

# PONTIAC

VOL. LXII

1988

*Road Cars*

EXCITEMENT FOR THE DRIVING ENTHUSIAST







*Pontiac has long been  
America's road car company.  
And never has that fact been  
more evident than in the  
pages and pictures that follow.  
The cars you'll see and read  
about share a singular quality:  
Excitement.  
Come join us on our road tour.  
And begin to experience  
Pontiac for 1988.*





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# BUILT WITH A FEEL FOR THE ROAD.

## The science of movement.

Let's face it. Pontiac's a different kind of car company. They've never been satisfied with four tires, a frame and some bodywork. For them, cars have to reward their drivers with a certain satisfaction.

While others wondered what else they could plate with chrome years ago, Pontiac was eyeballing new ways to make their cars handle better, perform better and look better. The classic '59 Bonneville was a prime example.

It introduced Wide-Track Pontiacs. They held the road the way a prize-

fighter wins the title—unshakable footing. Today, Pontiacs like the '88 Fiero carry on the tradition with a suspension completely revised for solid, precision handling.

And let's not forget the "H" word. Horsepower has been a part of every true Pontiac for a long, long time. If you don't remember the fuel-injected Bonneville of 1958, then the Tri-Power

Grand Prix and Ram-Air GTOs of later years are sure to jog your memory.

Fuel injection is back stronger than ever in '88. In fact, there's only one carbureted engine in the whole Pontiac car line. There's also a hot new 16-valve, another turbocharged engine and even more horsepower dialed into the big 5.7 liter V8. Your right foot feel itchy yet?



PONTIAC WIDE-TRACK



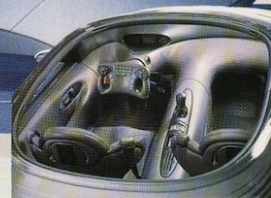
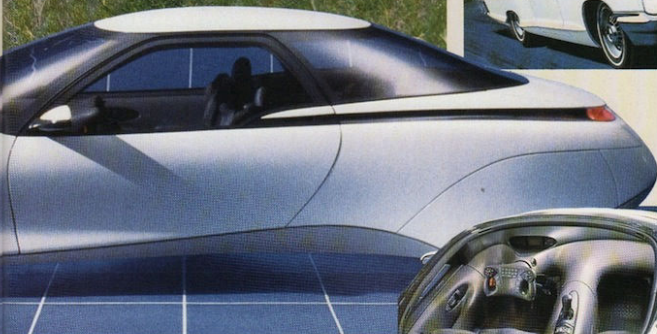
## The relationship of man and machine.

Thirty years ago, car buffs might have mistaken "ergonomics" for a boring lecture class on international trade. Today, we know better. A lot better.

What started off with bucket seats, clustered gauges and hood-mounted tachs has now developed into a science all its own. The science of making a car comfortable for its driver. For '88 Pontiacs, the results are amazing.

Electronic instruments and climate controls are right there on the option list. Articulating seats with ten different

comfort and position adjustments are also available. Duplicate radio controls on the steering wheel hub can also be had. So can electronic ride control, automatic air conditioning and heated power mirrors. In fact, the new Grand Prix is virtually an ergonomics look into the future, with special control pods placing key function switches near the steering wheel rim. It's the kind of stuff that was drawing gasps and whistles in concept cars just a few years ago.



## The art of design.

Time is the only true judge of automotive design. And Pontiac has fared well. There's just something about the '65 GTO, '66 2+2 and the '70 Trans Am that grabs your sense of aesthetics and won't let go.

The '88 Grand Prix will get the same kind of grip on you. Its shape defines the word aerodynamic. Even its door handles have been sculpted into the door pillar. The paint on the new Grand Prix is also an expression of technology and style. It's applied with a basecoat/clearcoat technique that produces a

lustre you'd swear was an inch deep.

Now that we're talking paint, you'll find a lot of it on the new Bonneville SSE. This car is a tour de force in the monochromatic vein. It features a body color grille, mirrors, wheels, door handles and more.

The newly restyled Sunbird coupe makes its own kind of statement, and a lot of people are going to pay attention. An enthusiastic public has long since voiced its approval of the Fiero GT—a car that has already joined Pontiac's gallery of classics. Come to think of it, maybe all the '88s will. The critics haven't turned in their reviews yet.

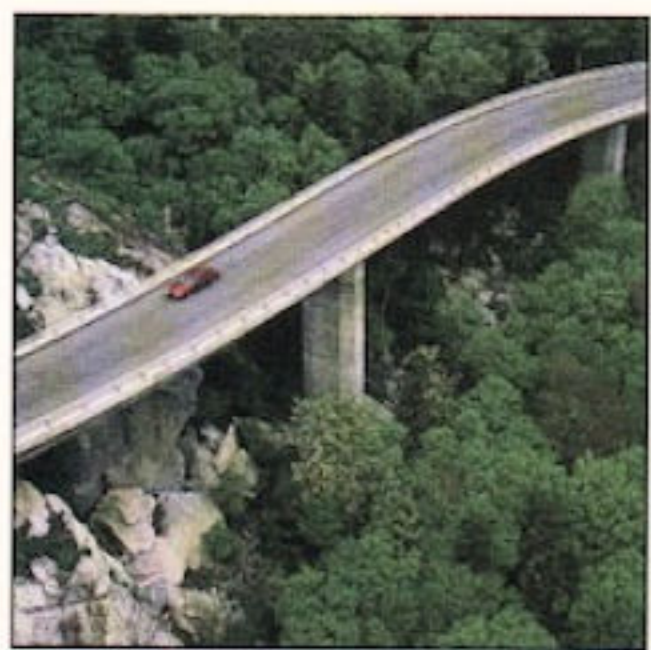
In case you're wondering, that means you.

CLOCKWISE FROM LEFT:  
The '88 Grand Prix SE interior features state-of-the-art ergonomics. For its day, the instrument panel of this 1973 Grand Prix was well thought out with controls and gauges clustered for driver convenience. The all-new suspension of the '88 Fiero: a tradition of great engineering. This 1960 Bonneville featured Pontiac's famed Wide-Track stance. With a drag coefficient of .29 the 1988 Grand Prix is aerodynamic. In 1966, this Catalina combined class and dash. A view of the Pursuit's interior—maybe the ergonomics of tomorrow.  
CENTER: Pontiac's Pursuit concept car exemplifies bold design directions.



# Bonneville

SSE puts the hammer down.



*The sleek lines of Bonneville SSE complement the gracefully designed bridgework of the Blue Ridge Parkway as it skirts North Carolina's Grandfather Mountain. The opening of this section completes construction of the Parkway—a project begun in 1935.*

Get the Bonneville SSE together with a road like the Blue Ridge Parkway, and your imagination begins to run away with you.

One minute it's easy to believe that you're at the wheel of a high-powered monochromatic road sedan that hails from somewhere inside the Fatherland. A machine that's already blitzed the border in search of new pavement to conquer.

In another instant, your brain tells you that this ribbon of manicured macadam under the SSE's tires belongs somewhere in the Swiss Alps. The banks look right. The switchbacks are a ringer. Even the oceans of rhododendron seem to turn white and exude the delicate scent of edelweiss.

That's when I made it a habit to glance down at the hub of the four-spoke leather-wrapped steering wheel. The name "Pontiac" would look right back at me, and there was no choice. I had to snap back to reality. This *was* North Carolina.

*continued on page 9*



*A louvered front air dam and special ground effects package are exclusive to SSE. So are heated blue-tint outside rearview mirrors, body-color cast aluminum wheels, WS6 Special Purpose suspension and anti-lock brakes.*





1

**SSE: A moveable feast of style and automotive science.**

No Pontiac in recent history has brought so much technology and convenience together into one car like the Bonneville SSE.

Somehow it's a bit of an understatement to call all these features standard equipment. Still, they're a part of every SSE touring sedan. The photos at left provide a sample. Enjoy.

Special aero ground effects. **1**

Ten-way power adjust seats with lumbar support. **2**

Central door lock/unlock system and driver's door-mounted control pod. **3**

Console-mounted lumbar and headrest seat adjustments. **4**

Steering wheel-mounted radio controls and analog instruments. **5**

Electronic, self-orienting compass. **6**

Anti-lock brakes.

Electronic ride control.

Special Purpose suspension.

Headlamp washers.

Flash-to-pass headlamp control.

3.8 liter SFI 3800 V6 engine.

GM Protection Plan.



2



3



4



5



6

continued from page 6

And it was the '88 Bonneville SSE that I was test driving, not some Teutonic "ride" of the Valkyries.

Indeed, The SSE is undoubtedly the product of engineers who worked with one thought in mind: build a world-class touring sedan that rivals or surpasses anything that has to cross salt water to get here. Believe me, they did it.

The monochromatic look tells you that. Anything that isn't glass or road rubber seems to be painted body color. Bumpers, mirrors, grilles, wheels...practically the works.

This monochrome treatment even extends to the aero/ground effects package—an arrangement of spoilers and air dams that serves a specific function while moving SSE to the head of its class in styling distinction.

SSE's door locks head up a list of even more extraordinary features. Just turn the key and *all* the doors automatically unlock—even the gas filler door! Turn back to "lock" and everything's tight and secure again. Inside, on the instrument panel, there's an electronic compass that looks as though it belongs on something from NASA. Over on the right side of the I.D., the driver information center provides its own high-tech/high-info light show with electronics that are completely revised for '88.

10-way adjustments in these seats, there could be something wrong with your anatomy.

The ride in back should be commodious as well. A pair of headrest-equipped 45/45 contoured seats straddle a fold-away central console with beverage pockets and stowage compartment. A mighty nice set-up for traversing large chunks of real estate in style.

From a mechanical standpoint, SSE is also equipped to range the highway with all the authority and precision of anything the Common Market Nations have to offer. For starters, its front wheel drive power source is a fuel-injected V6 that lays down 165 hp through a 4-speed automatic transmission. Just the thing for those of you who never felt good about slipping a real road car into "D" and leaving it there along a twisty road.

If that describes your mind set, then the SSE's Special Purpose suspension is bound to warm the cockles of your heart. We're talking specific springs, bushings, and calibration for operators. Then there's electronic level control, quick-ratio steering and P215/60R16 Eagle GT-4 all-weather radials with a "rolled edge" tread pattern that's handsome and functional. This hot-looking rubber is mounted on SSE-specific 16x7" body-color cast aluminum wheels. Quite a combination.

But now it's time to mention the icing—anti-lock brakes on all four corners! Just the thing to give you important braking advantages under most any driving conditions.

And most "any driving conditions" are just what you're likely to encounter along the famous Blue Ridge Parkway, Sun, Wind, Rain, Fog, Twists, Turns. Incredibly beautiful scenery. Frankly, it's the kind of road that suits the SSE to a "tee".

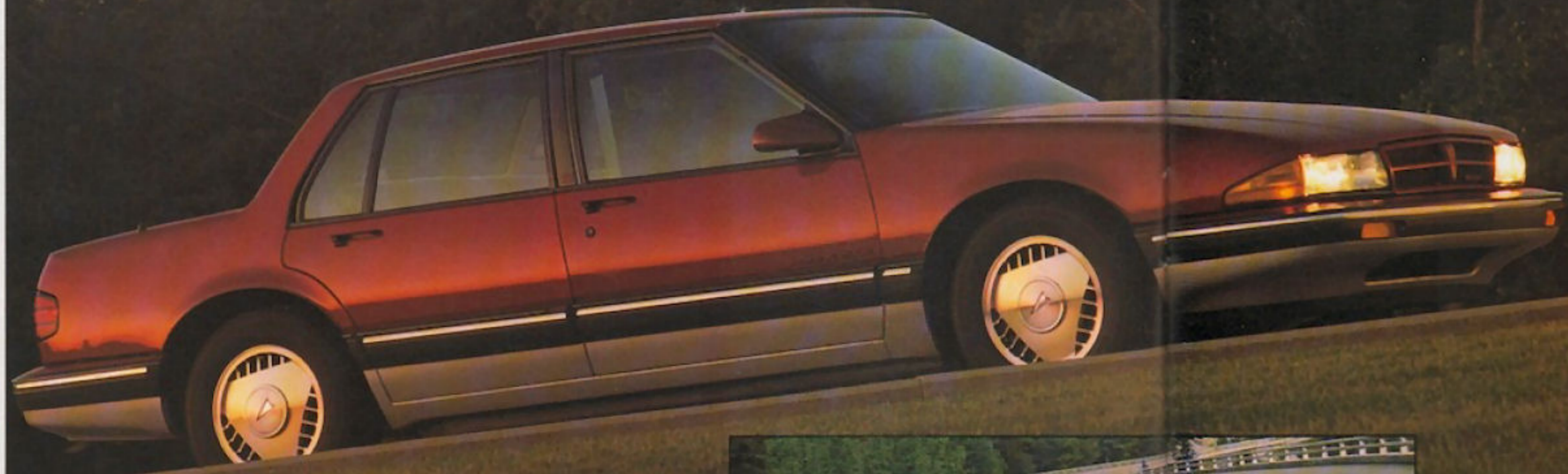
Personally, I recommend it as one of the all time classics. Kind of like that cassette of Wagner's *Greatest Hits* I'd picked up back in Greensboro. It was still thundering from the SSE's full-bore Delco ETR® stereo system.

I love the sound of Wagner in the morning. **V**

So are the climate controls. Even the air conditioning is automatic. Electronics have eliminated the usual bank of switches and knobs associated with it all.

On the other hand, buttons and switches help make SSE's articulating front bucket seats a comfort and entertainment center rolled into one. A pod of switches on their front electrically positions them in the fore-and-aft or forward-back tilt location you prefer. Another bank of buttons on the console offers three additional adjustments per seat for a full range of back and lumbar support. If you can't get comfortable with the





LEFT & FAR LEFT: Bonneville SE comes standard with a new 3.8 liter SFI 3800 V6 engine that features sequential port fuel injection and 165 hp. It's the same standard powerplant found in the SSE, left center.

**TECH SUMMARY**

**BONNEVILLE SSE: the advantages of anti-lock brakes.**

Anti-lock brakes are an advanced type of braking technology. They're aimed at preventing an automobile's wheels from individually locking up to the point where they begin to lose traction when you brake.

Under these conditions, a car can lose an

important degree of stopping capability or directional control. computer when the wheel is about to cross the lock-up or traction-loss threshold. The computer then applies and releases braking pressure at that wheel to help prevent trouble.

This highly effective braking system gives you an important edge in rain, snow or almost any situation where traction is less than the best.

Although the anti-lock brakes you'll find on Bonneville SSE are a big step forward

important degree of stopping capability or directional control.

Anti-lock brakes, like those on the SSE, help to avoid the problem by automatically "pumping" each brake up to ten times per second. Actually, it's a bit more involved than that: There's an electronic sensor built into each wheel's brake system that tells a com-

puter when the wheel is about to cross the lock-up or traction-loss threshold. The computer then applies and releases braking pressure at that wheel to help prevent trouble.

Remember, the most effective safety device in any car is you.



**Bonneville LE, Bonneville SE.**

You know great cars are more than just transportation, so you've got to know that Bonneville LE and SE are pure thoroughbreds. Especially for '88.

Call Bonneville LE the cutting edge. Its styling slices through the wind like a lance. Drag coefficient is .39 and test track 0-to-60 time runs 11.5 seconds with a 3.8 liter fuel-injected V6 and professional driver. Need we say more?

As a matter of fact, yes. For '88, the LE is available with 14" Diamond-Spoke cast aluminum wheels. Wide bodyside moldings come standard as do body color dual outside rearview mirrors. A great-sounding Delco ETR® AM/FM stereo with clock is also part of the deal.

There's also a lot to like about the Bonneville SE. A Rally Tuned suspension with cast aluminum wheels and Goodyear Eagle GT+4 radials goes a long way to move SE even deeper into Pontiac's stable of no-nonsense road cars. So does a 3.8 liter SFI 3800 V6 engine that uses sequential-port fuel injection to churn extra horsepower through a Special Performance final drive ratio.

Pretty hot for starters...but not for the team at Pontiac. When they've got a car that's cookin', they add more spice. Like a flash-to-pass headlamp control system, controlled-cycle wipers, a leather-wrapped tilt steering wheel, full gauge instrument cluster, specific ornamentation, dual outlet exhaust and body color grille.

The recipe's so hot your automotive taste buds are going to tingle with delight at Bonneville SE. *Bonneville LE displays an aerodynamic styling all its own plus an impressive list of standard features, including four-speed automatic transmission, wide bodyside moldings, dual sport mirrors and Pallex cloth seats.*

**BONNEVILLE VITAL SPECS**

**MODELS AVAILABLE**

Bonneville LE, Bonneville SE, Bonneville SSE.

**ENGINES**

3.8L SFI 3800 V6: 165 hp., 210 lbs.-ft. torque; sequential port FI with improved injector "targeting"; primary balance shafts; 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.

3.8L V6: 150 hp., 200 lbs.-ft. torque; sequential port FI; roller valve lifters; crank-triggered ignition; electronic spark control; serpentine accessory belt drive.

**ENGINE/TRANSMISSION TEAMS**

4-speed automatic: 3.8L SFI 3800 V6 or 3.8L V6.

**BRAKES**

Power front disc/rear drum; 278.3 sq. in. total swept area. Anti-lock system with SSE only.

**SUSPENSIONS**

Standard with P205/75R14 tires: 28mm front and 14mm rear stabilizer bars; 175:1 rack-and-pinion steering; 14 x 6" wheels.

Y99 Rally Tuned with P215/65R15 Goodyear Eagle GT+4 tires: 32mm front and 18mm rear stabilizer bars; special springs and bushings; variable ratio rack-and-pinion steering (15.3 to 19:1); gas pressure struts; 15" Tri-Port cast aluminum wheels.

WS6 Special Purpose with P215/60R16 Goodyear Eagle GT+4 tires: 30mm front and 14mm rear stabilizer bars; special springs and bushings; variable ratio rack-and-pinion steering (15.3 to 19:1); gas pressure struts; electronic ride control; 16" Aero-Lite cast aluminum wheels keyed to body color.

**KEY NUMBERS**

Wheelbase: 110.8" Track: F/R, 60.3/59.8" Length: 198.7" Width: 72.1" Height: 55.5" Curb wgt.: 3275 to 3481 lbs. Tank: 18.0 gal.

Note: Some features available at extra cost. See page 62 or your dealer for complete standard/optional feature availability.



# The New Grand Prix

TEST  
DRIVERS  
ONLY IN  
TOP LANE.

I never thought Seven Sisters, Belgian Blocks, and Hairpins could have anything in common. But they do. They're part of a driving enthusiast's Utopia.



Roads of every twist, grade, curve, surface, you name it, that together make up the GM Proving Grounds in Milford, Michigan. Where posted speed limits on closed-course tracks reach beyond the double nickel. And where drivers are never amateurs.

I was there to critique the latest in Detroit road machinery. The all-new Pontiac Grand Prix that will be introduced at mid-year.

I arrived at about nine on a sunny but cool June morning. After gaining authorization at the front gate, I headed for one of their Engineering buildings where the prototypes were laying in wait. I must've walked the entire length of the garage area when suddenly I spotted them. A Medium Blue Grand Prix LE and a White SE, the one that quickly established itself as my personal favorite.

My first reaction was that they looked as slippery as brand-new wet bars of soap. Very sleek. Aerodynamic. I later discovered their drag coefficient was .29. Making them two of the most wind-

cheating cars in the world. But there was also this undisturbed flow to their design that was different. Exemplified by the flush door handles that are not on the door but sculpted into the middle roof pillar for both aesthetic and aerodynamic advantages.

Their photogenic merits were supported by a basecoat/clearcoat paint system that prompted vestigial hints of the custom candy apple treatments of my car-crazed youth. A leisurely stroll

*"This car had me in its grasp immediately..."*

around the cars revealed other nice touches. Like composite halogen headlamps and flush tinted glass that are standard on all models of the new Grand Prix. Other not-so-subtle touches were the body-colored 15-inch alloy wheels and extended ground effects bodywork on the SE which promised more than just an aggressive look. More on that later.

Rather than wait for authorization to explore further (I hadn't yet met my contact), I noncha-

lantly whistled a forgettable little tune, took a quick look around, and climbed into the SE's cockpit.

This car had me in its grasp immediately with form-fitting, power articulating bucket seats that can literally envelop you in comfort and anatomical support.

After toggling in a few adjustments it was difficult to sense where my body ended and the Grand Prix began. A seat made from a life mold of my body couldn't have fit me better.

The instrument cluster was more good news. Clean, simple, yet comprehensive. Specially designed control pods are stationed just outside the ten-and two o'clock positions of the leather-wrapped steering wheel. You can control most of Grand Prix's major functions with your fingertips, your palms never leaving the wheel. A welcome innovation that should set the standard in ergonomic design for years to come.

Innovation happily takes a back seat, too, with the SE's dramatically new rear bucket seats. The center of attraction is a console/armrest/storage compartment featuring "pass through"



RIGHT: Inside SE, a true driver's environment. With power articulating, cloth bucket seats and passive restraints.

BELOW: SE's dramatically new rear bucket seats flank a console/armrest/storage compartment and a "pass-through" access to the trunk.

INSET NEAR RIGHT: Power articulating thigh, lateral torso, headrest, and three-position lumbar controls are featured on SE seats.

access to the trunk. Perfect for your long skis, short flagpoles, two-by-fours, what have you.

It was about the time I was admiring all this stuff when I got a knock on the window. It was one of Pontiac's engineers.

"Wanna go for a ride?"

He's got to be kidding, I thought.



I got out and said hello to Scott Allman, Pontiac's Vehicle Development Engineer, amateur road racer, and all-around car nut. He briefed me on the finer points of the new Grand Prix, things you don't notice just eyeballing the swoopy exterior. Like an advanced, fully independent suspension (lubed for life), four-wheel power disc brakes, and other running gear componentry designed to make this car "eminently roadable," to use Scott's words, on all kinds of roads.

