 1989 Pontiac catalog.



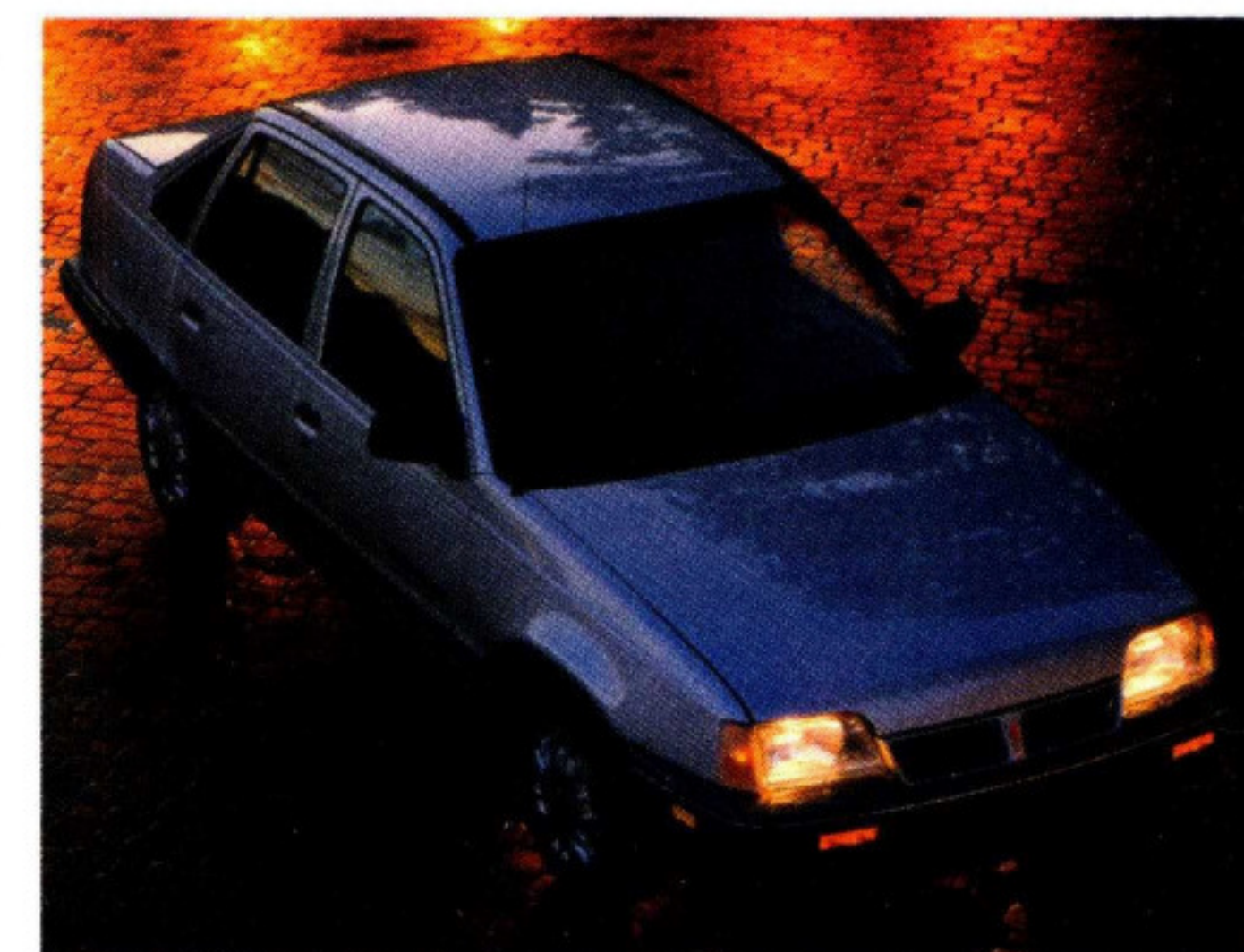
LEMANS

LeMans is a Pontiac ride that's right on the money, and right for the money. Check it out.

THE POWERTRAIN. Standard power for the LeMans GSE Aerocoupe and SE Sedan is a 2.0L overhead cam engine with electronic fuel injection that produces 96 hp and 118 lbs-ft of torque. Value Leader and LE models get a 1.6L overhead cam engine with electronic fuel injection. Transmission choices are suited to those who enjoy driving. A 4-speed manual is standard and only available on the Value Leader. A performance close-ratio 5-speed is standard for the 2.0L SE and GSE models, while a wide-ratio 5-speed is standard for the LE. A 3-speed automatic is optional on all three.