"Grand Prix was designed to do all things well," he continued. "It's for the driver who wants a personal type of car, but also one that's versatile. A car with great handling and performance that's ideal for long trips, short hops, whatever."

It all sounded great, but I wanted to be shown. Fortunately, Scott was equally eager to get rolling. In we hopped, and as he fired her up there was that distinctive, Pontiac rumble from the Grand Prix SE's dual exhausts.

"No sweeter a sound," said Scott. We eased out of the garage, drove through some parking lots, circled one of GM's British-inspired roundabout intersections, then finally got onto the course. This being a prototype, I figured Scott would keep the reins in. Happily, he demonstrated the car's potential as only a driver of his skills can.

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RIGHT: A leather-wrapped steering wheel, full analog gauge cluster with LCD speedometer and fuel gauge, and specially designed control pods that put major controls at your fingertips are all standard on SE.

A Delco ETR® AM stereo/FM stereo with seek/scan, auto reverse cassette with search, replay feature, graphic equalizer and clock is available on all models.

BELOW: Power windows are standard with SE and LE.



#### TECH SUMMARY

### The great handling enhancer: Grand Prix's independent rear suspension.

An independent rear suspension is standard on every Grand Prix.

By itself, it's nothing revolutionary, but when it's part of a system that includes a stiffer, more rigid body structure and a specific tuning philosophy, the end product can be quite remarkable. As in the case of Grand Prix.

The rear suspension is a tri-link design that improves traction by keeping the tires more vertical to the road over bumps and swells—minimizing camber.

Engineers reduced the spring rates of this system to give Grand Prix a smooth, comfortable ride while allowing the car to maintain



its stability. With just enough body roll in a steady transition, the driver is much more aware of the car's "feedback" through turns.

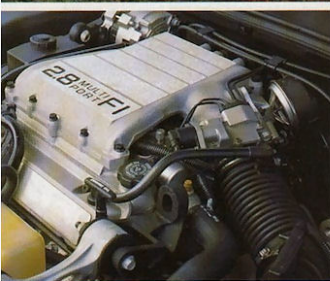
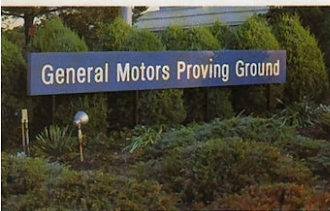
Engineers also increased the damping rate in the shock absorbers to help maintain both ride motion control and tire motion control. In other words, when you go over a bump or swell, there's no continuation of motion caused by the road irregularity. The car returns quickly to its normal attitude.

The lower spring rates and increased damping rates are made possible by a more rigid body structure that features higher beaming and torsional integrity.

Suspension, body structure, and tuning philosophy. Together they afford the excellent ride and handling qualities that make the new Grand Prix eminently roadable.



CLOCKWISE FROM BELOW: Grand Prix strikes an aggressive stance with its split grille and standard 14" custom wheel covers.  
SE showing its road-holding ability on Milford's five-mile oval.  
Body-color 15-inch cast aluminum wheels are standard on SE.  
Every Grand Prix features a powerful 2.8 liter multi-port fuel-injected V6.  
GM's Proving Ground: a driving enthusiast's Utopia.



## Grand Prix, Grand Prix LE.

Even the entry-level Grand Prix is a hot number. It features a 4-speed automatic coupled to a peppy 2.8 liter multi-port, fuel-injected V6. It's outfitted with an LCD electronic digital speedometer, Delco ETR® AM/FM stereo sound system and high-contoured notchback front bench seats with adjustable headrests and a folding center armrest to name just a few niceties. And you

can add an options group as you see fit. Even Pontiac's renowned Y99 Rally Tuned suspension, for example.

If you're looking for even more refinement in your Grand Prix, you may opt for the LE With a specific rear appearance, choice of six available two-tone paint combinations, and higher levels of standard equipment, including power windows,

40/60 split reclining front seats in Pallex cloth upholstery, and a rear seat pass-through feature. LE may be just what you're looking for. Whether you choose Grand Prix or Grand Prix LE, you'll enjoy the excellent ride and handling of its totally new tri-link independent rear suspension. It's a system that's "lubed for life" for reduced maintenance. So go on. Be the first on the block.

BELOW: Grand Prix LE offers even more refinement with available two-tone paint treatment, and 15-inch styled steel sport wheels.

BOTTOM: LE features a standard 40/60 split-folding front seat with recliners and folding armrest. Pallex cloth is also standard.



### GRAND PRIX VITAL SPECS

#### MODELS AVAILABLE

Grand Prix Coupe, Grand Prix LE,  
Grand Prix SE.

#### ENGINE

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

#### ENGINE/TRANSMISSION TEAMS

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

#### BRAKES

Power 4-wheel disc.

#### SUSPENSIONS

Y99 Rally Tuned with P215/65R15 Goodyear Eagle GT-4 tires; 30mm front and 12mm rear stabilizer bars; 15.7:1 quick-ratio rack-and-pinion steering. 15 x 6" (styled steel or cast aluminum) wheels.

Standard suspension with P195/75R14 tires: Independent front and rear, 28mm front and 12mm rear stabilizer bars; 15.7:1 power rack-and-pinion steering. 14 x 6" wheels.

#### KEY NUMBERS

Wheelbase: 107.6" Track: F/R, 59.5/58.0"  
Length: 194.1" Width: 71.0" Height: 53.3"  
Curb wgt.: 3038 lbs. Tank: 16.0 gal.  
Trunk: 15.0 cu. ft.

NOTE: Some features available at extra cost. See page 63 or your dealer for standard/optional feature availability.

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Motivated by a strong 2.8 liter, multi-port fuel-injected V6, the car performed superbly. It had more passing power than a first round quarterback and the responsiveness of Pavlov's dog in a bell factory. The Grand Prix's power-assist rack-and-pinion steering, its wide, sticky rubber and the air-flow shaping attributes of the SE's body work obviously played a part in keeping us snugged tight to the pavement.

This is one front-wheel-drive car that loves turns. Twisty esses, decreasing radius turns, off-camber curves, whatever, the car never wavered, never lost its poise—even over the chatter bumps as my host gunned the Grand Prix through the final stretches of the course.

We were heading back to the garage when he suddenly pulled over.

"Wanna try it?"

I thought he'd never ask. ▽



# Pontiac Sports Motor Sports

The pay-off for close to 30 years of Pontiac performance development is impressive. High Output engines, tri-power induction, air dams, spoilers and special ground effects are just a few of the advancements that have found their way from race cars to production cars over the years.

The philosophy remains unchanged according to Pontiac chief engineer Byron Warner: "We consider motorsports to be an important proving ground for applications of technology under the most extreme conditions," he said. Okay, here's an update:

- 1 Veteran NASCAR driver Neil Bonnett is at home on the high banks of Daytona...and in his No. 75 Valvoline/Rahmoc Racing Pontiac Grand Prix 2+2.
- 2 Steve Durst and Mike Brockman co-drove this Fiero GTP Light to a win at the famous Watkins Glen circuit. It's powered by a specially prepared Super Duty four-cylinder that turns out 330 hp.
- 3 IMSA driver Bob Earl got down to business fast and won the Miami Grand Prix GTO class in this Dingman Brothers/Valvoline Fiero.
- 4 Doc Dixon uses a 330 hp, Super Duty four-cylinder to take his Nationwide/Valvoline Fiero to major NHRA victories.
- 5 The Kodiak/Blue Max Trans Am, driven by Raymond Beadle, is one of the fastest top fuel funny cars in NHRA racing competition.
- 6 Richard Petty's STP No. 43 is a legend to race fans nationwide. It's painted on an '87 Grand Prix 2+2 in this shot, but The King will be running an all-new Grand Prix in 1988.
- 7 NASCAR fans should be watching Greg Sacks in this Dingman Brothers/Valvoline Pontiac very closely.
- 8 Don "The Snake" Prudhomme made a triumphant return to NHRA top fuel funny car racing last year...and won the title in his Skoal Bandit Trans Am!
- 9 This GM Goodwrench Fiero GTU racked up four consecutive class wins in the '87 IMSA season, and isn't about to stop there.
- 10 They call Butch Leal "The Flash" because he's fast off the line with his V8-powered Nationwide/Valvoline Pontiac Trans Am.
- 11 Rusty Wallace has driven only Pontiacs since he began his NASCAR career.
- 12 This AT&T/Collins & Aikman GTP won five of the first nine IMSA events in 1987.







*Bob Earl's an IMSA race driver and an expert at driving Fieros to their limit—whether it's the hot new '88 GT with its all-new suspension, or his full-bore GTO racer. He tested them both at Laguna Seca. The GTO for business, and the street GT for its performance capabilities.*



# Fiero

## Hot laps, hot news.

All of you hometown hot shoes can relax. The first official hot-lap test drive in an '88 Fiero GT has already been turned in by IMSA race driver Bob Earl over a closed track.

I went along for the ride over the 1.9 miles of the famous Laguna Seca race course...and what a ride it was!

But why go to the trouble? Because the suspension of these '88 Fieros is entirely new—designed from the frame up to enhance ride and handling. So...what better way to prove the pudding than at the hands of a guy who races Fieros professionally over one of America's greatest road courses?

I couldn't think of anything better! That's why I arranged for a rendezvous with Bob and an '88 GT at Laguna Seca on the weekend of the Monterey Triple Crown race. After driving his race-prepared Fiero GTO in practice, qualifying and the Saturday race, I figured Bob would have the fast line through every curve more than memorized. Enough to test this new Fiero suspension to the limit of its capabilities.

The car certainly looked like it was ready to push the envelope when I picked it up in San Jose. Its bright red color was more vibrant than ever in the new monotone paint scheme. If a Fiero could ever be a driving enthusiast's hot tamale, this was it! Those of you with a pigment preference for bright yellow will be glad to know it's a great new color for Fiero in mid-year '88.

Meanwhile, back at the red GT, I slipped into the driver's seat and found another new feature suddenly hugging my torso: a redesigned reclining bucket seat with inflatable lumbar support available. The seats in this particular car featured seating areas of Pontiac's new "Ventura" perforated leather. It feels great, smells terrific, and breathes so well that even California sunshine is no sweat at all.

On the other hand, that high-winding 2.8 liter

V6 that sits behind you has been hot stuff in the GT package all along. For '88, you can also enjoy its 135 hp in the Fiero Formula, too.

Still, that new suspension was the big news, and I had plans for it. All the way from San Jose to the Monterey peninsula, I wondered what Bob would think of it—but I'd have to wait until he finished the race to find out.

Meanwhile, the GT attracted plenty of attention down in the paddock area of Laguna Seca. Especially from Vic Kangas, one of Bob Earl's pit crew. He was so interested in the Fiero's suspension that he insisted on pulling one of those fat Goodyear Eagles and its 15 x 7" wheel from the car to give the whole set-up an expert's evaluation.

His eyes widened at the 23mm sway bar. He hummed with satisfaction at the road-sensitive nylon bushings. And he downright languished over the control arms and shocks. "Well, well,



*Add 2.8 liters of fuel-injected horsepower to Fiero's new underpinnings and you've got one hot tamale.*





LEFT: Could it have been the new monochrome paint scheme that attracted so much attention to the Fiero GT? The Diamond-Spoke wheels? The sleek body? Whatever it was, it certainly got the looks!

BELOW: Sports cars and leather are a natural—and the '88 GT puts them together beautifully. That leather-wrapped wheel and shift knob mesh perfectly with the available new Ventura perforated leather seating areas. Imagine, leather that breathes!



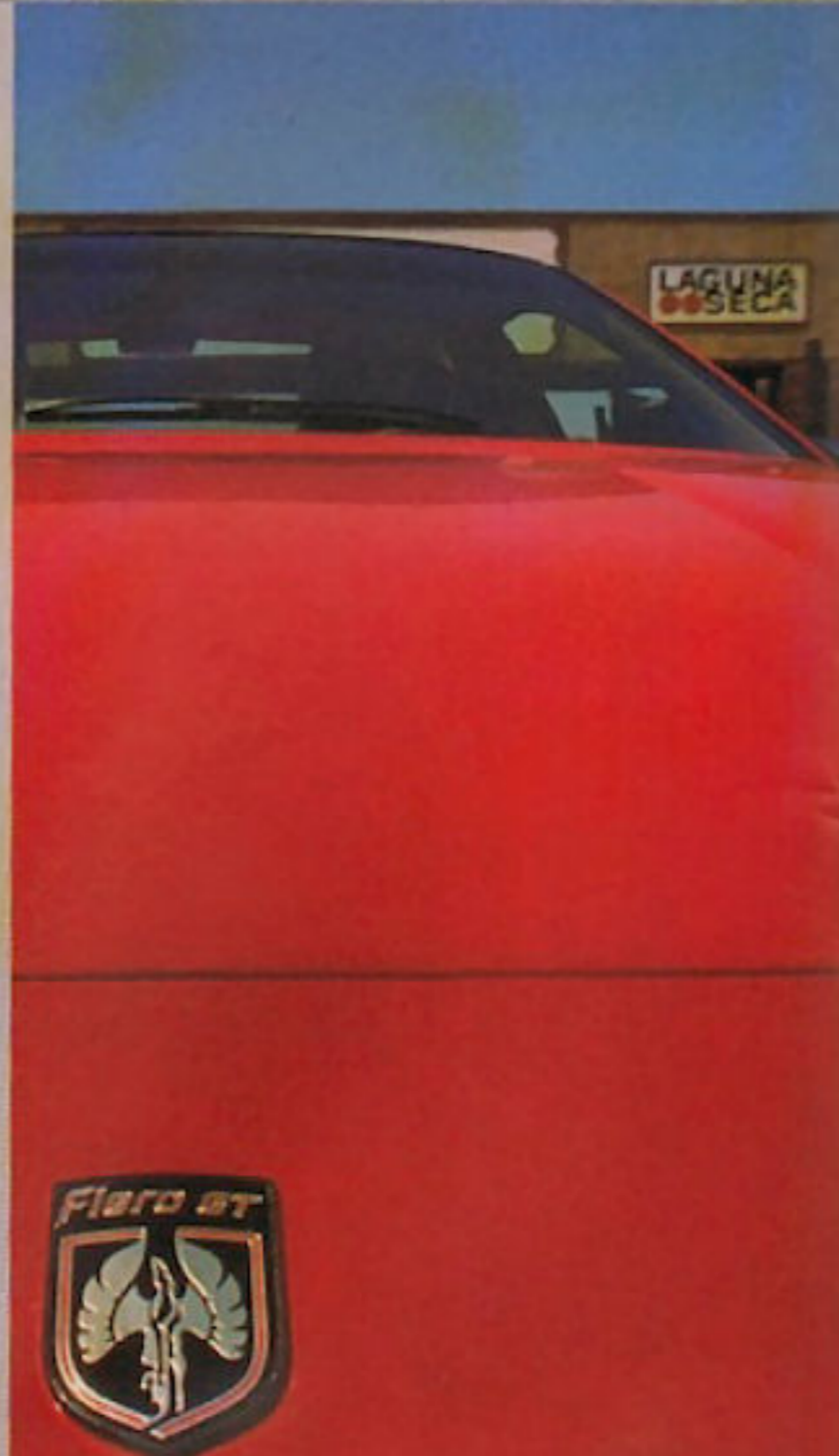
#### TECH SUMMARY

##### All-New Suspension.

Fiero Suspension Philosophy 101: Reduced spring rates with very high damping control shocks and struts. Result: excellent body motion and wheel control while maintaining ride quality with a well-damped feel.

Front execution: Total suspension travel increased; wheel spindles 30% shorter for reduced wheel kick and a 30% smaller scrub radius; 40% more anti-drive geometry; 20% longer upper control arms, 25% longer lowers; revised pivot points for improved steering; larger stabilizer bars; 12% shorter turning radius; improved Eagle GT+4 tires.

Rear execution: All-new tri-link design with MacPherson struts; 22mm rear stabilizer bar on GT models; improved anti-lift and anti-squat tendencies; rear wheel travel enhanced for reduced jolt reaction to bumps.



well," Vic said. "Looks like Pontiac's got the competition on the ropes. Again."

Believe me, Bob Earl certainly underscored that analysis the day after the big race. With the track closed off and our options wide open, we buckled in and took the new GT out for some hot laps.

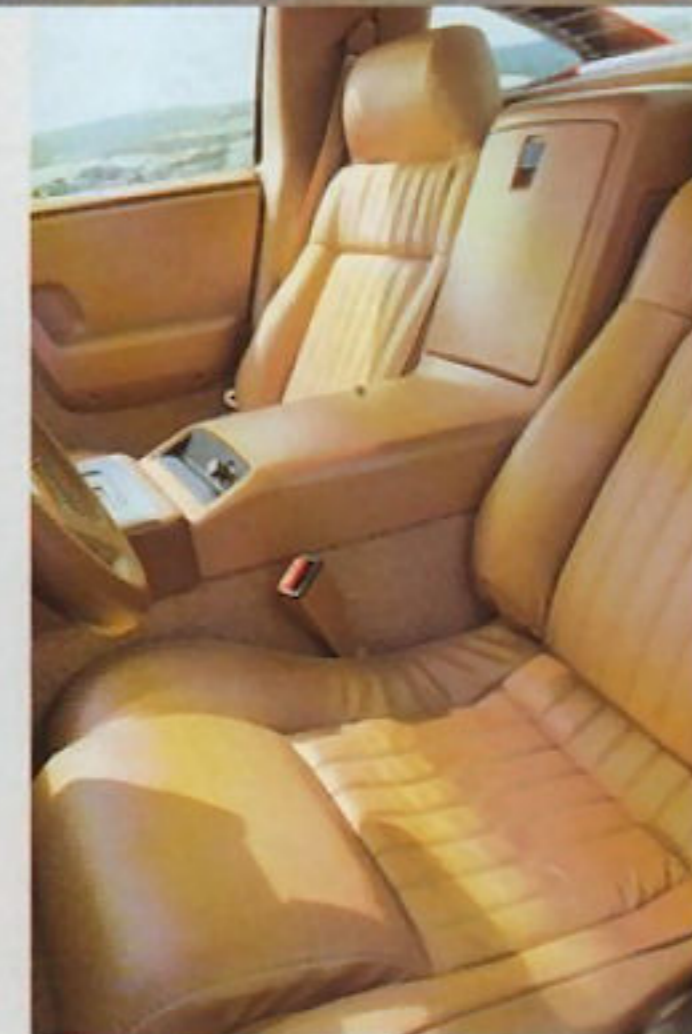
"Sure, I was pushing the car, but it responded beautifully," Bob said. "There's nothing in this new

*...Pontiac's got the competition on the ropes. Again."*

suspension that's going to surprise you. It's a very forgiving set-up...should really be satisfying to drive on the street. The steering's light, but there's still plenty of feedback from the road."

I remember him saying that along the back straight, before we dropped into Turn Five—the famous Laguna Seca corkscrew. "The car also changes direction very well. It has a lot to do with the Fiero's mid-engine location." We were out of the corkscrew at that point—so Bob nudged the gas!

We accelerated through a bumpy Turn Seven and on down to Eight. I could feel the GT's suspension holding and holding even though the rough pavement seemed to fight it.



LEFT: Fiero GT's redesigned bucket seats are a whole new experience in driving and control. There's more thigh and lateral support than ever before—and you can even opt for a driver's side inflatable lumbar support feature.

finish line and drifted through Turn One. He let the car cool down a bit through the backside of the track as he voiced a few more impressions:

"This Fiero is really fun to drive. I can't say that about a lot of other cars. The instruments are well laid out, the pedals have great positioning, the shift lever feels very precise, and that exhaust note...it's a song in itself. No doubt about it, Fiero is designed as a sports car. They've made it better every year, and they've done it again for '88!"

After that, I figured there wasn't much more a professional heel-and-toe man could say about a street GT. I was wrong.

"Know something else," Bob asked rhetorically. "I think this new suspension will let us shoot that corkscrew just a little faster. Wanna go 'round again?"

I looked at him with the world's largest grin. "Hit it," I said. ▽

"As we say in racing, this car really puts the power down well. Very predictable," Bob said. "The steering and suspension really transmit a road feel back to the driver. I like what they've done to it."

My breakfast couldn't say as much. Happily, my brain overruled things. I was having too much fun! Bob ran up through the gears past the start/



## Fiero Formula, Fiero Coupe.

I already knew that GT was *the* hot Fiero. So anything else could only offer plastic-coated performance at best, right? Wrong. Fiero Formula is every bit as gutsy and nimble as its GT counterpart. And it's easy to see why. It uses the same great engine and suspension.

BELOW: *Fiero Coupe is Pontiac's original street stiletto. Accept no substitutes. Its clean, classic lines are a perfect canvas on which to paint the Fiero of your dreams. Just use the option list for your palate.*



So why go with Formula instead of GT? Same reason you might go with a blond instead of a brunette. Personal preference. While GT has a fastback look, Formula sports a notchback.

If you're into all the goodies, GT won't disappoint. But if pure performance is your game, Formula has more than enough to satisfy your enthusiast appetite.

How do you get into a Fiero if you don't have enough dough for Formula or GT? Easy. Fiero Coupe.

O.K., so you don't get the same engine and suspension as you do on Formula or GT as standard equipment. There's still a choice of 5-speed manual or 3-speed automatic transmission, plus Y99 suspension with P195/70R14 Goodyear Eagle GT tires.

But before you make any decision take a test drive. With Fiero Coupe's new front and rear suspension, you might be genuinely surprised at just how much performance your dollar can buy.

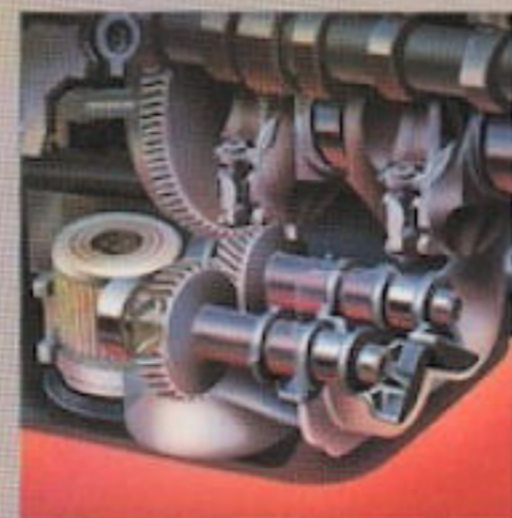
### TECH SUMMARY

#### *A balancer smooths performance.*

The famous Tech IV engine in the Fiero benefits from even more technology this year in the form of a new secondary force balancer system. Its purpose is to smooth and quiet engine operation in the high power and high rpm. range. For Fiero, that's home on the range.

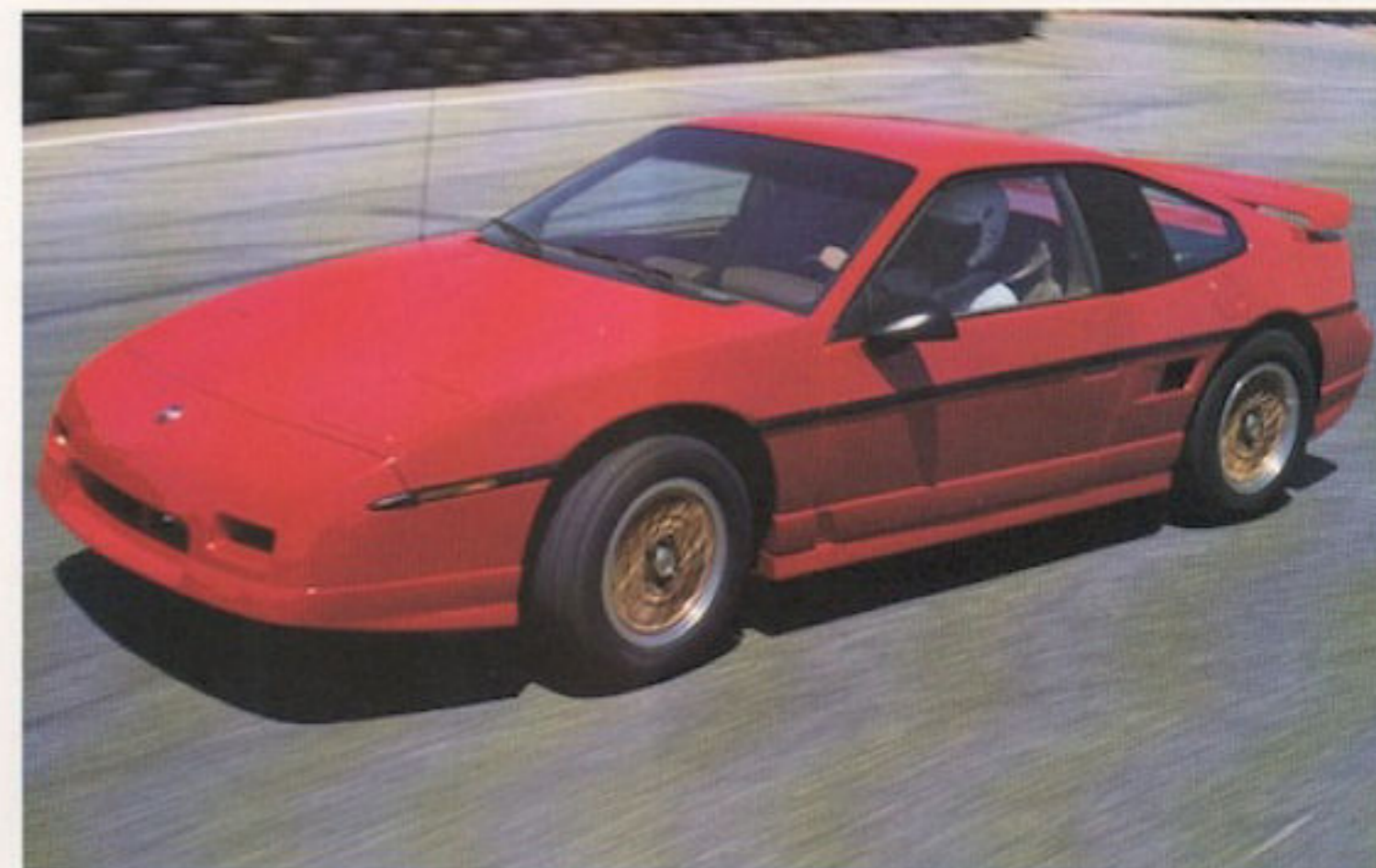
A redesigned crankshaft provides gear drive for the balancer, which is located in the oil pan of the engine.

Actually, the balancer is part of an integrated package that includes a redesigned in-pan oil pump and filter assembly.



RIGHT: *When you're hot lapping Laguna Seca with Bob Earl, you're pushing the envelope. But feedback from such testing is important. It's one way an expert can gauge a machine's performance under the most demanding conditions. If a car holds up predictably, chances are it will handle most any street situation you're likely to face.*

BELOW: *Prefer a notchback Fiero with all the horsepower and handling of a fastback? Rejoice! Fiero Formula is here. It has the same fuel-injected V6 engine and WS6 suspension as the GT. Try one in the new mid-year, bright yellow color scheme and watch for gawking pedestrians.*



### FIERO VITAL SPECS

#### MODELS AVAILABLE

Fiero Coupe, Fiero Formula, Fiero GT.

#### ENGINES

**2.8L V6:** 135 hp, 165 lbs.-ft. torque; multi-port FI; high rpm. valve train; low-restriction stainless steel exhaust manifold; serpentine accessory belt drive.

**2.5L 4-cyl. Tech IV:** 98 hp, 135 lbs.-ft. torque; electronic FI; secondary force balancer system; roller valve lifters; hardened steel cam; crank-triggered ignition; high-flow intake manifold; serpentine accessory belt drive.

#### ENGINE/TRANSMISSION TEAMS

**5-speed manual:** 2.5L 4-cyl. Tech IV or 2.8L V6.

**3-speed automatic:** 2.5L 4-cyl. Tech IV or 2.8L V6.

#### BRAKES

4-wheel disc; 321.6 sq. in. total swept area.

#### SUSPENSIONS

**WS6 Special Performance** with P205/60R15 front and P215/60R15 rear Goodyear Eagle GT +4 tires; 23mm front and 22mm rear stabilizer bars; special springs and bushings; 16:1 quick-ratio rack-and-pinion steering; special shocks; special control arms.

**Y99 Rally Tuned** with P195/70R14 Goodyear Eagle GT tires; 23mm front stabilizer bar; special springs and bushings; 22:1 rack-and-pinion steering; special shocks; 14 x 6" cast aluminum wheels.

#### KEY NUMBERS

Wheelbase: 93.4" Track: F/R, 57.8/57.8"

Length: 163.1" (164.9" for GT) Width: 68.9" Height: 46.9"

Curb wgt.: 2542 to 2712 lbs. Tank: 11.9 gal.

Note: Some features available at extra cost. See page 64 or your dealer for complete standard/optional feature availability.





# Grand Am

GRAND AM SE

## TURBO-CHARGES ATLANTA



With the fuel-injected, turbocharged four-cylinder engine under the hood, I negotiated the mountain curves with a smoothness and grace that was in keeping with the reverent, tradition-steeped surroundings. I was mixing excitement with scenery as I powered through the majestic backroads of Georgia's Kennesaw Mountains...

### **2.3 liter Quad 4 DOHC engine, 2.0 liter MFI Turbo engine.**

The standard 2.0 liter MFI with turbo in the SE gives you V8 punch in a 4-cylinder engine, but it's not the end all and be all to Grand Am performance.

This year Pontiac features the all-new optional 2.3 liter Quad 4 DOHC 16-valve 4-cyl. engine on all Grand Am models. This four-valves-per-cylinder design improves engine intake and exhaust functions while offering impressive power to boot—150 horses for quick acceleration. So if it's high-tech performance you're looking for in a normally aspirated engine, consider Grand Am's 16-valve option.



And even if you don't want to consider turbocharged or 16-valve performance, you're still not out of the performance picture. Because Grand Am's standard 2.5 liter, fuel-injected



Tech IV has a secondary force balancer system in both 5-speed manual transmission and available automatic, for increased smoothness and less engine vibration.





Memorial Day weekend seemed a fitting time to be cruising this historic area of Georgia in Pontiac's '88 version of the Grand Am SE. Not only was the experience a great reminder of what the holiday is really all about, it was also a great

*...through switchbacks, undulations, and the corkscrewiest turns... the SE stood its ground."*

time to put the front wheel drive, aero-dramatic SE through its paces. That's because many Georgians head to the beaches for the weekend rather than rediscover America's past on a bunch of mountain curves and country highways.

The SE model I tested was a stunning

charged four under the hood, my SE and I roamed the Georgia countryside near Atlanta, uncovering a Confederate past and a car's potential.

SE for '88 is still every bit the driver's car it was meant to be when the '86 model first hit the streets.

This year, SE features a standard turbo-charged 2.0 liter 4-cylinder with EFI. Rated at 165 hp, this torquey little hunk can go from 0-



CLOCKWISE FROM LEFT:

*SE's monochromatic color scheme, color-keyed cast aluminum wheels and aero ground effects create a unique blend of sex appeal and performance.*

*Standard analog gauges and Rally 4-spoke leather-wrapped steering wheel.*

*Grand Am features an effortless passive restraint system for front passenger and driver.*

*A split-folding rear seatback for pass-through access to the trunk is standard on SE and available on LE.*

*Full floor console, leather-wrapped shift knob and Metrix cloth seats are all standard.*

*SE Sedan features a standard 2.0 liter multi-port fuel-injected turbocharged four-cylinder engine.*



monochromatic gold coupe (the Pontiac folks call it Camel Metallic) that featured a new grille treatment. A nice refinement to a car whose shape and design is already on its way to becoming an American classic.

But Grand Am SE has never gotten by on looks alone. A good portion of its popularity is owed to—what else?—performance. So with plenty of schizophrenic roads ahead of me and the turbo-

to-60 in a brisk eight seconds. It was linked to a smooth 3-speed automatic. (My own preference would have been the standard 5-speed manual. But to each his own.)

Inside the car is an ergonomic delight. With easy-to-read analog gauges that measure speed, rpm, coolant, temperature, oil pressure, and turbo boost. And when it comes to the controls, they're easy to reach and easy to find. In other words, sensibly located. No horn in the directional signal here.

As I drove by the historical houses and landmarks, I was well aware of the comfort SE affords. I had a nice snug feeling sitting behind the wheel, yet I didn't feel crowded. There was plenty of room. And with a new Metrix cloth trim covering the optional articulating driver's seat with power inflatable lumbar and backwing support, it's no wonder I was reluctant to stop and further explore such points of interest.

So instead I cruised through switchbacks, undulations, and the corkscrewiest turns the hills

*continued on page 31*



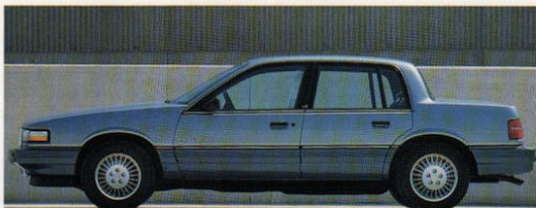


## Grand Am, Grand Am LE.

Styling and performance at an affordable price. As faithful readers will recall, powertrain choice for Grand Am and Grand Am LE is nothing short of terrific. The 2.0L turbocharged engine with MFI, the 2.3L Quad 4 DOHC 16-valve 4-cyl., and the 2.5L Tech IV all make getting there half the fun. (More or less. It depends on where you're

going.) But looking good in the process has also been a critical part of the Grand Am experience. So even though the designers have a great thing going with Grand Am's inimitable look, they still like to tinker and refine. For instance, in 1988 both Grand Am and Grand Am LE get a more sophisticated appearance with the addition of a

new grille. And dual outside sport mirrors are standard. Inside, Pallex cloth graces Grand Am's seats, while LE gets the Metrix trim. There will even be an optional split-folding rear seat for LE, and both models will have Delco ETR® AM/FM stereo sound systems as standard equipment.



**RIGHT:** Color-coordinated bodyside molding and custom wheel covers give the Grand Am LE Sedan added panache.

**BELOW:** A secondary force balancer system in Grand Am's Tech IV engine increases smoothness and lessens vibration.



**ABOVE:** Standard Metrix cloth covering eight-way power articulating bucket seats bring comfort to SE's ergonomically great interior.

**RIGHT:** Soft fascia bumpers and dual sport rearview mirrors are standard on Grand Am.

continued from page 29

of Georgia had to offer without yield. And like Johnston's troops at the Battle of Kennesaw, the SE stood its ground no matter what the road would throw at it. An accomplishment made possible by state-of-the-art componentry and engineering excellence. Like its precise 14:1 quick-ratio rack-and-pinion steering. And a standard Rally Tuned suspension that boasts 28mm front and 21mm rear stabilizer bars and P215/60R14 Goodyear Eagle GT+4 tires on color-keyed cast aluminum wheels. This combination produced a ride that was well controlled and supple. Firm and grippy enough without being too stiff.

After I paid homage to a courageous era, I decided to see the other side of Atlanta. Today's cosmopolitan side, with the glitz and glamour that help make this town one of the fastest growing and most exciting cities in America.

So after a quick stop at the hotel to shower and shave, I headed south on I-75 toward the Atlanta skyline. The windows were down, the available Delco ETR® AM/FM stereo with its graphic equalizer was way up, and I was feeling great. Along the way, it was obvious Grand Am still has every bit of its attention-getting appeal. Heads turned automatically as I drove by.

I took a detour through Virginia Highlands and headed to Buckhead, where I cruised by a number of nightspots. One of my favorites, Good Ol' Days, was jam-packed, so I headed down Paces

Ferry and pulled in front of the Peachtree Cafe, where the car continued to get approving looks. One from a blond.

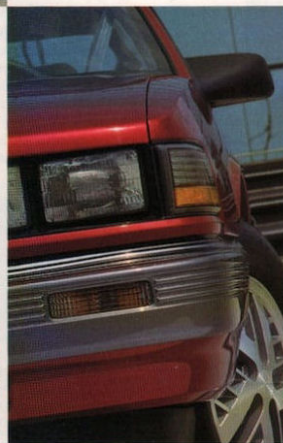
"Is that your car?" she asked.

"Uh, yeah. I mean no, not exactly," I answered with my fabled wit and decisiveness.

"Super. What do they call that color?"

"Camel Metallic. Wanna go for a ride?"

I held the door open for my new acquaintance. And in that moment I was reminded of Grand Am's most intangible strength. Maybe the most overlooked reason we choose one car over the other in the first place. Thanks, Grand Am. ▽



### GRAND AM VITAL SPECS

#### MODELS AVAILABLE

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

#### ENGINES

**2.0L 4-cyl.:** 165 hp., 175 lbs.-ft. torque; turbocharged; 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.

**2.5L 4-cyl. Tech IV 98 hp.:** 135 lbs.-ft. torque; electronic FI; secondary force balancer system; roller valve lifters; hardened steel cam; crank-triggered ignition; high-flow intake manifold; 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.**

#### BRAKES

Power front disc/rear drum; 251.8 sq. in. total swept area.

#### SUSPENSIONS

**W86 Special Performance with P215/60R14 Goodyear**

**Eagle GT+4 tires:** 28mm front and 21mm rear stabilizer bars; special springs and bushings; 14:1 quick-ratio rack-and-pinion steering; special shocks; special control arms; 14 x 6" Hi-Tech Turbo wheels (specific on SE).

**Standard with P185/80R13 tires:** 24mm front stabilizer bar; 16:1 rack-and-pinion steering; 13 x 5.5" wheels.

#### KEY NUMBERS

Wheelbase: 103.4" Track: F/R, 55.6/55.1"

Length: 177.5" Width: 66.5" Height: 52.5"

Curb weight: 2492 to 2752 lbs. Tank: 13.6 gallons.

Note: Some features available at extra cost. See page 65 or your dealer for complete standard/optional feature availability.



# Radios & Sound Systems

I'm a member of the Audio Engineering Society, so I expect a lot from any car's audio equipment. The systems I found in the 1988 Pontiacs not only fulfilled my expectations, they exceeded them! Here's the lowdown:

The receivers are all specifically designed to fit Pontiacs, and they all have precision electronic tuning (ETR\*) and digital displays. Many offer optional full-feature cassette tape players with graphic equalizers.

If you want even more aural excitement, specify a Performance Sound System (some with subwoofers). They're optional on selected Pontiacs.

## The tuner's the thing.

I like accurate tuning because it means you get the best frequency response at lowest distortion. Delco's ETR\* system locks onto a station and keeps it tuned.

And, you can tune-in up to 14 stations with just four push buttons. Seven on AM, seven more on FM.

Today, tuners need powerful amplifiers and you'll find them in the 1988 Pontiacs.

Their brilliance really makes the cassette player options come alive. Some have features that rival home decks: auto reverse, tape equalization, Dolby® noise reduction, dynamic noise reduction, even a sophisticated search-and-replay capability.

## Why a "loudness" control?

Your ears don't hear bass well when the volume's down. In addition, a car's natural noise level masks bass response. The solution: specifically designed electronics that automatically boost bass response in a way that conforms to your ears. The result: good bass balance.

## Search-and-replay cassette tape players.

Push the "search" button, and special electronic circuits move the tape forward to the next selection and begin to play. Push the "replay"

button, and similar circuits find the beginning of the cut and play it over.

## AM stereo. What is it?

The natural advantage of AM radio—long distance coverage—lets you listen to the same station longer when you're driving on a trip. On the other hand, FM radio often fades after 30 to 40 miles. So, with AM stereo you can enjoy great sound for a lot longer.

That's why all AM stereo radios in Pontiacs have the C-Quam® system, now used by hundreds of AM stations nationwide.

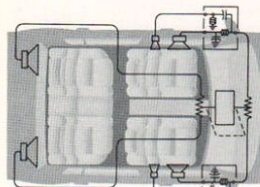
## Digital controls.

All of Pontiac's Delco radios have digital controls for one basic reason: They can do so many things so well in such a small space; seek and scan, adjust volume, bass and treble, and handle cassette tape control.

Digital circuits also permit fine, incremental adjustments difficult to match with analog controls. Just like Pontiac—nice and precise.

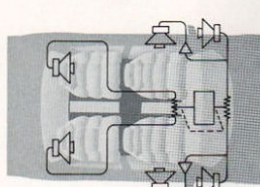
## Steering wheel touch pad controls.

On the GTA, STE and Bonneville SSE, you have the radio controls literally at your fingertips. They offer added convenience while you drive by eliminating the need to reach over to the dash-mounted controls. 17



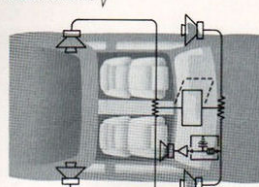
### Bonneville Performance Sound System (UW4)

Standard: SSE. Available: LE and SE.  
In front: Two 6 1/4" door-mounted mid-range speakers. Two 3" door-mounted tweeters.  
In back: Two 6 x 9" extended-range coaxial speakers.



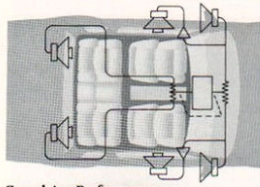
### Grand Prix Performance Sound System (UW4)

Available: Grand Prix LE and SE.  
In front: Two 4 x 6" coaxial speakers. Two 4 x 6" coaxial door-mounted speakers.  
In back: Two 6 x 9" coaxial speakers.



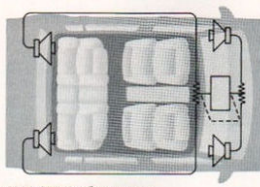
### Fiero Performance Sound System (UQ6)

Available: Fiero GT.  
In front: Two 4 x 10" coaxial speakers. One 5 1/4" subwoofer, in a tuned-port enclosure, driven by a separate amplifier.  
In back: Two 4 x 6" coaxial sail panel-mounted speakers.



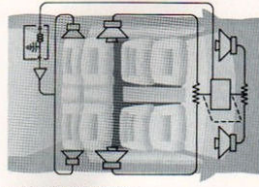
### Grand Am Performance Sound System (UW4)

Available: All Grand Ams.  
In front: Two extended-range 4" speakers. Two 5 1/4" extended-range door-mounted speakers driven by a separate power amplifier.  
In back: Two 6 x 9" coaxial speakers.



### 6000 STE Performance Sound System (UW4)

Standard: Pontiac 6000 STE.  
In front: Two 4 x 6" coaxial speakers (specific to STE).  
In back: Two 6 x 9" extended-range coaxial speakers (specific to STE).



### Firebird Performance Sound System (UQ7)

Available: All Firebirds.  
In front: Two extended-range 4 x 6" coaxial speakers.  
In back: Two extended-range 4 x 6" coaxial speakers.  
Two 5 1/4" subwoofers, each in tuned-port enclosure, driven by a separate amplifier.

## AM/FM stereo radio with seek, scan and digital clock, UM7.

Standard in all Pontiacs except 6000 STE, Fiero GT, Bonneville SSE and Trans Am GTA\*

**Autophile feature:** 10 station presets.  
Five push buttons (LeMans) 8 station presets.  
Four push buttons Electronically searches, locates and fine-tunes AM or FM stations.  
Seek and scan Boosts bass at low volume.  
Automatic loudness Emphasize lows or highs.  
Separate bass and treble controls



LeMans version of UM7.