THE SUSPENSION. Every LeMans has front-wheel drive, rack-and-pinion steering, a MacPherson strut front suspension and power front disc/rear drum brakes. Deflected-disc valving in the front struts takes out road harshness while maintaining road feel. A special mount holds the steering rack tight to the body for exceptional response. The semi-independent rear suspension holds up its end with concentric compressing coil springs that save space and give a smooth ride. Front and rear stabilizer bars are standard as well, with 13" steel-belted all-season radial tires. SE and GSE models get big, vented front disc brakes, a larger front stabilizer bar and P185/60R14 82H radials. The GSE also gets Euro-look body-color 14" light alloy wheels.

THE DESIGN. LeMans' distinctive exterior profile is the product of over 1200 wind tunnel hours, and many more on the high-speed thoroughfares of Europe. GSE shows this influence clearly, with subtle black aero skirts, flush-faced wheels and a deck lid spoiler that reduces rear end lift. The rest of the LeMans lineup benefits from thoughtful aerodynamic design as well. Especially inside, where you can appreciate the passenger room afforded by its "teardrop" overhead profile that helps give it an interior volume index big enough to make LeMans a solid "Compact" with the EPA. The sedan's high rear deck yields the largest trunk of any Pontiac, while flush-fit glass and headlamps help reduce drag.



The other exterior details are functional and good-looking as well. Wide moldings surround the Value Leader, LE and SE models for extra protection in tight squeeze situations. Value Leader and LE Aerocoups also have standard medium gray lower accent paint to set off the upper exterior color.

THE ERGONOMICS. Sticklers for detail will delight in LeMans. Comfortable cloth covers the seating surfaces, and analog

instrumentation greets the driver; it's backlit in warm red for easy nighttime visibility. Accessory controls are clearly marked and neatly grouped, while storage areas for your odds-and-ends abound. LE and GSE Aerocoupe rear quarter windows are hinged at their leading edge to open with a flick of a latch. They're just the thing for a little breeze on days when you don't feel like turning on the air conditioning that's available with power steering in every LeMans but the

Value Leader. Even the rear seats fold down for pass-through access to the trunk area. An AM/FM stereo is optional in the Value Leader and standard in everything else. It can be upgraded with an auto-reverse cassette player on your say-so. Cruise control and a removable glass sunroof are two of the options that can make your LeMans an object lesson in the value of Excitement. ▽

Models
LeMans Aerocoupe Value Leader, LeMans LE Aerocoupe and Sedan, LeMans SE Sedan and LeMans GSE Aerocoupe.

Engines
1.6L 4-cyl: 74 hp with electronic fuel injection.
2.0L 4-cyl: 95 hp with electronic fuel injection.

Transmissions
5-speed manual, 4-speed manual (Value Leader only) or 3-speed automatic.

Brakes
Power, front disc/rear drum.

Suspensions
Front: Fully independent with MacPherson strut; Level I, 20 mm stabilizer bar; Level II, 22 mm.
Rear: Semi-independent with "minibloc" coil springs; Level II, 18 mm stabilizer bar.

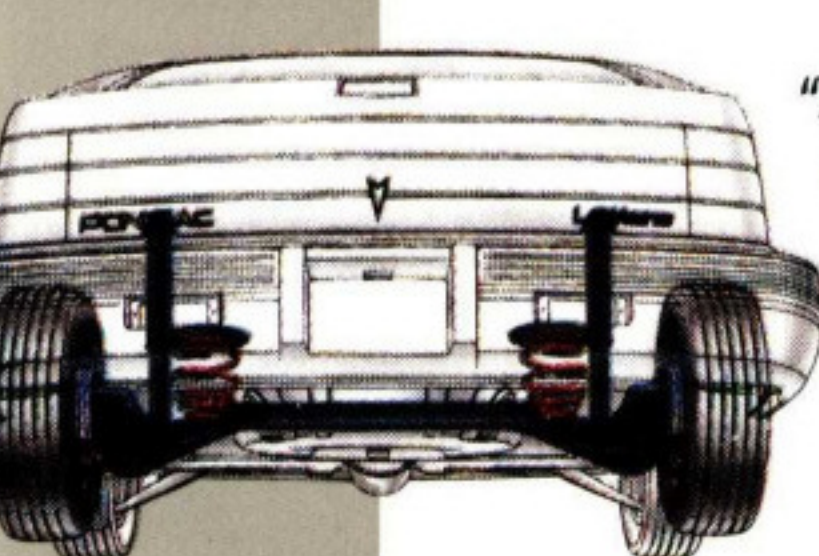
Note: Some features available at extra cost. For more information about available features and options, please ask your dealer for a 1989 Pontiac catalog.



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



LeMans Aerocoupe Value Leader... one of the best deals going. Especially in new Bright Blue Metallic.



"Minibloc" concentric coil springs are shorter to save space, and smoother riding in light load conditions.



 *We Build Excitement*