## AM/FM stereo radio with seek, scan, auto-reverse cassette and digital clock, UM6.

Standard in Fiero GT†  
Option UM6 in all Pontiacs except Trans Am GTA, 6000 STE and Bonneville SSE.

**Autophile feature:** 10 station presets.  
Five push buttons (LeMans) 8 station presets.  
Four push buttons Electronically searches, locates and fine-tunes AM or FM stations.  
Seek and scan Boosts bass at low listening levels.  
Automatic loudness Emphasize lows or highs.  
Separate bass and treble controls Automatically switches sides (directions) and protects the tape when ignition is off.  
Auto-reverse cassette



LeMans version of UM6.



Model UM6 for all other models except LeMans.

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

Option UX1 in all Pontiacs except LeMans, Trans Am GTA, 6000 STE and Bonneville SSE.

**Autophile feature:** 10 station presets.  
Five push buttons 8 station presets.  
Four push buttons Electronically searches, locates and fine-tunes AM or FM stations.  
Seek and scan Boosts bass at low listening levels.  
Loudness control switch Multiple tone adjustments to suit personal listening tastes.  
Five-band graphic equalizer Automatically switches sides (directions) and protects the tape when ignition is off.  
Auto-reverse cassette



Model UX1 for all other models except Grand Prix.



Grand Prix version of UX1.

## AM stereo/FM stereo radio with seek, scan, auto-reverse cassette, five-band graphic equalizer and digital clock; steering wheel controls, UT4.

Standard on 6000 STE, Bonneville SSE, Trans Am GTA.

Option UT4 on Bonneville.

**Autophile feature:** 10 station presets.  
Steering wheel controls Electronically searches, locates and fine-tunes AM or FM stations.  
Five push buttons Boosts bass at low listening levels.  
Seek and scan Multiple tone adjustments.  
Automatic switching sides (directions) and protects the tape when ignition is off.  
Loudness control switch  
Five-band graphic equalizer  
Auto-reverse cassette



\*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.  
†May be deleted for credit except when an option group is ordered.





# Le Mans

*Sedan if by land,  
Coupe if by sea.*





**LeMans SE Sedan's nimble suspension even helped smooth out Beacon Hill's rugged cobblestone roads.**

When any carmaker comes out with a new subcompact entry, I won't break down any doors to test drive it unless it really piques my interest.

Well all the pre-launch hype on Pontiac's new LeMans did just that. And though I've learned to take press releases with a grain of salt, I also knew about LeMans' intriguing blood lines. How it was originally conceived in Germany, where solid engineering is a compulsion. How LeMans was based on the car which earned European Car of the Year honors in 1985. How, in this age of the world car, it was manufactured in Korea, one of the world's emerging automotive centers. And how you could bet anything that Pontiac wouldn't import a car which didn't fit in its excitement philosophy.

So I decided to put LeMans through its paces in my old stomping grounds of Boston. It made sense to check out a new import in a port city. At least I thought my editor would appreciate that analogy more than my unrestrained desire to pound down some lobster along the way.

When I arrived at the Pontiac zone office, a black LeMans SE Sedan and a red LeMans Aerocoupe were awaiting my closest scrutiny. And one thing was immediately evident: these were no "econoboxes." That alone made for an encouraging first impression.

I decided to start with the SE. Its slippery, aerodynamic shape reminded me of its European counterpart. Yet it was evident that the makers had added the touches this subcompact needed to compete in the American market. An aggressive, contoured nose and flush-mounted halogen headlamps. A subtle lower body accent and wide bodyside moldings that seem to tie bumpers and body panels into one homogeneous shape. Even extras like fog lamps, custom wheel covers, and a hidden roof luggage rack mount.

Then it was time to check out the interior. Ever notice how well thought-out some imports are when you step inside? Same here. Everything from the vents to the radio was easy to reach.

*...one thing was immediately evident: these were no econoboxes."*

The analog instrument panel was legible and logical, with extras like tachometer and trip odometer. It was evident that the Pontiac people knew just what to tinker with, and what was better left alone.



**The Aerocoupe's standard two-tone paint and wide bodyside moldings seemed to fit right into the casual, sporty atmosphere of Cape Cod.**

There was plenty of head and shoulder room, even for a six footer. Storage space was everywhere. Around the instrument panel. In the front doors. In the center console. Not to mention the split, fold-down rear seats leading to the most cavernous trunk of any Pontiac—over 18 cubic

and torsion beam rear suspension helped smooth out even a couple of 200-year-old cobblestone roads.

I ended the day with a trip up to Gloucester for a few fresh crab legs before heading back into the city.



**The trim design of the Aerocoupe made parking easy among the collegiate crowds of Cambridge.**

feet. And when you travel with as many suitcases, briefcases, cameras, etc., as I do, that's no small advantage. Especially for a subcompact.

The fully reclining bucket seats were comfortable, with firm lumbar support, soft, snug-fitting cloth upholstery, and stout bolstering. A far cry from the days when bucket seats were a lot more like buckets than seats.

But enough of standing still. I was to test both Sedan and Aerocoupe over the long weekend. And since Pontiac claims their cars are meant for the open road, it was time to see for myself.

*"The LeMans front wheel drive pulled through corner after tight corner like it already knew the place."*

Hitting I-93 headed for Boston, I was encouraged at how the LeMans responded to my right foot. It's no Trans Am, but it's a Pontiac all right. Its 1.6 liter, fuel-injected engine coupled with a smooth, three-speed automatic reached the legal limit with plenty of pedal to spare.

After downing a bowl of that addictive New England clam chowder, I headed toward the narrow streets of the North End. The LeMans front-wheel drive pulled through corner after tight corner like it already knew the place. And when I reached Beacon Hill, LeMans' MacPherson struts

*Boston's a great place to perform your own LeMans test drive. Its many traffic circles are tailor-made for a functional, well thought-out automobile. A dash for the Cape brings out the best in its fuel-injected powerplant, smooth five-speed, and responsive suspension. And all along, LeMans' international lines give you the feeling that, when you finally pull in your driveway, this is one car that'll have your neighbors turning to get a second look.*



Early the following day, it was time to return my SE in favor of the red Aerocoupe. I was curious to see whether it would meet my ever-rising expectations, especially considering my general preference for two-doors. Like its four-door sibling, the Aerocoupe had smooth, sporty lines. My "functional equals boring" theory was suffering its second blow in as many days.

I headed first to where this machine would feel right at home—in the college town of Cambridge. It cruised through the congested traffic. And its trim design made parking easy, even in the smallest spaces.

Next, I headed for the open road and, in no time, I was crossing the Sagamore Bridge and on

to Cape Cod. Turning decidedly from the beaten path, I meandered through mile after mile of winding, two-lane highway. The LeMans held the road like a magnet to metal. Through it all, this LeMans' lively suspension and rack-and-pinion steering never complained. And its standard five-speed gearbox was well-matched to its powerplant. It was a real kicker.

That evening, as I was cruising back from the Cape after O.D.ing on lobster, I couldn't help but come to one obvious conclusion: either I'm getting too soft in my evaluation of small cars, or this one's got its act together right out of the gate. 17



**Boston's Old North Church served as a stark contrast to LeMans' contemporary lines.**





### **It's Standard!**

As a rule, I get as bored as anyone when carmakers start listing their standard features. But with all the tasty goodies they've crammed into this new LeMans SE, I decided to bend my rule:

A split fold-down rear seat.

The largest trunk of any Pontiac!

Fully reclining front bucket seats.

A 1.6 liter, 4-cylinder engine with electronic fuel injection.

Full analog gauge instrumentation.

Remote dual sport mirrors.

Delco ETR® AM/FM stereo with clock.

5-speed manual transmission.

Rack-and-pinion steering.

Brakes, power front disc/rear drum.

Full size spare tire.

Halogen headlamps.

Lower accent two-tone paint.

Wide bodyside molding.

Full wheel covers.

Tires, P175/70R13 steel-belted radial.

Central door lock/unlock system.

Electric rear window defogger.

Side window defogger.

Suspension, MacPherson strut front w/stabilizer bar, torsion beam rear suspension with coil springs.

Mosaik/Turin cloth upholstery.

Lamps, rear compartment, ash tray.

Integral roof luggage rack mount.

Extensive anti-corrosion protection.

Soft Ray tinted glass.

Front and rear assist handles.

Fog lamps.

Tilt steering wheel.

Seat height adjusters.



# Le Mans SE



### **PONTIAC LEMANS VITAL SPECS**

#### **MODELS AVAILABLE**

Aerocoupe (Value Leader), Aerocoupe, Sedan, SE Sedan.

#### **ENGINE**

1.6 liter 4-cyl. with EFI, 74 hp @ 5600 rpm, 90 lbs-ft torque, Microprocessor spark timing system.

#### **ENGINE/TRANSMISSION TEAMS**

4-speed manual (Value Leader only): 1.6L 4-cyl. (with electronic FI).

5-speed manual or available 3-speed automatic: 1.6L 4-cyl. (with electronic FI).

#### **BRAKES**

Power front disc/rear drum; 232 sq. in. total swept area.

#### **SUSPENSION**

Standard with P175/70R13 all-season radial tires.

MacPherson strut with 20mm front and 18mm rear stabilizer bars; semi-independent rear trailing arm with torsion beam and coil springs; 24.5:1 rack-and-pinion or available 18.3:1 power rack-and-pinion steering, 13 x 5.5" wheels.

#### **KEY NUMBERS**

Wheelbase: 99.2"

Length: Aerocoupe, 163.7"; Sedan 171.4"

Height: 53.5 to 53.7"; Curb Weight: 2047 to 2150 lbs.;

Tank: 13.2 gal.

Note: Some features available at extra cost. See page 66 or your dealer for complete standard/optional feature availability.







*STE has more in common with a state-of-the-art aircraft than one might expect.*

# Pontiac 6000

*STE: Technology a pilot could love.*

Even though most of us will never experience the thrill and exhilaration of flying an ultra-high-performance aircraft, we can still dream of what it might be like. Or wonder about how much of that state-of-the-art technology is exclusive to the world of aviation. I mean, wouldn't it be nice if some aeronautic gee-wizardry could be found in, say, the car you drive?

That's why, when I was asked to test drive the high-tech Pontiac 6000 STE, I felt it was

high time to do a real nuts and bolts comparison—cockpit to cockpit.

After all, it wasn't a coincidence that STE has been America's performance sedan since it was introduced in '83. A mid-size car that's never been satisfied with just getting you there and back, STE also provides the driver with a rare combination of advanced engineering, space-age technology, performance and practicality.

So it couldn't be compared to just any





ABOVE: STE's aggressive good looks live on with a distinctive two-tone paint treatment, body-colored lower front air dam, composite headlamps and integrated fog lamps.

RIGHT: Hi-tech electronics keep you apprised of all essential mechanical systems and accommodate your comfort requirements.



plane. The aircraft had to be a leader in its field, too. And I didn't have to think twice about where I might find such a bird.

I put in a call to the Mojave Airport, where you'll find some of the most innovative aircraft in the world just waiting to show off for their pilots. And Mojave is also home for some of the most avid flyers you'll ever meet. People who would rather build an airplane in their backyard after work than watch TV. And they usually do. One of them is Lee Herron.

He's an ex-pro race car driver who knows more than his share about automotive performance, and who's built three experimental aircraft himself. Lee was an ideal candidate to help me with my comparison.

We made the arrangements and before I knew



ABOVE: Newly tailored standard front seats feature Pontiac's new Metrix cloth upholstery.

BELOW: The sporty 6000 S/E offers the performance of a 2.8 liter multi-port fuel injected V6 engine, 5-speed manual transmission, P195/70R14 Eagle GT+4 tires and Aluminum Sport cast wheels.

it, I was barreling down Highway 14 through the middle of a desert, en route to Mojave. The STE's powerful 2.8 liter V6 engine with aluminum cylinder heads, direct fire ignition, and serpentine accessory belt drive was smooth and responsive. And you can't help but love the throaty sound that emanates from its exhaust.

STE's renowned handling was also prominent—even on straightaways. It has an uncanny feel for the road from a suspension system built specifically for the car. It features hefty 24mm front and 22mm rear stabilizer bars; special springs and bushings; 16:0-1 quick-ratio rack-and-pinion steering; and new 15" aluminum wheels with P195/70R15 Eagle GT+4 all-season radial tires. But the crown jewel in this componentry has to be the Electronic Ride Control that automatically adjusts the suspension to maintain proper ride attitude under varying load conditions.

Inside, STE dedicates itself entirely to the driver's comfort requirements. Cruising through the 110-degree desert air, the high-tech electronics attended to the air conditioning, kept me apprised of all the essential mechanical systems, and even proved entertaining.

STE has a fabulous sound system that includes a Delco ETR® AM stereo/FM stereo radio with seek/scan, an auto reverse cassette with search and replay features, a graphic equalizer and a clock. And radio controls are duplicated on the steering wheel for the utmost in channel-changing, volume-blaring ease. To help protect the system, there's even a Delco-Loc Radio Anti-Theft System that's integrated into the steering wheel's controls. It disables the radio when power is lost, rendering it useless if removed from the vehicle.

It was about this time when I was playing with the touch-control radio that the "airport this-a-way" sign popped up on the shoulder of the road. I followed the markings past buildings, hangars, and planes of every description before spotting Lee and his Long EZ on a closed-off runway.

"Is that the plane?"

"Is that the car?"

It was nice to know our keen sense for the obvious hadn't diminished.

*"It felt like the car was an extension of me."*

Lee came over to give me the STE the once-over before we took off.

"Nice-looking car. You've got your fog lamps, air dam, this is one sharp machine"

As Lee was eyeballing the STE, I couldn't help but stare at *his* machine too. The Long EZ. A high-performance aerobatic plane put together by Lee in his spare time. If you overlook the propeller, it resembles some kind of prehistoric bird.



#### TECH SUMMARY

### Stopping Power Of Anti-Lock Brakes

Here's a feature you really have to experience to fully appreciate. STE's anti-lock brakes are computer-controlled to help prevent brake lock-up during sudden stops. The electronically monitored system applies and releases pressure at each wheel up to ten times a second. The result: better braking control on almost any surface, wet or dry. Talk about a confident road car feel!

"Well, wanna take 'er up?"

"Love to!"

After Lee pointed out some of the features that make this craft state-of-the-art, I climbed into the Formula One type cockpit, fastened my 5-point harness, and prepared for the ride of my life.

It was 15 minutes of glorious banks, dives, loops, and climbs that left me slack-jawed at the speed, handling, and maneuverability the Long EZ possessed.

Once on the ground, it was my turn to show-off some high-tech machinery. I gave Lee the keys and climbed in on the passenger side. We were no sooner buckled in when he made his first comparison.

"This is the first time I've ever seen a gear-shift like this in a car. The grip is angled for the hand just like it is in my plane!"

Lee also liked the STE's new standard Metrix cloth seat.

"It's like the material in the cockpit. Comfortable, and it holds you in place."







## Pontiac 6000, 6000 LE, 6000 S/E.

Pontiac 6000 is the backbone of this line. It runs on an electronically fuel-injected 2.5 liter Tech IV engine that's linked to a 3-speed automatic. This engine receives a new secondary force balancer system that reduces engine vibration for smoother performance at all operating speeds.

The 6000 Sedan receives standard Pallex seat fabric for a great look and real driving comfort, plus too many standard features to mention here.

6000 LE brings a new luxury into the performance picture with redesigned contoured seats and London/Emress fabric.

Both cars offer a standard AM/FM stereo sound system, tinted glass and color-keyed wheel covers. There is a choice of six new exterior colors. They include light and dark blue metallic, camel, dark brown metallic, medium maroon metallic and medium rosewood metallic. If you'd like to add more performance, a 2.8 liter multi-port fuel-injected V6 is available on either 6000 or 6000 LE.

If there's a kindred spirit to the STE, it has to be Pontiac 6000 S/E. You get the performance of a 2.8 liter multi-port fuel-injected V6 engine, 5-speed manual transmission, P195/70R14 Goodyear Eagle GT+4 tires and monochromatic "Turbo-Torque" cast aluminum wheels. There's also a new Metrix cloth covering the reclining seats, plus more standard features geared to the driving enthusiast, such as a leather-wrapped steering wheel, center shift console, and a fully backlit analog instrument cluster.



Lee gunned the car down the tarmac, turning, stopping, accelerating, really giving the car a workout. At one point, he stood on the STE's standard anti-lock brakes, a feature that got its start in the aircraft industry.

"Boy, I love these brakes. There's great directional control."

I told Lee to try some tight 360s on the skid pad at the end of the runway so he could fully appreciate the suspension's capabilities. Then we pulled over and he gave me his summation.

"I've never known a car so designed around

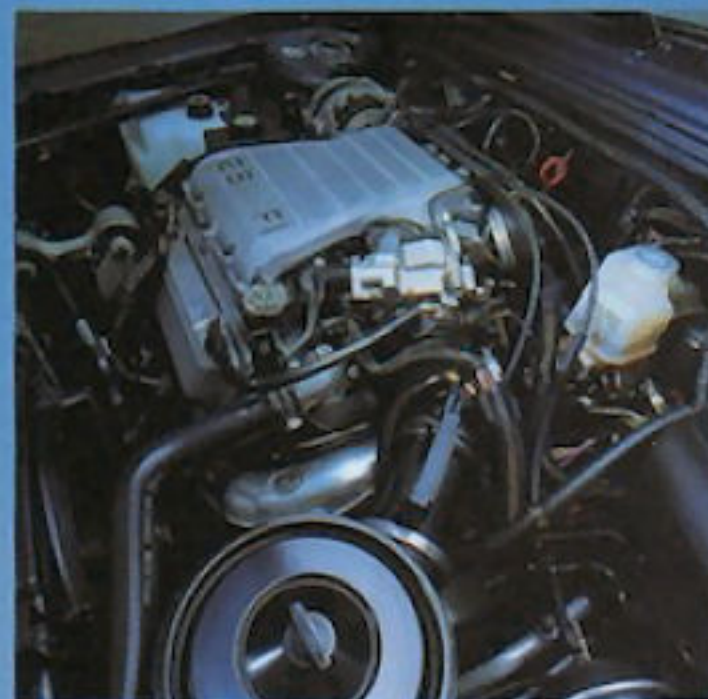
the driver. It simply allows me to concentrate on the experience. It points well. It goes where I want it to go. It has great ergonomics. It almost felt like the car was an extension of me. This STE is a terrific car."

He looked at me with a smile in his eyes. "You sure an aeronautical engineer didn't design it?"

Night had fallen by the time I made my way back through the desert to the motel. And every now and then along the way, I gave the leather-wrapped steering wheel a slight tug...wishing...▽

LEFT: A two-tone standard paint scheme adds new dash to LE; this car features dark blue metallic upper and light blue metallic lower accent.

RIGHT: STE features an Electronic Ride Control that automatically adjusts the suspension to help maintain proper ride attitude under varying load conditions.



LEFT: STE's powerful 2.8 liter V6 engine with aluminum cylinder heads, triple coil ignition, and serpentine accessory belt drive.

BELOW: A standard MacPherson strut front suspension can be paired with available Aluminum Sport wheels with wheel locks on Pontiac 6000.



### PONTIAC 6000 VITAL SPECS

#### MODELS AVAILABLE

Pontiac 6000 Sedan & Wagon; 6000 LE Sedan & Wagon; 6000 S/E Sedan & Wagon; 6000 STE Sedan.

#### ENGINES

**2.8L V6:** 125 hp, 160 lbs.-ft. torque; multi-port FI; aluminum cylinder head 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.

**2.5L 4-cyl. Tech IV:** 98 hp, 135 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.

#### ENGINE/TRANSMISSION TEAMS

**5-speed manual:** 2.8L V6 (available 6000 STE, standard 6000 S/E).

**4-speed automatic:** 2.8L V6.

**3-speed automatic:** 2.5L 4-cyl. Tech IV or 2.8L V6.

#### BRAKES

Power 4-wheel anti-lock disc (STE only); 347.8 sq. in. total swept area. Power front disc/rear drum; 270.6 sq. in.

#### SUSPENSIONS

**STE Specific with P195/70R15 Goodyear Eagle GT+4 tires:** 24mm front and 22mm rear stabilizer bars; special springs and bushings; 16.0:1 quick-ratio rack-and-pinion steering; 15 x 6" cast aluminum wheels.

**Y99 Rally Tuned with P195/70R14 Goodyear Eagle GT+4 tires:** 28mm front and 22mm rear stabilizer bars; special springs and bushings; 17.5:1 rack-and-pinion steering; 14 x 6" cast aluminum wheels.

**Y98 Ride Control:** 6000 STE and S/E wagon; features attitude leveling mechanism to help maintain ride/handling under heavy loads.

#### KEY NUMBERS

Wheelbase: 104.9" Track: F/R, 58.7/57.0" Length: 188.8" (193.2" for Wagon) Width: 72" Height: Coupe, 53.3"; Sedan, 53.7"; Wagon, 54.1" Curb wgt.: 2755 to 3101 lbs. Tank: 15.7 gal.

Note: Some features available at extra cost. See page 67 or your dealer for complete standard/optional feature availability.





**3.8 Liter SFI 3800 V6**

Sequential-port fuel injection.

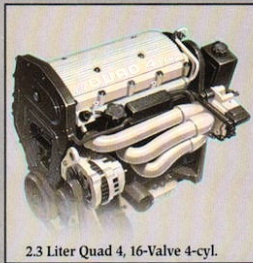
**Specifications**

Horsepower: 165 @ 5200 rpm.  
Torque: 210 lbs.-ft. @ 2000 rpm.  
Compression ratio: 8.5:1  
Bore & stroke: 3.80 x 3.40"  
Cylinder block: Cast iron.  
Cylinder head: Cast iron.  
Intake manifold: Aluminum.  
Crankshaft: Nodular cast iron.  
Exhaust manifold: Stainless steel.  
Exhaust system: Single.

**Standard on:** Bonneville SSE and SE.

# Engines

## RIDE PONTIAC RIDE!



**2.3 Liter Quad 4, 16-Valve 4-cyl.**

Dual overhead cams with multi-port fuel injection.

**Specifications**

Horsepower: 150 @ 5200 rpm.  
Torque: 160 lbs.-ft. @ 4400 rpm.  
Compression ratio: 9.5:1  
Bore & stroke: 3.62 x 3.35"  
Cylinder block: Cast iron.  
Cylinder head: Aluminum.  
Intake manifold: Aluminum.  
Crankshaft: Nodular cast iron.  
Exhaust manifold: Stainless steel.  
Exhaust system: Single.

**Optional on:** Grand Am, Grand Am LE and Grand Am SE.



**2.0 Liter 4-Cylinder**

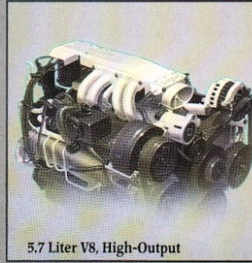
Turbocharged, overhead cam, with multi-port fuel injection.

**Specifications**

Horsepower: 165 @ 5600 rpm.  
Torque: 175 lbs.-ft. @ 4000 rpm.  
Compression ratio: 8.0:1  
Bore & stroke: 3.39 x 3.39"  
Cylinder block: Cast iron.  
Cylinder head: Aluminum.  
Intake manifold: Aluminum.  
Crankshaft: Nodular cast iron.  
Exhaust manifold: Cast iron.  
Turbocharger: Garrett T2.5.

**Standard on:** Sunbird GT and Grand Am SE.

**Optional on:** Grand Am LE, Sunbird SE Coupe and SE Sedan. Produced in Brazil or Australia.



**5.7 Liter V8, High-Output**

Tuned-port fuel injection.

**Specifications**

Horsepower: 225 @ 4400 rpm.  
Torque: 325 lbs.-ft. @ 3200 rpm.  
Compression ratio: 9.5:1  
Bore & stroke: 3.74 x 3.48"  
Cylinder block: Cast iron.  
Cylinder head: Cast iron.  
Intake manifold: Aluminum.  
Crankshaft: Nodular cast iron.  
Exhaust manifold: Cast iron.  
Exhaust system: Single, low restriction.

**Standard on:** Trans Am GTA.

**Optional on:** Trans Am and Firebird Formula.



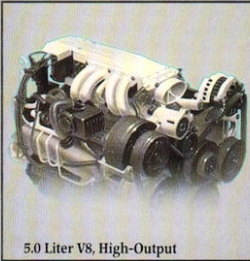
**2.5 Liter Tech IV 4-Cylinder**

"Tech IV" engine with electronic fuel injection.

**Specifications**

Horsepower: 98 @ 4800 rpm.  
Torque: 135 lbs.-ft. @ 3200 rpm.  
Compression ratio: 9.0:1  
Bore & stroke: 4.0 x 3.0"  
Cylinder block: Cast iron.  
Cylinder head: Cast iron.  
Intake manifold: Aluminum.  
Crankshaft: Nodular cast iron.  
Exhaust system: Single.

**Standard on:** Fiero Coupe, Grand Am, Grand Am LE, Pontiac 6000 and 6000 LE.



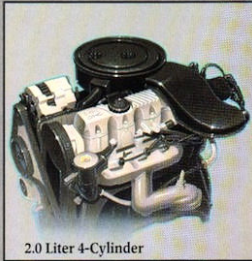
**5.0 Liter V8, High-Output**

Tuned-port fuel injection.

**Specifications**

Horsepower: 190 (Auto, Trans) or 215 (Manual Trans).  
Torque: 295 lbs.-ft. (Auto, Trans) or 285 lbs.-ft. (Manual Trans).  
Compression ratio: 9.5:1  
Bore & stroke: 3.74 x 3.48"  
Cylinder block: Cast iron.  
Cylinder head: Cast iron.  
Intake manifold: Aluminum.  
Crankshaft: Nodular cast iron.  
Exhaust manifold: Cast iron.  
Exhaust system: Single, low restriction.

**Optional on:** Firebird Formula, Trans Am, and Trans Am GTA.



**2.0 Liter 4-Cylinder**

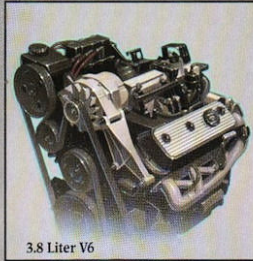
Overhead cam with electronic fuel injection.

**Specifications**

Horsepower: 96 @ 4800 rpm.  
Torque: 118 lbs.-ft. @ 3600 rpm.  
Compression ratio: 8.8:1  
Bore & stroke: 3.39 x 3.39"  
Cylinder block: Cast iron.  
Cylinder head: Aluminum.  
Intake manifold: Aluminum.  
Crankshaft: Nodular cast iron.  
Exhaust system: Single.

**Standard on:** Sunbird Sedan, SE Wagon, SE Coupe, and SE Sedan.

Produced in Brazil or Australia.



**3.8 Liter V6**

Sequential-port fuel injection.

**Specifications**

Horsepower: 150 @ 4400 rpm.  
Torque: 200 lbs.-ft. @ 2000 rpm.  
Compression ratio: 8.5:1  
Bore & stroke: 3.80 x 3.40"  
Cylinder block: Cast iron.  
Cylinder head: Cast iron.  
Intake manifold: Aluminum.  
Crankshaft: Nodular cast iron.  
Exhaust manifold: Stainless steel.  
Exhaust system: Single.

**Standard on:** Bonneville LE.



**2.8 Liter V6**

Multi-port fuel injection. (LB6 version illustrated)

**Specifications**

<b>L44 (Fiero)</b> Horsepower: 135 Torque: 165 lbs.-ft. Compression ratio: 8.5:1	<b>LB8 (Firebird)</b> Horsepower: 135 Torque: 160 lbs.-ft. Compression ratio: 8.5:1
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**LB6 (6000 & Grand Prix)**  
Horsepower: 125 (6000)  
130 (Grand Prix)  
Torque: 160 lbs.-ft.  
Compression ratio: 8.8:1

**L44 standard on:** Fiero GT and Formula. **LB8 standard on:** Firebird. **LB6 standard on:** Grand Prix, Pontiac 6000 S/E Sedan, S/E Wagon and STE; **optional on:** Pontiac 6000 Sedan, Wagon, LE Sedan and LE Wagon.

Produced in U.S., Canada or Mexico.



**5.0 Liter V8**

Electronic fuel injection.

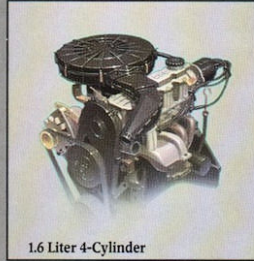
**Specifications**

Horsepower: 170 @ 4000 rpm.  
Torque: 255 lbs.-ft. @ 2400 rpm.  
Compression ratio: 9.3:1  
Bore & stroke: 3.74 x 3.48"  
Cylinder block: Cast iron.  
Cylinder head: Cast iron.  
Intake manifold: Aluminum.  
Crankshaft: Nodular cast iron.  
Exhaust manifold: Cast iron.  
Exhaust system: Single.

**Standard on:** Firebird Formula and Fire Trans Am.

**Optional on:** Firebird.

Produced in U.S. or Canada.



**1.6 Liter 4-Cylinder**

Electronic fuel injection.

**Specifications**

Horsepower: 74 @ 5600 rpm.  
Torque: 90 lbs.-ft. @ 2800 rpm.  
Compression ratio: 8.6:1  
Bore & stroke: 3.11 x 3.21"  
Cylinder block: Cast iron.  
Cylinder head: Aluminum.  
Intake manifold: Aluminum.  
Crankshaft: Nodular cast iron.  
Exhaust manifold: Cast iron.  
Exhaust system: Single.

**Standard on:** LeMans Aerocoupe (Value Leader), Aerocoupe, Sedan and SE Sedan.

Produced in Republic of South Korea.

Pontiacs are equipped with engines produced at GM, or suppliers to GM, worldwide.

5.0 liter LP9 carbureted V8 engine for Safari Wagon not shown. See page 61 for more information.



# Firebird

THE RUSH

TO RUSH  
STREET.



*ABOVE: The Trans Am GTA and a rolling two-lane like US-12 are a natural pair. This highway to Chicago was a perfect test bed for the GTA's outstanding performance and handling characteristics.*

*FACING PAGE: With a Flame Red paint job, 16 x 8" Diamond-Spoke wheels and P245/50VR16 Goodyear Eagle "gatorback" tires, the GTA is definitely not a car in which you'd travel incognito.*



You've heard the GTA exhaust note. How it pulsates through the air, rapping that sweet staccato beat onto your eardrums. You know the way your Reebok® running shoes tingle as you stand next to it—the blacktop surface reflecting 5.7 liters of raw-boned horsepower.

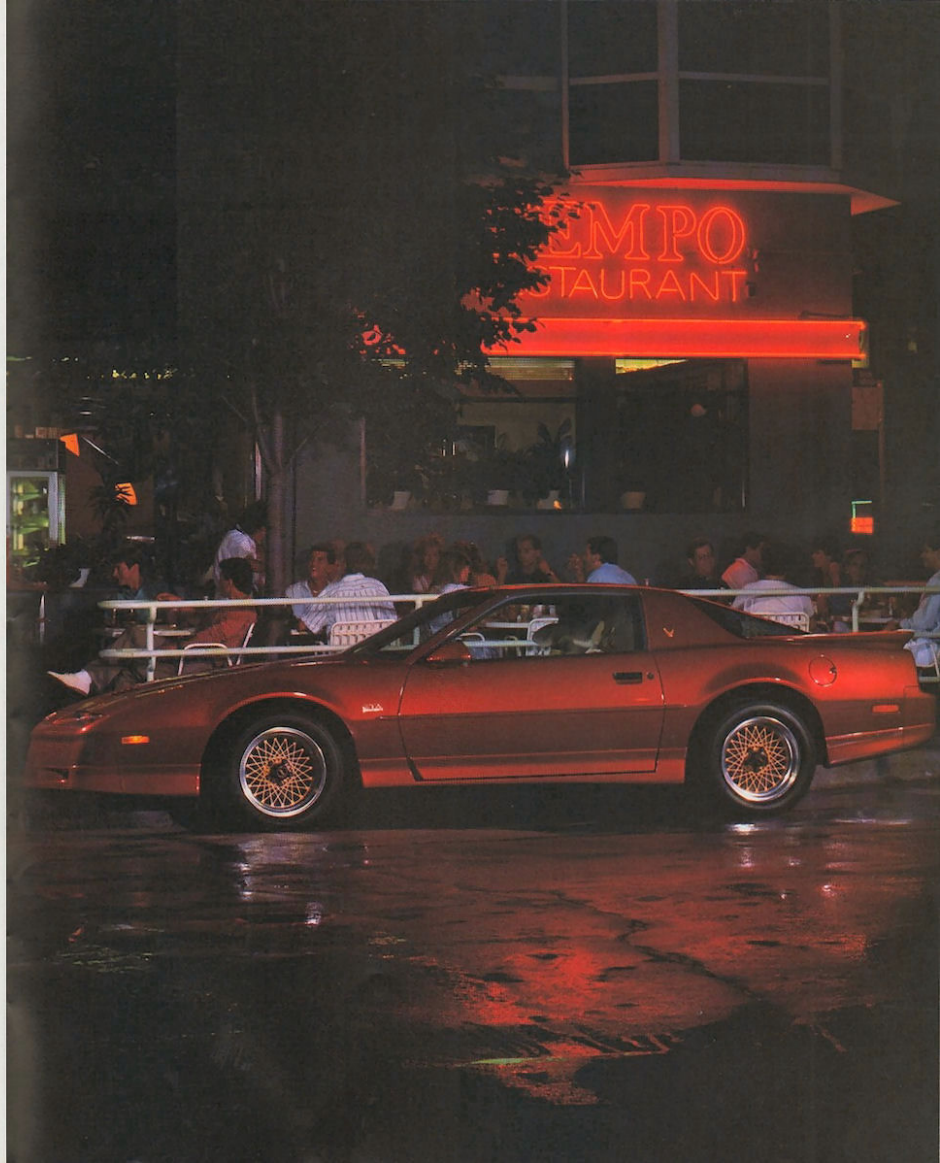
Frankly, I don't care what the gurus at Pontiac's home office say. GTA stands for "Good Times Ahead." And for '88, the good part gets even better.

The first evidence of that came at GM's Milford, Michigan, proving grounds as the engineer pulled up in this Flame Red beauty. He pulled

the keys from the switch and let them dangle between his thumb and forefinger. Like a carrot.

"Before you get these, let me show you what's new on this GTA for '88," he said. No bait needed on that count. I was like a kid waiting to be asked whether I wanted chopped nuts or chocolate sprinkles on my sundae.

\*Reebok® is a registered Trademark of Reebok International Limited.





"You seem eager enough," he said. "Bet you'll appreciate all the great convenience options that are now standard on GTA." I could hardly believe it. The design engineers had played right into my plans for testing this rascal on a road trip to Chicago. Objective: a seat-of-the-pants ride over some great highway, a little downtown diversion Chi-Town style, and the best deep-dish pizza this side of Sicily. A voice suddenly snapped me back to terra firma.

"Hey, look at these new duplicate radio controls right here on the steering wheel hub!" it said. "It's called 'Touch Control.' Mighty sophisticated, eh?" I had to agree. Especially since it was linked to a special Delco ETR-AM stereo/FM stereo radio with cassette and

graphic equalizer. Then this guy went into a roll. The kind car engineers get onto when they point out goodie after goodie on a new model:

Real leather as part of those body-hugging articulating seats; more leather surrounding a new four-spoke wheel; more horsepower than ever...wait a second!

Horsepower? Now he was talking Goodies. I pulled the keys out of his hand and slipped into the driver's seat as he explained something about a new high-lift cam and increased air flow induction.

About the same instant that I turned the key and let that breadbox-sized injection plenum deliver a shot of atomized premium to the intake valves, he gave me the bottom line:

"We're packing 225 horsepower and more torque, too," he shouted.

By that time, he had to strain his lungs. I was busy tapping my right foot, watching the tach bounce and savoring the sweet, sweet sound from that mechanical octet under the hood.

I'd heard enough from him anyway. It was time to let this GTA do some talking. As soon as I could say "thanks" and move the gear lever, I was out of there and making headway for Ann Arbor to pick up my old amigo, Pete. A better hot ride aficionado there never was.

He'd suggested a flight plan over US-12 all the way to the threshold of the Windy City. A primo pick if I must say so myself.



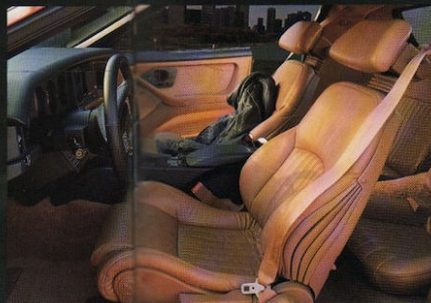
## Firebird, Firebird Formula, Trans Am.

These three Birds were certainly at the head of the line when Pontiac handed out hot design, technology, and performance for '88.

One look will tell you that Firebird now gets 15" Hi-Tech Turbo wheels as standard equipment or Diamond-Spoke wheels as an alternate, no-cost option. Full gauge instrumentation is also part of the deal. "Monochromatic" is the exterior paint theme for this year, and it's brightened with two new colors: silver blue metallic and medium orange metallic. Those who prefer a two-tone



ABOVE: The GTA's duplicate radio controls on the steering wheel hub made it easy for the tunes to just keep on comin'.



RIGHT: Articulating seats with 8-way adjustments are standard on GTA. Perforated Ventura leather is optional. Either way, these seats can be tuned to fit you like a glove.



This classic two-lane has it all. Suspension-straining curves, gear-pulling hills and farm country straights.

The steep grades of southern Michigan's Irish Hills received a thorough massage from the GTA's WS6 suspension, 16 x 8" Diamond Spoke wheels and Eagle GT gatorbacks ("V" rated, of course). The adhesion effect of it all was amazing—like driving an adult-size slot car.

From here on, the countryside flattens out a bit. It was a perfect chance to let the GTA loaf as we noticed how well the car's ergonomics harmonized—especially in the tunes department. The Delco ETR<sup>®</sup> sound system with graphic equalizer really delivered the traveling music with brilliance, balance and...whoops...all the intensity your ears can take.

The layout of the instruments is also intense...information-wise that is. This car had the classic gauge set-up, but those with hi-tech tastes can opt for an electronic I.P. with no problem.

paint scheme can still check the box for "Lower Body Accent Paint" and get their wish (extra cost on Firebird).

Go for the Formula package and you get new design 16" cast aluminum wheels standard and the full range of fuel-injected engine options—right up to the same 5.7 liter V8 that lurks under the GTA's hood. (Those who like to "speak softly and carry a big stick" please take note.)

Choose Trans Am, photos above left and above, and even more doors swing open for the driving enthusiast. Options start with power sport mirrors, a leather appointment group, and those get-down-to-business articulating bucket seats with power inflatable back and lumbar support. Standard goodies include aero ground effects, hood louvers, aero rear deck spoiler, neutral density tail lamp lenses and more.

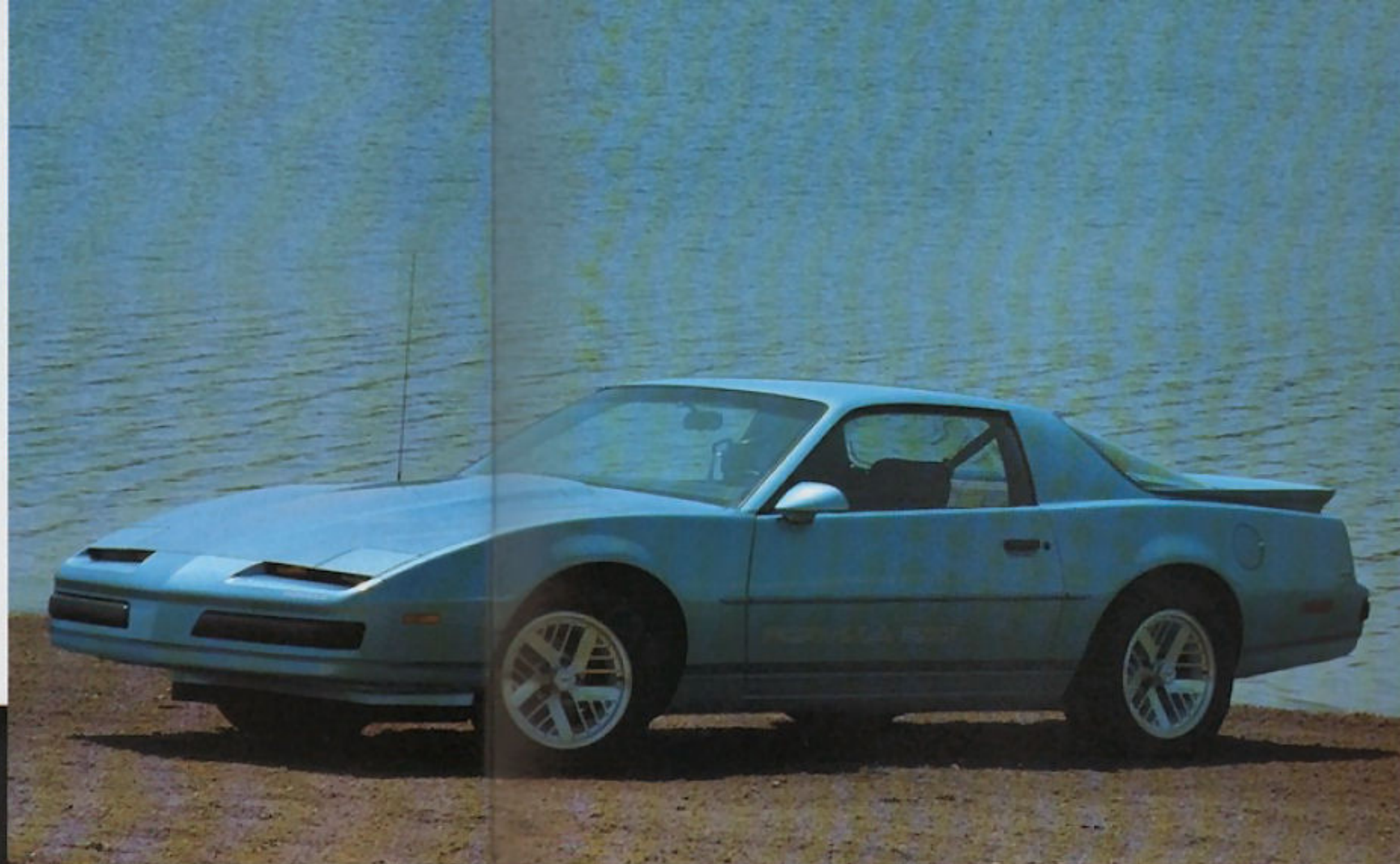
No doubt about it. You've got a "Bird Fancier's" buffet of power and pizzaz to choose from—so who's going to blame you for a bit of overindulgence?

When it comes to great cars, I tell my conscience to go sit quietly in the corner until I'm done with the option list.





After a turn down Chicago's Lake Shore Dr. and Michigan Ave., we turned west toward the neon glitz and deep-dish pizza of the Rush St. area.



Select a Firebird Formula and you get cast aluminum wheels, specific identification standard, and engine options that range all the way up to the powerful High Output 5.7 liter V8, below, with tuned-port fuel injection.

#### FIREBIRD VITAL SPECS

##### MODELS AVAILABLE

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

##### ENGINES

**5.7L V8 High Output:** 225 hp, 325 lbs.-ft. torque; tuned-port FI; roller valve lifters; high-lift cam; high-flow induction system; fast-burn combustion chambers; remote coil; dual cooling fans; serpentine accessory belt drive.

**5.0L V8 High Output:** 215 hp, 285 lbs.-ft. torque (manual trans.) 190 hp, 295 lbs.-ft. torque (auto. trans.), both with tuned-port FI; 170 hp, 225 lbs.-ft. torque with electronic FI; roller valve lifters; high-flow induction system (tuned-port FI); fast-burn combustion chambers; serpentine accessory belt drive.

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

##### ENGINE/TRANSMISSION TEAMS

**5-speed manual:** 5.0L V8 or 2.8L V6.

**4-speed auto:** 5.7L V8, 5.0L V8, or 2.8L V6.

##### BRAKES

4-wheel disc; 307 sq. in. total swept area.

Front disc/rear drum; 389.9 sq. in. total swept area.

##### SUSPENSIONS

**WS6 Special Performance with P245/50VR16 Goodyear Eagle "gatorback" tires:** 36mm front and 24mm rear stabilizer bars; special springs and bushings; 12.7:1 quick-ratio steering; 16 x 8" cast aluminum wheels; gas pressure struts and shocks.

**Y99 Rally Tuned with P215/65R15 Goodyear Eagle GT tires:** 32mm front and 23mm rear stabilizer bars (18mm with V6); special springs and bushings; 12.7:1 quick-ratio steering.

##### KEY NUMBERS

Wheelbase: 101" Track: F/R, 60.7/61.6" Length: 188.1" (Trans Am: 191.6") Width: 72.4" Height: 50"; Curb wgt.: 3102 to 3355 lbs. Tank: 15.5 gal.

Note: Some features available at extra cost. See page 68 or your dealer for complete standard/optional feature availability.



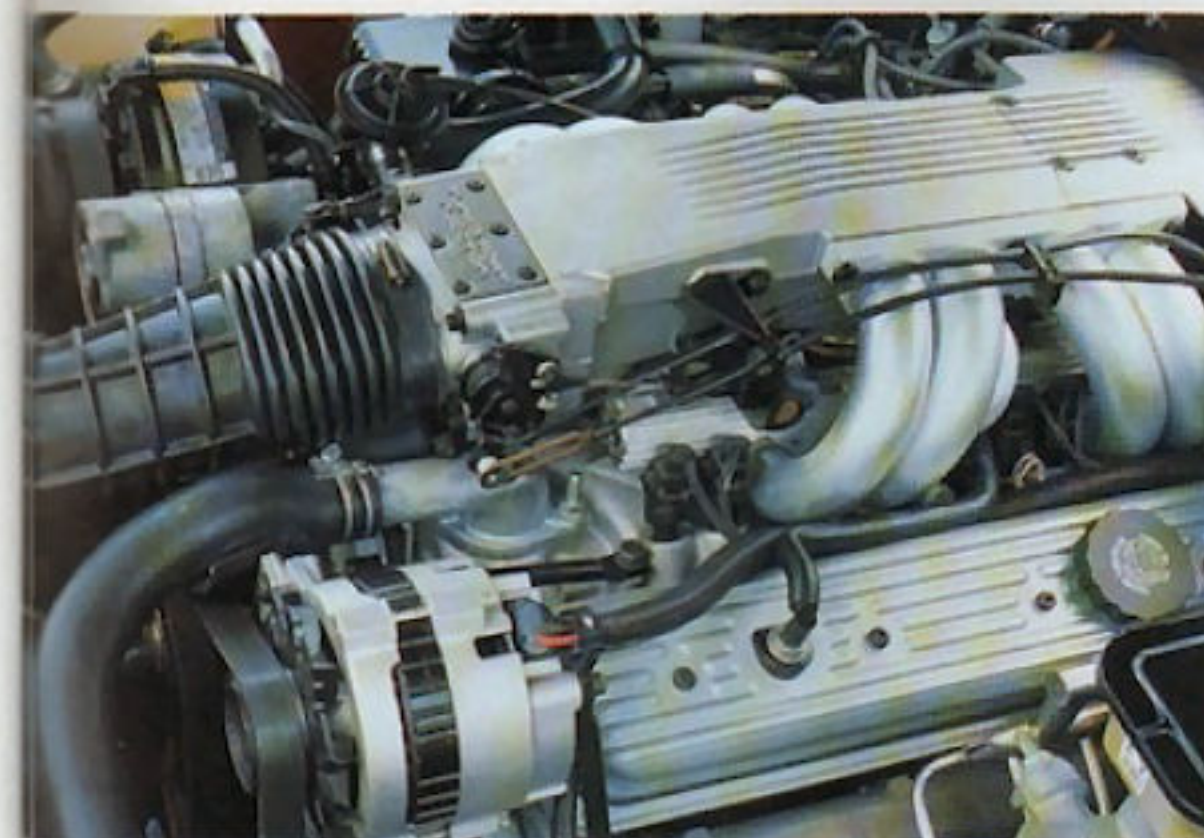
RIGHT: Gold Diamond-Spoke wheels are standard on GTA, available in black, red or white center on Trans Am.

LOWER RIGHT: New Deep-Dish Hi-Tech Turbo aluminum wheels measuring 16 x 8" are standard on Firebird Formula.

LEFT: Firebird now offers a choice of 15" Hi-Tech Turbo or Diamond-Spoke aluminum wheels plus full gauge instrumentation.



Standard five-speed manual transmission.



Order 5.7 liters of engine in Firebird Formula, Trans Am or Trans Am GTA.

The balance of the GTA's interior sports an impressive list of standards including air, power windows and locks, map pockets, a special lamp group, cruise control, tilt wheel, etc., etc. Rest assured, we were convenience competitive with anything on the highway.

On the other hand, our stomachs were more interested in food than convenience. As I pulled the GTA off onto Randolph St., both of us could almost smell that world-famous Chicago deep-dish pizza. I'm proud to report that willpower prevailed, however. Long enough for a leg around

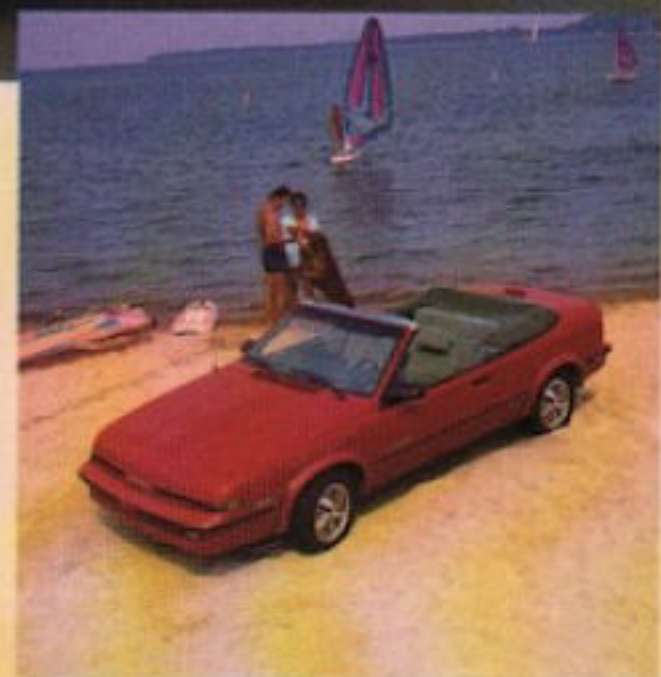
Lakeshore Drive anyway—just so the urban citizens of Cook County could get their first good look at an '88 GTA, you understand.

Then it happened. The GTA's nose suddenly turned west. Toward Rush Street. To Dearborn Street. To pizza! Would it be Gino's East? Pizza Due? Edwardo's? What did it matter?

The night was young. The GTA glistened. Our hunger burned...and so did the pepperoni.

Now, if the boss will just sign my expense account... ▽





# Sunbird

## THE TURBO GT: A RUN IN THE SUN.

Thanks to the Sunbird GT turbo convertible, people no longer "go down to the sea in ships!"

Instead, the hip make the trip in one of these pop-top offerings to jolly old Sol himself. Believe me, the turbo GT turns any junket into an outdoor party...and what better place for fun and relaxation than the beach?

That's roughly what I told the boss about my plans for getting some miles in this kicky ragtop by means of a short windsurfing safari. "Try to keep a lid on some of it," he said. A "lid" on it? In a red convertible? Get serious.

The first thing I did was pull the header latches and punch the "down" side of the soft top button. Now we were talking fun. Mission number two was a quick stop for trunks, a toothbrush and "the board."

From then on, it was Drive & Jive on I-75 all the way to the shores of the shining big sea water we call Lake Michigan. The combination of open freeway and the twisty, sand-blown roads of the shoreline areas really allowed the GT convertible to strut its stuff in the roadability and handling departments.

On the interstate, there's a reassuring sense of control to the GT. The ride is firm, yet comfortable. On secondary roads, a sporty touch of oversteer gives the car a sense of direction that's precise and point-on. It telegraphs a feeling that it has been over the road before and knows how to handle it.

This convertible GT also handles air turbulence very well. It can be a real hassle in the passenger compartment if a car has less than great aerodynamics. But the Sunbird gives you that top-down sensation without a wind tunnel blast of atmosphere.

Instead, the GT saves that little thrill for its engine. There's a turbo that can add up to nine psi. of boost to the 2.0 liter multi-port fuel-injected powerplant and churn up 165hp. That's a reserve of response which came in handy when it was time to pass slow-moving traffic along those shoreline two-lanes that stretch out to the beaches. I just timed the maneuver, tamped the gas, and was back in the right lane before I knew it.

A big plus for the GT's handling came from Pontiac's famous WS6 suspension package. It features P215/60R14 Goodyear Eagle GT+4 tires, continued on page 57

CLOCKWISE FROM ABOVE: The GT's front wheel drive and quick-ratio rack-and-pinion steering make it a natural for open-air excitement.

Sunbird GT Coupe combines a redesigned rear treatment with 165 turbocharged horsepower and WS6 suspension to offer great roadability.

The wind in your sail, the dog days of summer and the Sunbird Convertible make an unbeatable combination.

The GT Convertible gets the seal of approval from beach party animals.







ABOVE: Sunbird SE Coupe: bold styling at an affordable price.

RIGHT: Sunbird Sedan has the largest trunk of all Sunbirds.

## Sunbird Sedan, SE Coupe and SE Sedan.

Pontiac's flock of '88 Sunbirds has more to crow about this year than ever before. All six of them.

Both Sunbird and Sunbird SE come standard with an electronically fuel-injected 2.0 liter 4-cylinder engine and 5-speed transmission for performance with a sports car spirit. For even more of the same, a 2.0 liter turbocharged engine is available on SE models (except the Wagon).

Interiors have been upgraded with Pallex-monotone cloth upholstery as standard on all models. The inside environment of every Sunbird is also enhanced with a standard Delco ETR® AM/FM stereo sound system that includes a clock.

Outside, two new colors are added to the list; medium red metallic and camel metallic. Tire specifications are also new. Goodyear P185/80R13s are standard on Sunbird and Sunbird SE. With the Wagon's Rally Tuned suspension you'll get Goodyear P215/60R14 Eagle GT+4 tires.

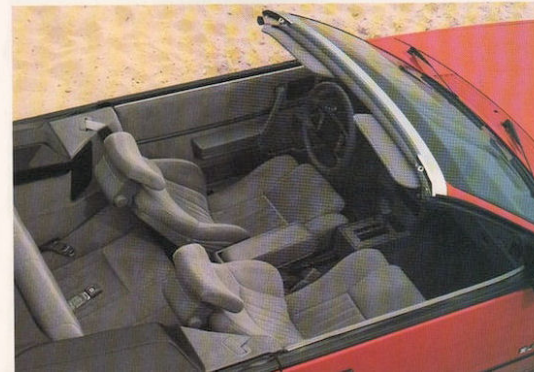
Regardless of which Sunbird you choose, there's a full issue of fun that comes with each and every one. Try not to think of them as "practical," "functional," or "efficiently styled." They are—but they're a lot of fun, too!



Sunbird GT has full gauge instrumentation.

### CLOCKWISE FROM BELOW:

The GT's sleek nose helps smooth airflow. The 2.0 liter turbo engine has 165 horsepower. Sunbird SE and GT models have special, hi-tech tail lamps. Reclining front bucket seats are standard on all Sunbirds.



continued from page 55

hefty 28mm front and 21mm rear stabilizer bars, special springs, bushings and 14:1 rack-and-pinion steering. Add that to the front-wheel-drive set-up of the Sunbird, mix well with an S-curve or two and you've got the perfect tonic for a driving enthusiasts "attitude adjustment" session.

When it's over, you can park the rascal and admire its redesigned rear quarter panels, decklid, taillamps, or paint—provided it's camel metallic or medium red metallic, which are new to the line-up this year.

If you park a GT in the right place, the car's apt to draw plenty of public attention, too. My own unscientific test procedure was simple. First,

I'd find a great beach (easy enough). Then I'd park the GT, do a little windsurfing, and check back in a while. Well, sure enough, the people would be there like bees to honey. A few of them anyway.

*"...the turbo GT convertible turns any junket into an outdoor party."*

Some would ask about the engine and its performance. Others were curious about the Delco ETR® sound system and what fun it would be to drive around in a real turbocharged convertible.

As a matter of fact, a few of these beach party animals found out how much fun it really is—but I have to keep a lid on it. Boss's orders, you understand. ▽

### SUNBIRD VITAL SPECS

#### MODELS AVAILABLE

Sunbird Sedan, Sunbird SE Coupe, SE Sedan and Wagon, Sunbird GT Coupe and Convertible.

#### ENGINES

2.0L 4-cyl: 165 hp, 175 lbs.-ft. torque; turbocharged; multi-port FI; high-flow cylinder heads; special pistons; high-flow intake manifold; electronic spark control; serpentine accessory belt drive.

2.0L 4-cyl: 96 hp, 118 lbs.-ft. torque; electronic FI; high-flow cylinder heads; high-flow intake manifold; electronic spark control; serpentine accessory belt drive.

#### ENGINE/TRANSMISSION TEAMS

5-speed manual; 2.0L 4-cyl. (w/electronic FI) or 2.0L turbocharged (w/MFI).

3-speed automatic; 2.0L 4-cyl. (w/electronic FI) or 2.0L turbocharged (w/MFI).

#### BRAKES

Power front disc/rear drum: 251.8 sq. in. total swept area.

#### SUSPENSIONS

W56 Special Performance with Goodyear Eagle GT+4

P215/60R14 tires; 28mm front and 21mm rear stabilizer bars; special springs and bushings; 14:1 rack-and-pinion steering.

Y99 Rally Tuned with Goodyear Eagle GT+4 P215/60R14 tires; 28mm front and 19mm rear stabilizer bars;

14:1 rack-and-pinion steering; 14" wheels. (Y99 available on Sunbird SE Wagon only)

Standard with Goodyear P185/80R13 tires; 28mm front sway bar; 16:1 rack-and-pinion steering; 13 x 5" wheels.

#### KEY NUMBERS

Wheelbase: 101.2" Track: F/R, 55.6/55.2" (Coupe & Sedan) 55.4/55.2" (Wagon & Convertible) Length: 178.2" (Coupe & Convertible) 181.7" (Sedan) 175.9" (Wagon) Height: 52.0" (Coupe) 53.8" (Sedan) 51.9" (Convertible) 54.1" (Wagon) Curb wgt.: 2353 to 2642 lbs. Tank: 13.6 gal.

NOTE: Some features available at extra cost. See page 69 or your dealer for complete standard/optional feature availability.



# Wagons

Wagons and road cars. Before we checked out Pontiac's 1988 lineup we weren't sure the two could be mentioned in the same breath, let alone the same sentence. But after running all over the map to photographic locations in these wagons, lugging cameras, film, writers, photographers and just about anything else that wasn't nailed down, we all agreed: These wagons do more than carry people and cargo. Each one hauls. Like a Pontiac!

The full-size Safari Wagon is a prime example. Its powerful 5.0 liter V8 is teamed with a 4-speed automatic transmission and an improved 2.93:1 standard axle ratio for increased performance. Inside, new sun visors and pedals bring the ergonomics up to new levels. There are also two new interior trim colors: dark blue and camel. Outside, you can choose five new exterior colors: light blue metallic, dark blue metallic, camel metallic, dark brown metallic and medium red metallic.



**ABOVE:** The Pontiac 6000 LE Wagon is for the buyer looking for even more refinement in a wagon. With an available 2.8 liter multi-port fuel-injected V6 for added power.

**TOP RIGHT:** Pontiac's '88 Safari Wagon is a luxurious full-sized wagon offering 8-passenger roominess, generous cargo capacity, and power to handle large loads.

**MIDDLE RIGHT:** The 6000 S/E Wagon combines sporty handling and performance with the practicality of a wagon.

**LOWER RIGHT:** Sunbird SE Wagon features a standard 2.0 liter fuel-injected four-cylinder engine and a Delco ETR® AM/FM radio with seek/scan and clock.



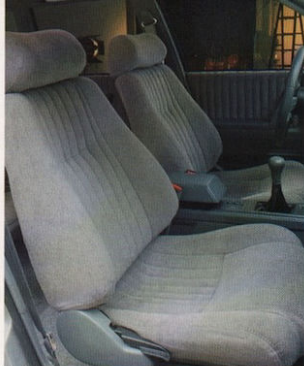




RIGHT: Front bucket seats are standard equipment on the 6000 S/E Wagon along with a 5-speed manual transmission.

LEFT: The third, rear-facing seat of the Safari Wagon is standard equipment and boosts seating capacity to eight. Perfect for hauling photographic assistants who like to see where they've been.

BELOW: The S/E Wagon's instrument panel includes a lot of hi-tech features that originated in the cockpits of high-speed aircraft—but the S/E Wagon's leather-wrapped wheel isn't one of them.



The rear tailgate opening measures a yawning 30.4 x 48.2" for access to over 87 cubic feet of cargo space. Take our word for it, those extra "cubes" come in handy when you're hauling photo equipment.

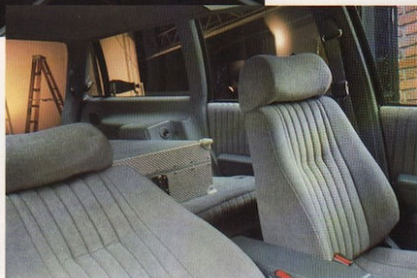
The Pontiac 6000 Wagon had plenty of them to use, too. Just a little over 74 cubic feet, as a matter of fact. If you care to mix a little fun with your cargo capacity, the 6000 S/E Wagon comes with a multi-port fuel-injected 2.8 liter V6, Goodyear Eagle GT+4 radials, and a 5-speed manual transmission. Get your kicks and the groceries at the same time.

The Sunbird Wagon follows Pontiac's "feel for the road" philosophy too. It's available with Y99 Rally Tuned suspension, P215/60R14 Goodyear Eagle GT+4 tires, cast aluminum wheels, 5-speed transmission, and full gauge instrumentation. To be truthful, it also has 64.4 cubic feet of cargo space and a rear opening width of 47.5." Quote these figures to family and friends as you rationalize the fun stuff I previously mentioned.

Better yet, take 'em for a test ride in one of these '88 wagons. They'll understand immediately. ✓



RIGHT: Behind the front seats, there's 74.4 cubic feet of cargo space in the Pontiac 6000 S/E Wagon. Pile it full of camera cases, lights, ladders or cold pizza. We did.



## SAFARI WAGON FEATURES AND OPTIONS

### STANDARD EQUIPMENT:

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

**Every Pontiac Safari Wagon features:**  
 5.0 liter V8 engine with 4 bbl.  
 Air conditioning with Soft Ray tinted glass  
 Brakes, "Powermaster" front disc/rear drum  
 Bumper rub strips, white accent, front/rear  
 Carpeting, load floor area, lower door panels  
 Center high-mounted stop lamp  
 Extensive anti-rustion protection  
 GM Computer Command Control  
 Hood release, inside  
 Mirror, sport, LH remote control, RH manual  
 Power steering  
 Radio, Delco ETR® AM/FM stereo, UM7 (1)  
 Seats:  
 Rear-facing third seat, Hartford vinyl  
 Springs, load-carrying  
 Stabilizer bar, front  
 Steering wheel, three-spoke  
 Suspension, full coil  
 Tailgate window control  
 Tires, steel-belted radials, whitewalls, P225/75R15  
 Transmission, 4-speed automatic  
 Wheel covers, Custom

### OPTION GROUPS:

To order a new Safari Wagon, just pick the package that has all the options you want. It's that easy.

	I	II
Tilt steering wheel	•	•
Lamp group	•	•
Cruise control	•	•
Controlled-cycle windshield wipers	•	•
Power door locks	•	•
Power windows	•	•
Power driver's seat, with 55/45 split seat only	•	•
Carpet, sidewalls and tailgate	•	•
Cornering lamps	•	•
Dual remote mirrors	•	•
Bumper guards, front and rear	•	•
Illuminated visor vanity mirror, passenger	•	•
Halogen headlamps	•	•
• = included in option group.		

### INDIVIDUAL OPTIONS:

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

Antenna, power  
 Cooling, heavy-duty  
 Defogger, electric rear window  
 Floor mats, front and rear  
 Gauges, includes coolant temperature and voltmeter  
 Luggage carrier, including rear air deflector  
 Power door locks, including power tailgate lock  
 Power windows  
 Radio equipment (2):  
 Delco ETR® AM/FM stereo, UM6  
 Delco ETR® AM stereo/FM stereo, UX1  
 Seats, 55/45 split front seat, passenger recliner  
 Shock absorbers, superlift  
 Sliding, simulated woodgrain  
 Trailer wiring harness  
 Wheel covers, wire with locking package

(1) May be deleted for credit, except when option group is ordered. See your dealer for details.  
 (2) See pages 32-33 for detailed descriptions of radios and stereos.

# Features & Options

We'd only be giving you half the story if we checked out the cars, without checking out how to actually get one in your possession. So we visited a few Pontiac dealerships, anticipating hours of going over blank order forms for stripped cars and option lists the size of the Manhattan phone directory.

What we found, instead, were cars that were pretty well equipped in the first place and option groups that packaged specific extras into an easy-to-understand list.

Take Safari Wagon, below, as an example. The first thing you see is what you get Standard. And it's in alphabetical order so you can find what you need fast. Next come the Option Groups. Safari gives you two choices, and you can see what each includes at a glance.

You could stop there. But let's say you wanted to haul that new sloop you won in the sweeps. Just let your eyes coast down to Individual Options and the trailer wiring harness, and you've taken your first step.

It's that simple. And that easy. So what are you waiting for?



## BONNEVILLE FEATURES AND OPTIONS

**STANDARD EQUIPMENT:** This is a partial list. See your dealer for details.

**Every Bonneville LE features:**

- 3.8 liter V6 engine with SFI
- Acoustical insulation
- Air conditioning
- Armrest, front seat center
- Body-frame integral construction
- Carpet
- Center high-mounted stop lamp
- Cluster warning lights
- Compact spare tire
- Complete instrumentation
- Delco Freedom II® battery
- Dual horns
- Extensive anti-corrosion protection
- Flow-through ventilation
- Front wheel drive
- GM Computer Command Control
- Independent front/rear suspension

- Inside hood release
- Lamps: dome, glove box and trunk
- Lower door map pockets
- (n/a with UW4 speaker system)
- Lower door panel carpeting
- Mirrors, dual sport, sideview
- Power rack-and-pinion steering
- Radio, Delco ETR® AM/FM UM7(1)
- Safety belts, automatic, for driver and right front passenger
- Safety shoulder belts, rear seat
- Systems monitor
- Transmission, 4-speed automatic
- Visor vanity mirror, passenger
- Wheel covers, Aero Torque
- Wide body side molding
- Windshield wipers, dual fluidic, concealed

**In addition to the standard equipment already listed on Bonneville LE, Bonneville SE features:**

- 3.8 liter SFI 3800 V6 engine
- Armrest, rear seat, pull down
- Complete rally instrumentation with tachometer
- Controlled-cycle windshield wipers
- Cruise control
- Driver Information Center
- Gas pressure struts
- Lamp, interior courtesy front/rear doors
- Power windows with door pad switches
- Recliner, manual, right and left
- 45/55 front seats
- Special springs
- Steering wheel, leather-wrapped
- Suspension, Rally Tuned
- Tilt steering wheel
- Tires, steel-belted radials, Eagle GT, P215/65R15
- Wheels, Tri-Port, cast aluminum 15" x 6"

**In addition to the standard equipment already listed on Bonneville SE, Bonneville SSE features:**

- Aero extensions on doors and rocker panels
- Automatic air conditioning
- Brakes, anti-lock front disc/rear drum
- Console with power seat controls
- Duplicate steering wheel radio controls
- Electronic compass
- Electronic ride control
- Flash-to-pass headlamp control
- GM Protection Plan
- Headlamp washers
- Key activated power door locks
- Power mirrors, heated, blue-tint
- Radio, Delco ETR® "touch control"
- AM stereo/FM stereo w/cassette, UT4 (3) w/anti-theft Delco-Loc
- Rear seat armrest with storage
- Seats, 45/45, 10-way power adjustable
- Six-speaker system
- Suspension, Special Purpose
- Tires, Goodyear Eagle blackwall, GT+4, P215/60R16 (2)
- Wheels, Aero-Cast aluminum 16" x 7"

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

	Bonneville LE				Bonneville SE		
	I	II	III	IV	I	II	III
Controlled-cycle windshield wipers	•	•	•	•	•	•	•
Tilt steering wheel	•	•	•	•	•	•	•
Cruise control	•	•	•	•	•	•	•
Lamp group	•	•	•	•	•	•	•
Power door locks	•	•	•	•	•	•	•
Power windows	•	•	•	•	•	•	•
Power driver's seat	•	•	•	•	•	•	•
Deck lid release	•	•	•	•	•	•	•
Illuminated visor vanity mirror, passenger	•	•	•	•	•	•	•
Steering wheel, leather-wrapped	•	•	•	•	•	•	•
Fog lamps	•	•	•	•	•	•	•
Lighted entry system	•	•	•	•	•	•	•
Electric fuel door lock	•	•	•	•	•	•	•
Power sport mirrors	•	•	•	•	•	•	•
Power passenger seat	•	•	•	•	•	•	•
Twilight sentinel	•	•	•	•	•	•	•

S=Standard equipment • =Included in option group.

**INDIVIDUAL OPTIONS:** This is a partial list. See your dealer for details.

	Bonneville LE	Bonneville SE	Bonneville SSE
Antenna, power	A	A	S
Defogger, electric rear window	A	A	S
Gauges, including Driver Information Center (included with 45/45 seat option)	-	-	A
Leather seat trim	-	-	A
Paint, two-tone	A	A	-
Power door locks	A	A	S
Power windows	A	S	-
Radio equipment (3):			
Delco ETR® AM/FM stereo, UM6	A	A	-
Delco ETR® AM stereo/FM stereo, UT4	A	A	S
Seats:			
45/55 split front seat	A	S	-
45/45 front seat with console	-	A	S
Sunroof, power	A	A	A
Theft-deterrent system	-	-	A
Wheels, Diamond-Spoke, aluminum, 14", with locking package	A	-	-

A=Available S=Standard - =Not available (1) May be deleted for credit, except when option group is ordered. See your dealer for details. (2) Tire chains should not be used. They may cause damage. See Owner's Manual. (3) See pages 32-33 for detailed descriptions of radios and stereos.

## 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
- Acoustical insulation
- Brakes, power four-wheel disc
- Composite halogen headlamps
- Dual horns
- Dual sport mirrors, LH remote
- Glove box with combination lock
- Lamps: ashtray, glove box and dome
- Power rack-and-pinion steering

**In addition to the standard equipment already listed on Grand Prix, Grand Prix LE features:**

- Analog instrumentation with tach, coolant temperature, oil pressure and voltmeter
- Door map pockets
- Lamps: luggage, underhood & LP courtesy
- Power windows with illuminated switches
- Rear folding armrest with pass through luggage compartment
- Seats, 40/60 split reclining in pallex cloth

**In addition to the standard equipment already listed on Grand Prix, Grand Prix SE features:**

- Analog instrumentation with tach, coolant temperature, oil pressure and voltmeter
- Cruise control
- Door map pockets
- Dual exhaust system
- Fog lamps
- Lamps: luggage, underhood & LP courtesy
- Leather-wrapped steering wheel & shift knob
- Overhead console with storage and lamps
- Power windows with illuminated switches
- Seats: articulating, power bucket rear-passenger bucket
- Suspension, Rally Tuned
- Tilt steering wheel
- Tires, P215/65R15 Goodyear Eagle GT+4 (2)
- Transmission, 5-speed manual
- Wheels, Sport, color keyed, aluminum, 15"

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

	Grand Prix			Grand Prix LE			Grand Prix SE	
	I	II	III	I	II	III	I	II
Air conditioning, electronic control	•	•	•	•	•	•	•	•
Tilt steering wheel	•	•	•	•	•	•	•	•
Lamp group	•	•	•	S	S	S	S	S
Visor vanity mirror, RH	•	•	•	•	•	•	•	•
Cruise control	•	•	•	•	•	•	•	•
Controlled-cycle windshield wipers	•	•	•	•	•	•	•	•
Power windows with illuminated switches	•	•	•	S	S	S	S	S
Power door locks with illuminated switches	•	•	•	•	•	•	•	•
Deck lid release	•	•	•	•	•	•	•	•
Power seat, driver's	•	•	•	•	•	•	•	•
Illuminated visor vanity mirror, passenger	•	•	•	•	•	•	•	•
Rearview mirror with dual reading lamps	•	•	•	•	•	•	•	•
Leather appointment group	•	•	•	•	•	•	S	S
Security lighting, including illuminated entry and time-delay headlamp shutoff	•	•	•	•	•	•	•	•
Power mirrors	•	•	•	•	•	•	•	•
Front console extension, includes electronic compass, trip computer and service reminder	•	•	•	•	•	•	•	•

S=Standard equipment • =Included in option group.

**INDIVIDUAL OPTIONS:** This is a partial list. See your dealer for details.

	Grand Prix	Grand Prix LE	Grand Prix SE
Air conditioning, electronic control	A	A	A
Defogger, electric rear window	A	A	A
Floor mats, front and rear carpeted	A	A	A
Gauges, mechanical analog with tachometer and trip odometer	A	S	S
Paint, lower accent two-tone	A	A	-
Radio equipment (3):			
Delco ETR® AM/FM stereo, UM6	A	A	A
Delco ETR® AM stereo/FM stereo, UX1	A	A	A
High-performance sound system, six-speaker, with power amplifier	-	A	A
Power antenna	A	A	A
Power door locks	A	A	A
Power windows	A	S	S
Seats:			
40/60 split w/folding armrest	A	S	-
Reclining buckets w/console	A	A	-
Tires:			
P195/70R15, blackwalls, Goodyear Eagle GT+4 (requires 15" wheels) (2)	A	A	-
P215/65R15, blackwalls, Goodyear Eagle GT+4 (includes Y99 Rally Tuned suspension) (2)	A	A	S
Transmissions:			
4-speed automatic	S	S	A
5-speed manual	A	A	S
Wheels:			
Styled steel Sport, 15"	A	A	-
Aluminum, 15", w/locking package (color-keyed on SE)	A	A	S

A=Available S=Standard - =Not available (1) May be deleted for credit, except when option group is ordered. See your dealer for details. (2) Tire chains should not be used. They may cause damage. See Owner's Manual. (3) See pages 32-33 for detailed descriptions of radios and stereos.



## FIERO FEATURES AND OPTIONS

**STANDARD EQUIPMENT:** This is a partial list. See your dealer for details.

### Every Fiero Coupe features:

2.5 liter 4-cyl. Tech IV engine with EFI  
Black-finish air deflector  
Black-finish body side moldings  
Black-finish door handles & lock cylinders  
Brakes, power, 4-wheel disc  
Bucket seats, reclining  
Center high-mounted stop lamp  
Clearcoat paint  
Color-keyed safety belts  
Compact spare radial tire  
Delco Freedom II® battery  
Dome lamp  
Dual map lights  
Enduraflex™ body panels  
Extensive anti-corrosion protection  
Full-length console  
GM Computer Command Control  
Headlamps, halogen with retracting feature

Hobnail carpeting  
Locking fuel filler door with remote release  
Map pocket on instrument panel  
Marker side lamps, front/rear  
"Mill and Drill" construction  
Mirrors, sport LH remote and RH manual  
Multi-function control lever  
Rack-and-pinion steering  
Radio, Delco ETR® AM/FM stereo, UM7 (1)  
Radio noise suppression equipment  
Side window delimiters  
Soft fascia system front/rear  
Space frame body construction  
Steering wheel, rally, four-spoke  
Sun visors  
Suspension, new independent front/rear  
Transmission, 5-speed manual  
Wheels, Hi-Tech Turbo aluminum

### In addition to the standard equipment already listed on Fiero Coupe, Fiero Formula features:

2.8 liter V6 engine with MFI  
Rear deck spoiler  
Special front and rear shock absorbers  
Special springs  
Stabilizer bar, 23mm rear  
Suspension, WGS performance  
Tires, P205/60R15 (front) and P215/60R15 (rear) Goodyear Eagle GT+4 (2)  
Tuned dual twin-port exhaust  
Wheels, 15" Diamond-Spoke aluminum, black

### In addition to the standard equipment already listed on Fiero Formula, Fiero GT features:

Aero package with front and rear fascia  
Body side skirts  
Controlled-cycle windshield wipers  
Instrumentation package, console-mounted  
Lamp group  
Luggage compartment trim, deluxe  
Map pocket on sun visor  
Monochrome exterior color scheme  
Power windows  
Radio, Delco ETR® AM/FM stereo, UM6 (1)  
Remote deck lid release  
Soft Ray tinted glass  
Steering wheel, tilt, deluxe three-spoke, leather-wrapped  
Tuned dual twin-port polished exhaust  
Wheels, 15" Diamond-Spoke aluminum, black or gold

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

	Fiero Coupe			Fiero Formula			Fiero GT
	I	II	III	I	II	III	I
Air conditioning		•	•		•	•	•
Tinted glass	•	•	•	•	•	•	S
Tilt steering wheel	•	•	•	•	•	•	S
Controlled-cycle windshield wipers	•	•	•	•	•	•	S
Lamp group		•	•		•	•	S
Visor vanity mirror, passenger		•	•		•	•	S
Cruise control		•	•		•	•	•
Power door locks		•	•		•	•	•
Power windows, including map pockets		•	•		•	•	S
Power sport mirrors							S

S=Standard equipment • =Included in option group.

**INDIVIDUAL OPTIONS:** This is a partial list. See your dealer for details.

	Fiero Coupe	Fiero Formula	Fiero GT
Air conditioning with Soft Ray tinted glass	A	A	A
Defogger, electric rear window	A	A	A
Engine, 2.8 liter V6 with MFI	—	S	S
Luggage carrier, deck lid	—	—	—
Mats, carpet, front floor	A	A	A
Power door locks	A	A	A
Power windows	A	A	S
Radio equipment (3)	A	A	S
Delco ETR® AM/FM stereo, UM6	A	A	S (1)
Delco ETR® AM stereo/FM stereo, UX1	A	A	A
Seats:			
Inflatable lumbar bucket, driver side only	—	—	A
Reclining bucket with Venturo leather	—	—	A
Spoiler, rear deck lid, not available with luggage carrier	—	S	A
Subwoofer speaker system (requires stereo radio and air conditioning)	—	—	A
Sunroof, removable	A	A	A
Tires:			
P195/70R14 blackwalls, steel-belted, Eagle GT+4 (2)	A	—	—
Transmission, 3-speed automatic	A	A	A
Wheels:			
Diamond-Spoke, aluminum (black or gold on Fiero GT—black only on Formula)	—	S	S

A=Available S=Standard —=Not available (1) May be deleted for credit, except when option group is ordered. See your dealer for details.  
(2) Tire chains should not be used. They may cause damage. See Owner's Manual. (3) See pages 32-33 for detailed descriptions of radios and stereos.

## GRAND AM FEATURES AND OPTIONS

**STANDARD EQUIPMENT:** This is a partial list. See your dealer for details.

### Every Grand Am features:

2.5 liter 4-cyl. Tech IV engine with EFI  
Acoustic insulation package  
Black-finish door handles and lock cylinders  
Braking system, power front disc/rear drum  
Bucket seats, reclining front  
Bumpers, soft fascia, front/rear  
Center high-mounted stop lamp  
Clearcoat paint  
Compact spare tire  
Complete analog instrumentation  
Console, full floor-mounted  
Delco Freedom II® battery  
Dual front and rear radio speakers  
Dual horns  
Extensive anti-corrosion protection  
Front wheel drive  
Glove compartment  
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  
Multi-function control lever  
Pulley cloth upholstery  
Power rack-and-pinion steering  
Radio, Delco ETR® AM/FM stereo, UM7 (1)  
Rear-seat integral headrests  
Safety belts, automatic, for driver and right front passenger  
Side window delogger  
Soft Ray tinted glass  
Suspension, MacPherson strut front  
Transmission, 5-speed manual  
Wheel covers, Custom  
Wide body-side moldings

### In addition to the standard equipment already listed on Grand Am, Grand Am LE features:

Composite headlamps  
Deluxe color-keyed safety belts  
Deluxe exterior ornamentation  
Front console with armrest  
Metric cloth upholstery  
Two-tone paint  
Wheel covers, Custom color-keyed

### In addition to the standard equipment already listed on Grand Am, Grand Am SE features:

2.0 liter 4-cylinder turbocharged engine with MFI  
Composite headlamps  
Cruise control  
Deluxe color-keyed safety belts  
Deluxe exterior ornamentation  
Deluxe Thaxton carpet  
Fog lamps, deluxe integral  
Fuel filler door, remote release  
Leather appointment book with rally, four-spoke leather-wrapped steering wheel, shift knob and parking brake handle  
Metric cloth upholstery  
Power door locks  
Rally gauges with tachometer  
Rear-seat center armrest  
Specific monochromatic paint treatment with color-keyed grille, emblems and aluminum wheels  
Suspension, Rally Tuned, including stabilizer bars, 28mm front and 21mm rear  
Tilt steering wheel  
Tires, steel-belted, Goodyear Eagle GT+4 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.

	Grand Am			Grand Am LE			Grand Am SE	
	I	II	III	I	II	III	I	II
Air conditioning		•	•		•	•	•	•
Tilt steering wheel	•	•	•	•	•	•	S	S
Custom console	•	•	•	S	S	S	S	S
Lamp group		•	•		•	•	•	•
Controlled-cycle windshield wipers		•	•		•	•	S	S
Cruise control		•	•		•	•	S	S
Remote fuel filler door release		•	•		•	•	S	S
Visor vanity mirror		•	•		•	•	S	—
Deck lid release		•	•		•	•	S	S
Power windows		•	•		•	•	S	•
Power door locks		•	•		•	•	S	S
Fog lamps, including front header and rear courtesy lamps		•	•		•	•	S	S
Power driver's seat		•	•		•	•	•	•
Split-folding rear seat		•	•		•	•	S	S
Illuminated visor vanity mirror		•	•		•	•	•	•
Power sport mirrors		•	•		•	•	•	•

S=Standard equipment —=Not Available • =Included in option group.

**INDIVIDUAL OPTIONS:** This is a partial list. See your dealer for details.

	Grand Am Coupe	Grand Am Sedan	Grand Am LE Coupe	Grand Am LE Sedan	Grand Am SE Coupe	Grand Am SE Sedan
Air conditioning	A	A	A	A	A	A
Defogger, electric rear window	A	A	A	A	A	A
Engines:						
2.0 liter, 4-cyl. turbocharged engine with MFI	—	—	A	A	S	S
2.3 liter Quad 4 DOHC 16-valve 4-cyl. with MFI	A	A	A	A	A	A
Gauges, including trip odometer, water temperature, oil pressure, voltmeter and tach	A	A	A	A	S	S
Luggage carrier, deck lid	A	A	A	A	A	A
Radio equipment (3):						
Pontiac performance sound system, requires power windows	A	A	A	A	A	A
Delco ETR® AM/FM stereo, UM6	A	A	A	A	A	A
Delco ETR® AM stereo/FM stereo, UX1	A	A	A	A	A	A
Seats, articulating bucket seats with power inflatable lumbar and backing bolsters	—	—	—	—	A	A
Sunroof, removable, with air deflector	A	A	A	A	A	A
Transmission, 3-speed automatic	A	A	A	A	A	A
Wheels:						
Tri-Port, requires P195/70R14 tires	A	A	A	A	—	—
Hi-Tech Turbo, aluminum, with locking package	A	A	A	A	—	—

A=Available S=Standard —=Not available (1) May be deleted for credit, except when option group is ordered. See your dealer for details.  
(2) Tire chains should not be used. They may cause damage. See Owner's Manual. (3) See pages 32-33 for detailed descriptions of radios and stereos.



# 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  
 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  
 Seats, bucket, reclining front  
 Side window defogger  
 Soft headliner  
 Suspension:  
 MacPherson front strut with stabilizer bar  
 Semi-independent trailing arm/torsion beam rear suspension with coil springs  
 Tires, P175/70R13 steel-belted  
 Transmission, 4-speed manual  
 Trip odometer  
 Twill cloth upholstery  
 Two-tone paint  
 Wheel covers, Custom  
 Wide body side molding

### In addition to the standard equipment already listed on the Aerocoupe (Value Leader), every LeMans Aerocoupe and Sedan features:

Front and rear assist handles  
 Full analog instrumentation  
 Mirrors, remote dual sport  
 Radio, Delco ETR\* AM/FM stereo, UM7 (1)  
 Soft Ray tinted glass  
 Swinging-out rear windows (Aerocoupe only)  
 Tachometer  
 Transmission, 5-speed manual  
 Visor vanity mirror

### In addition to the standard equipment already listed on LeMans Aerocoupe and Sedan, LeMans SE Sedan features:

Fog lamps  
 Mosquito/tarlin cloth upholstery  
 Seats, bucket, SE specific  
 Special seat height adjusters  
 Split folding rear seat  
 Tilt steering wheel

## INDIVIDUAL OPTIONS This is a partial list. See your dealer for details.

	Aerocoupe (Value Leader)	Aerocoupe	Sedan	SE Sedan
Air conditioning (requires available power steering)	—	A	A	A
Front/rear carpeted floor mats	A	A	A	A
Power steering	—	A	A	A
Radio equipment (2): Delco DIN Size AM/FM stereo cassette, UM6	A	A	A	A
Delco ETR* DIN Size AM/FM stereo, UM7	A	S (1)	S (1)	S (1)
Roof luggage rack, black	A	A	A	A
Sunroof	A	A	A	A
Transmission, 3-speed automatic	—	A	A	A

A=Available S=Standard —=Not available

(1) May be deleted for credit, except when option group is ordered. See your dealer for details.

(2) See pages 32-33 for detailed descriptions of radios and stereos.

# PONTIAC 6000 FEATURES AND OPTIONS

## STANDARD EQUIPMENT: This is a partial list. See your dealer for details.

### Every Pontiac 6000 features:

2.5 liter 4-cyl. Tech IV engine with EFI  
 Acoustical insulation  
 Black-finished door window frames  
 Carpeted lower door panels  
 Center high-mounted stop lamp  
 Color-coded safety belts  
 Compact spare tire  
 Composite headlamps  
 Cruise carpeting  
 Delco Freedom II\* battery  
 Extensive anti-corrosion protection  
 Fluidic windshield washer system with dual nozzles  
 Front air dam (black)  
 Front wheel drive  
 Glove compartment with lock  
 GM Computer Command Control inside hood release  
 Instrument panel lighting, warm red  
 MacPherson strut front suspension  
 Multi-function control lever  
 Power rack-and-pinion steering  
 Radio, Delco ETR\* AM/FM stereo, UM7 (1)  
 Radio noise suppression equipment  
 Side window defoggers  
 Soft fascia front and rear bumpers  
 Suspension, rear, trailing arm and beam with integral stabilizer bar  
 Transmission, 3-speed automatic  
 Wheel covers, Tri-Port

### In addition to the standard equipment already listed on Pontiac 6000, 6000 LE features:

Door map pockets (LH and RH)  
 Dual horns  
 Locking fuel-filler door  
 Lower accent two-tone paint  
 Map pocket on front seatbacks  
 Steering wheel, sport, four-spoke

### In addition to the standard equipment already listed on Pontiac 6000, 6000 S/E features:

2.8 liter V6 engine with MFI  
 Bucket seats with console  
 Door map pockets (LH and RH)  
 Dual horns  
 Dual-outlet sport exhaust  
 Electronic Ride Control (S/E wagon only)  
 Map pocket on front seatbacks  
 Mirrors, dual sport, sideview  
 Rally gauges with tachometer  
 Specific springs and bushings  
 Stabilizer bars, 28mm front and 22mm rear  
 Steering wheel, S/E specific, leather-wrapped  
 Suspension, Rally Tuned  
 Tires, steel-belted, Goodyear Eagle GT+4, P195/70R14  
 Transmission, 5-speed manual  
 Wheels, Aluminum Sport w/locks

### In addition to the standard equipment already listed on Pontiac 6000, 6000 STE features:

2.8 liter V6 engine with MFI  
 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  
 General Motors Protection Plan  
 Illuminated visor vanity mirror  
 Locking fuel filler door  
 Lower accent two-tone paint  
 Map pocket on front seatbacks  
 Power door locks  
 Radio, Delco ETR\* "touch control" AM stereo/FM stereo with cassette, UT4 (2) with anti-theft Delco-Loc  
 Rear seat with fold-down center armrest  
 STE specific, four-spoke, leather-wrapped steering wheel with integral radio controls  
 Tires, steel-belted, Goodyear Eagle GT+4, P195/70R15 (3)  
 Tilt steering wheel  
 Transmission, 4-speed automatic  
 Wheels, STE Specific  
 Windshield sunshade with pockets

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

	Pontiac 6000			Pontiac 6000 LE			Pontiac 6000 S/E		
	I	II	III	I	II	III	I	II	III
Air conditioning with Soft Ray tinted glass	•	•	•	•	•	•	•	•	•
Sport mirrors	•	•	•	•	•	•	S	S	S
Tilt steering wheel	•	•	•	•	•	•	•	•	•
Custom exterior group	•	•	•	•	•	•	•	•	•
Sport steering wheel	•	•	•	S	S	S	•	•	•
Cruise control	•	•	•	•	•	•	•	•	•
Lamp group	•	•	•	•	•	•	•	•	•
Controlled-cycle windshield wipers	•	•	•	•	•	•	•	•	•
Power door locks	•	•	•	•	•	•	•	•	•
Deck lid release	•	•	•	•	•	•	•	•	•
Visor vanity mirror	•	•	•	•	•	•	•	•	•
Power windows	•	•	•	•	•	•	•	•	•
Power driver's seat	•	•	•	•	•	•	•	•	•
Illuminated visor vanity mirror	•	•	•	•	•	•	•	•	•
Mirror with dual reading lamp	•	•	•	•	•	•	•	•	•

S=Standard equipment • =Included in option group.

## INDIVIDUAL OPTIONS: This is a partial list. See your dealer for details.

	Sedan	Safari Wagon	LE Sedan	Safari LE Wagon	S/E Sedan	S/E Wagon	STE
Air conditioning with Soft Ray tinted glass	A	A	A	A	A	A	S
Defogger, electric rear window	A	A	A	A	A	A	S
Engine, 2.8 liter V6 with MFI	A	A	A	A	S	S	S
Gauges: Analog instrument cluster with tachometer	A	A	A	A	S	S	—
Electronic instrument cluster with tachometer	—	—	—	—	A	A	S
Power door locks, includes tailgate release on wagons	A	A	A	A	A	A	S
Power windows	A	A	A	A	A	A	S
Radio equipment (2): Delco ETR* AM/FM stereo, UM6	A	A	A	A	A	A	—
Delco ETR* AM stereo/FM stereo, UX1	A	A	A	A	A	A	—
Simulated woodgrain paneling	—	A	—	A	—	—	—
Stripes, paint	A	—	A	—	—	—	—
Sunroof, power glass, includes dual reading lamps, n/a on wagons	A	—	A	—	A	—	A
Transmissions: 4-speed automatic with overdrive	A	A	A	A	A	A	S
5-speed manual	—	—	—	—	S	S	A
Wheels (with locking package): Aluminum Sport	A	A	A	A	S	S	S
Wire wheel covers	A	A	A	A	—	—	—

A=Available S=Standard —=Not available

(1) May be deleted for credit, except when option group is ordered. See your dealer for details.

(2) See pages 32-33 for detailed descriptions of radios and stereos. (3) Tire chains should not be used. They may cause damage. See Owner's Manual.



## FIREBIRD FEATURES AND OPTIONS

### STANDARD EQUIPMENT: This is a partial list. See your dealer for details.

<p><b>Every Firebird features:</b>                  2.8 liter V6 engine with EFI                  Center high-mounted stop lamp                  Complete analog instrumentation                  Console, full-length with instrument panel                  Defoggers, side window                  Front air dam                  GM Computer Command Control                  Hatch "pull down" feature                  Headlamps, concealed rectangular, quartz halogen                  Monochromatic paint theme                  Power brakes                  Radio, Delco ETR* AM/FM stereo, UM7(1)                  Seats, cloth, reclining front bucket and rear-folding                  Steering wheel, four-spoke                  Storage compartment, lockable                  Tires, blackwalls, P215/65R15                  Transmission, 5-speed manual                  "Wet-arm" wipers                  Wheels, Hi-Tech Turbo or Diamond-Spoke, aluminum, 15" x 7"</p>	<p><b>In addition to the standard equipment already listed on Firebird, every Firebird Formula features:</b>                  5.0 liter V8 engine with EFI                  Body color aero rear deck spoiler                  Dome hood                  "Formula" graphics                  Special WSB performance suspension with MacPherson strut front                  Tires, blackwalls, Goodyear Eagle, P245/50VR16 (2)                  Two-tone paint and striping                  Wheels, Hi-Tech Turbo, aluminum, 16" x 8"</p>	<p><b>In addition to the standard equipment already listed on Firebird, every Trans Am features:</b>                  5.0 liter V8 engine with EFI                  Aero package                  Air extractors, hood and front fender                  Air louvers, hood                  Body color aero rear deck spoiler                  Fog lamps                  Soft Ray tinted glass                  Suspension, Rally Tuned (Y99)</p>	<p><b>In addition to the standard equipment already listed on Trans Am, every Trans Am GTA features:</b>                  5.7 liter high output V8 engine with TPI                  Aero Package                  Air conditioning                  Axle, limited slip                  Brakes, 4-wheel disc                  Cruise control                  Dual-power mirrors                  Power articulating front bucket seats                  Power deck lid release                  Power door locks                  Power windows                  Radio, Delco ETR* "touch control"                  AM stereo/FM stereo w/cassette, UT4 (3) w/anti-theft Delco-Loc                  Special Performance Suspension (WS6)                  Steering wheel, leather-wrapped                  Steering wheel radio controls, UT4                  Tires, blackwalls, Goodyear Eagle, P245/50VR16 (2)                  Transmission, 4-speed automatic                  Wheels, Diamond-Spoke aluminum, lightweight, gold-colored 16" x 8"</p>
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### OPTION GROUPS: To order a new Firebird, just pick the package that has all the options you want. It's that easy.

	Firebird			Firebird Formula			Trans Am	
	I	II	III	I	II	III	I	II
Air conditioning with Soft Ray tinted glass	•	•	•	•	•	•	•	•
Tilt steering wheel	•	•	•	•	•	•	•	•
Custom color-keyed safety belts	•	•	•	•	•	•	•	•
Body side moldings	•	•	•	•	•	•	•	•
Controlled-cycle windshield wipers	•	•	•	•	•	•	•	•
Visor vanity mirror, passenger	•	•	•	•	•	•	•	•
Lamp group	•	•	•	•	•	•	•	•
Cruise control	•	•	•	•	•	•	•	•
Deck lid release	•	•	•	•	•	•	•	•
Seat adjuster, manual 4-way driver	•	•	•	•	•	•	S	S
Power windows	•	•	•	•	•	•	•	•
Power door locks	•	•	•	•	•	•	•	•
Leather appointment group	•	•	•	•	•	•	•	•
Power sport mirrors	•	•	•	•	•	•	•	•

S=Standard equipment • =Included in option group.

### INDIVIDUAL OPTIONS: This is a partial list. See your dealer for details.

	Firebird	Firebird Formula	Trans Am	Trans Am GTA
Air conditioning with Soft Ray tinted glass	A	A	A	S
Axle, limited slip differential	A	A	A	S
Brakes, four-wheel disc	-	A	-	S
Defogger, electric rear window	A	A	A	S
Engines: 5.0 liter with EFI	A	S	S	A(4)
5.0 liter high output with TPI	-	A	A	S
5.7 liter high output with TPI	-	A	A	S
Gauges, electronic cluster (requires electronic air cond. controls)	-	A	A	A
Hatch roof, with removable glass	A	A	A	A
Luxury trim group	-	-	A	S
Power antenna	-	A	A	S
Power door locks	A	A	A	S
Power windows	A	A	A	S
Radio equipment (3): Delco ETR* AM/FM stereo, UM6	A	A	A	-
Delco ETR* AM stereo/FM stereo, UX1	A	A	A	-
Subwoofer six-speaker system	A	A	A	A
Seats: Articulating bucket seats with power inflatable lumbar and backing bolsters	-	-	A	S
Leather seat trim	A	A	-	A
Transmission, 4-speed automatic	A	A	A	S
Wheels (with locking package):				
"Deep-dish" Hi-Tech Turbo, aluminum, 15"	S	-	S	-
Diamond-Spoke, aluminum, 15" ("no-charge" option)	A	-	A	-
Diamond-Spoke, aluminum, 16"	-	-	A	S
Hi-Tech Turbo cast aluminum, 16" (available with WSB special performance package only)	-	S	-	-

A = Available S = Standard - = Not available (1) May be deleted for credit, except when option group is ordered. See your dealer for details.  
 (2) Tire chains should not be used. They may cause damage. See Owner's Manual. (3) See pages 32-33 for detailed descriptions of radios and stereos. (4) Credit on GTA.

## SUNBIRD FEATURES AND OPTIONS

### STANDARD EQUIPMENT: This is a partial list. See your dealer for details.

<p><b>Every Sunbird features:</b>                  2.0 liter OHC 4-cyl. engine with EFI                  Black-finished door window frames                  Black-finished windshield wipers                  Black wide body side moldings                  Brake system, power front disc/rear drum                  Bucket seats, reclining front                  Center high-mounted stop lamp                  Clear coat paint                  Compact spare tire                  Cut-pile carpeting                  Delco Freedom II® battery                  Door lamp switches, front                  Dual rectangular headlamps                  Extensive anti-corrosion protection                  Fluidic windshield washer system</p>	<p>Front air dam                  Front floor console                  Front wheel drive                  GM Computer Command Control                  Inside hood release                  Mirror, rearview, day/night                  Pileux cloth upholstery                  Rack-and-pinion steering                  Radio, Delco ETR* AM/FM stereo, UM7 (1)                  Side window defoggers                  Suspension, MacPherson strut front                  Transmission, 5-speed manual                  Warm rear instrument panel lighting                  Wheel covers, Five-Port</p>	<p><b>In addition to the standard equipment already listed on Sunbird, Sunbird SE features:</b>                  New styling (coupe)                  Partially hidden headlamps</p>	<p><b>In addition to the standard equipment already listed on Sunbird and Sunbird SE, Sunbird GT features:</b>                  2.0 liter 4-cyl. turbocharged engine with MFI                  Higher-rate springs and bushings                  Mirrors, sport, sideview                  Power steering                  Special instr. with turbo boost gauge                  Special performance suspension including stabilizer bars, 28mm front and 21mm rear                  Tachometer and trip odometer                  Tires, steel-belted, blackwall, P215/60R14                  Wheels, 14" Hi-Tech Turbo cast aluminum                  Wheel flares</p>
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### OPTION GROUPS: To order a new Sunbird, just pick the package that has all the options you want. It's that easy.

	Sunbird			Sunbird SE			Sunbird GT			Sunbird GT Conv.	
	I	II	III	I	II	III	I	II	III	I	II
Soft Ray tinted glass	•	•	•	•	•	•	•	•	•	•	•
Power steering	•	•	•	•	•	•	S	•	S	S	S
Sport mirrors	•	•	•	•	•	•	S	S	S	S	S
Color-keyed seat belts	•	•	•	•	•	•	S	S	S	S	S
Air conditioning with Soft Ray tinted glass	•	•	•	•	•	•	•	•	•	•	•
Tilt steering wheel	•	•	•	•	•	•	•	•	•	•	•
Controlled-cycle windshield wipers	•	•	•	•	•	•	•	•	•	•	•
Steering wheel, four-spoke	•	•	•	•	•	•	S	S	•	•	•
Lamp group	•	•	•	•	•	•	•	•	•	•	•
Cruise control	•	•	•	•	•	•	•	•	•	•	•
Front seat armrest	•	•	•	•	•	•	•	•	•	•	•
Deck lid release	•	•	•	•	•	•	•	•	•	•	•
Visor vanity mirror	•	•	•	•	•	•	•	•	•	S	S
Power windows	•	•	•	•	•	•	•	•	•	S	S
Power door locks	•	•	•	•	•	•	•	•	•	S	S
Steering wheel, leather-wrapped	•	•	•	•	•	•	•	•	•	•	•

S=Standard equipment • =included in option group.

### INDIVIDUAL OPTIONS: This is a partial list. See your dealer for details.

	Sedan	SE Coupe	SE Sedan	SE Wagon	GT Coupe	GT Conv.
Air conditioning with Soft Ray tinted glass	A	A	A	A	A	A
Custom trim	-	-	-	-	A	A
Defogger, electric rear window	A	A	A	A	A	A
Gauges, rally cluster with trip odometer	A	A	A	A	A	-
Luggage carriers:						
Deck lid	A	A	A	-	A	A
Roof	-	-	-	-	-	-
Mats, carpeted front/rear	A	A	A	A	A	A
Power door locks	A	A	A	A	A	S
Power windows, requires power door locks	A	A	A	A	A	S
Radio equipment (2):						
Delco ETR* AM/FM stereo, UM6	A	A	A	A	A	A
Delco ETR* AM stereo/FM stereo, UX1	A	A	A	A	A	A
Seats:						
Articulating bucket seats with inflatable lumbar and backing bolsters (requires custom trim)	-	-	-	-	A	A
Sunroof with removable glass	A	A	A	A	A	-
Transmission: 3-speed automatic	A	A	A	-	A	A
Wheels (with locking package):						
Hi-Tech Turbo cast aluminum, 14"	A	A	A	A	S	S
Sport Tech cast aluminum, 13" (not available on GT)	A	A	A	A	-	-

A=Available S=Standard - =Not available  
 (1) May be deleted for credit, except when option group is ordered. See your dealer for details. (2) See pages 32-33 for detailed descriptions of radios and stereos.



# PONTIAC TAKES A BOW WITH 6/60

There's another kind of performance the Pontiac people are proud of. It's the 6 year/60,000 mile powertrain limited warranty that goes beyond all other Pontiacs. It goes beyond your basic 12 month/12,000 mile new car coverage to

give you added protection. For instance, the engine and drivetrain are covered for 6 years or 60,000 miles, whichever occurs first. 1988 Pontiacs are carefully designed and built to resist corrosion, so the application of addi-

tional rustproofing is neither necessary nor required. Pontiac's confidence in its extensive anti-corrosion protection is reflected in a new vehicle warranty which includes 6 year/100,000 mile rust-through protection. And resale

value is enhanced because the powertrain coverage can be transferred to a second owner for a \$100 fee, and the corrosion coverage transfers to all future owners of the vehicle automatically. There's even additional coverage provided for Pontiac 6000 STE and Bonneville SSE under the GM Protection Plan Limited Warranty. The accompanying chart outlines the coverages at a glance. Be sure to see your Pontiac dealer for terms and conditions of these limited warranties.

COVERAGE	12 MONTHS/ 12,000 mi.	6 YEARS/ 60,000 mi.	6 YEARS/ 100,000 mi.
Basic (Complete Vehicle Except Tires)	Yes	Yes	Yes
Powertrain (Less \$100 Deductible After 12/12)	Yes	Yes	Yes
-Engine	Yes	Yes	Yes
-Transmission/Transaxle	Yes	Yes	Yes
-Rear Wheel Drive	Yes	Yes	Yes
-Front Wheel Drive	Yes	Yes	Yes
Corrosion (Rust-Through)	Yes	Yes	Yes



## 4 steps toward customer satisfaction.

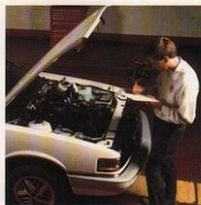
As a Pontiac customer, you deserve the very best products and the very best treatment we know how to provide. In short, you deserve satisfaction. To help see that you get it, we've taken these four important steps:

**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 inspec-



tor—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.

**The GM Protection Plan** is the perfect way to augment the comprehensive GM new vehicle warranty that comes with every new Pontiac. The GM Plan provides you with additional protection against the cost of unexpected repairs—plus a whole lot more:

A rental car and towing allowance are major advantages of the GM Protection Plan. So is its wide-ranging coverage of ten major component assemblies, plus most seals and gaskets. All you pay is a small deductible per visit for non-warranty work.

Certified Product Specialists, VIP Inspection, the Technical Assistance Hotline and the GM Protection Plan—they all add up to a very important Pontiac commitment: Customer Satisfaction.

It's a commitment we've pledged to fulfill.



## 1988 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 Bonneville, Grand Am and Grand Prix.
- Manual lap safety belts or manual lap/shoulder safety belts, outboard rear seat positions. Standard on LeMans and Bonneville.
- 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).
- Tempered safety glass, side windows; also rear windows except plastic rear on Sunbird convertibles.
- Pressure lock radiator cap.

### Accident Avoidance

- Side marker lights and reflectors.
- Parking lamps that illuminate with headlamps.
- Four-way hazard warning flasher.
- Backup 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 (front-opening hood vehicles).
- Low-glare finish on inside windshield moldings, wiper arms and blades, and metallic steering wheel surfaces.
- Illuminated heater and defroster controls.
- Illuminated windshield wiper and washer controls (if on instrument panel).
- 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).
- Remote inside hood release.

### A WORD ABOUT...

#### ...THIS CATALOG:

We have tried to make this catalog as comprehensive and factual as possible. Since the time of printing, however, some of the information may have been updated. Some of the equipment shown or described is available at extra cost. Your dealer has details and before ordering, you should ask him to bring you up to date. The right is reserved to make any changes at any time, without notice, in prices, colors, materials, equipment, specifications and models. Check with your Pontiac dealer for complete information.

#### ...ASSEMBLY, COMPONENTS AND OPTIONAL EQUIPMENT IN THESE PONTIAC PRODUCTS:

The Pontiacs described in this brochure are assembled at facilities operated by General Motors or GM of Canada or, in the case of LeMans, at facilities of Daewoo Motor Co., Ltd., Korea. These vehicles incorporate thousands of different components produced by car groups and various component divisions of General Motors and

Daewoo and by various suppliers worldwide to General Motors and Daewoo. From time to time during the manufacturing process, it may be necessary, in order to meet public demand for particular vehicles or equipment, or to meet federally mandated emissions, safety and fuel economy requirements, or for other reasons, to produce Pontiac products with different components or differently sourced components than initially scheduled. All such components have been approved for use in Pontiac products and will provide the quality performance associated with the Pontiac name. With respect to extra cost optional equipment, make certain you specify the type of equipment you desire on your vehicle when ordering it from your dealer. Some options may be unavailable when your car is built. Your dealer receives advice regarding current availability of options. You may ask the dealer for this information. GM also requests the dealer to advise you if an option you ordered is unavailable. We suggest that you verify that your car includes the optional equipment you ordered or if there are changes that they are acceptable to you.

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

#### ...ENGINES:

Pontiacs are equipped with engines produced at GM or suppliers to GM, worldwide.

YOUR PONTIAC DEALER CAN MAKE BUYING OR LEASING YOUR NEW PONTIAC EASY. JUST SAY GMAC.



LET'S GET IT TOGETHER & BUCKLE UP. WE LITHE EXCITEMENT IN THE U.S.A. ©1987 G.M. CORP.





*"Fiero's new suspension...should be really satisfying to drive on the street."*



*"...it was the Bonneville SSE... not some Teutonic 'ride' of the Valkyries."*



*"...the urban citizens of Cook County got their first good look at an '88 GTA."*



*"The LeMans held the road like a magnet to metal!"*



*We Build Excitement*