

PONTIAC

Personal driving excitement for 1990



THE PONTIAC ATTITUDE

Performance is more than an engine.

*You've kept the faith,
and Pontiac's kept the flame.
Kept it burning bright with
cars that really perform.*

*But make no mistake.
Pontiac performance means
more than a brisk punch to
the solar plexus as your foot
stabs the gas. It's handling,
braking and comfort, too.
All wrapped in the rakish
styling that sets Pontiacs
instantly apart from half-
hearted pretenders.*

*But ultimately, it's the
driving that shapes every
Pontiac's character. Some
see it as performance. We
call it attitude.*

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TURBO GRAND PRIX

Performance under pressure.

Turbo Grand Prix in Bright Red.

A turbo-intercooled 3.1L V6 gives the Turbo Grand Prix almost as much horsepower as the 7th Cavalry—205 eager ponies to be exact. A special Garrett turbo-charger maximizes power and torque while special performance components like a specific crank, high-capacity oil pump, oil cooler and heavy-duty radiator add brawn. To top it all off, close tolerance assembly helps put extra muscle in one very special car. Suffice to say, this engine rivals the performance of a 5.0L V8. Skeptics will find the exhaust note convincing beyond a reasonable doubt.

Power management comes through a Turbo-specific 4-speed automatic transmission with specific clutches, a special converter and performance-calibrated shift points.

Down where the Turbo meets

the road, you'll find a Level III suspension system, special 16" cast wheels and mighty meaty Goodyear Eagle "Gatorback" tires.

You'd expect a computer-controlled 4-wheel disc anti-lock brake system to be standard equipment on this road warrior, and it is. That means the binders are automatically modulated under hard braking or low traction conditions to help keep you in control.

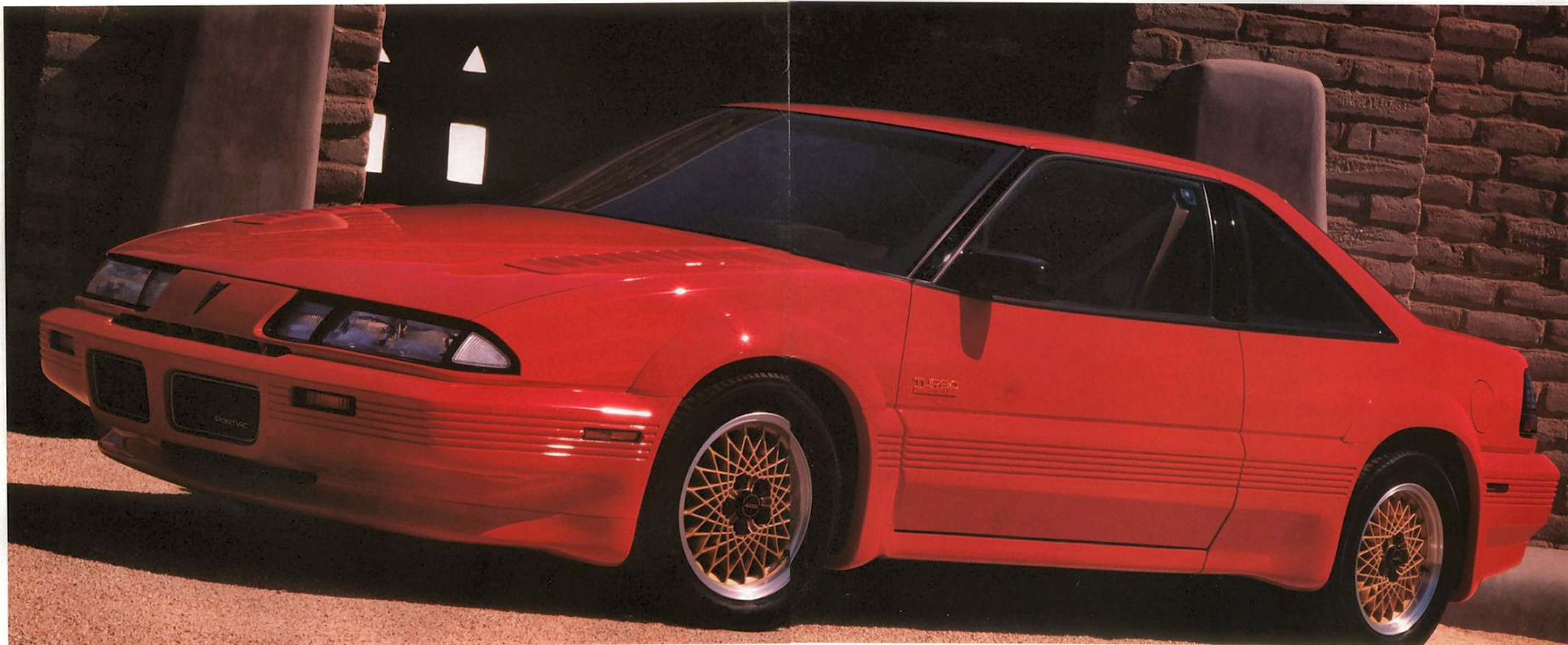
The louvers on Turbo Grand Prix's hood help cool things underneath.

Another management tool is the specific front and rear fascias, lateral skirting and wheel well flares. Engineers who tested their effect on the high banks of Daytona say they definitely improve high-speed stability.

On a closed track with professional driver, of course.



The readouts of Turbo Grand Prix's Head Up instrument display are actually projected onto the windshield... although they appear to be floating just ahead of the car. Speed is constantly visible in translucent numerals. Turn signals, high-beam warning, low fuel and "check gauges" indicators appear on a need-to-know basis. The display can be adjusted for position, dimmed, or turned off entirely.



GRAND PRIX STE

Four doors and a lot of extras.

Grand Prix STE in White.



Meet the new chairman of Pontiac's Autobahn Society. It has the accommodations and power to become a unique form of transportation all its own. Beneath the bonnet of STE you'll find a 3.1L V6 with multi-port fuel injection and 140 hp. This resource is especially useful because the intake system features a cross-ram delivery of air to each of the cylinders. It's a design that helps

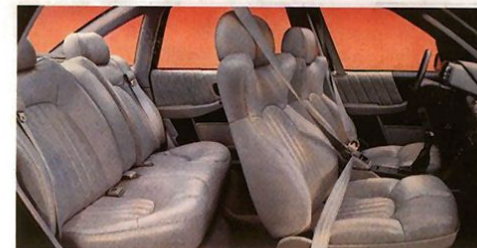
to increase charge density before the injector unleashes its fuel, the valve slams shut, and your spark plug turns on the power. It's all channeled through a slick-shifting 5-speed manual gearbox or optional 4-speed automatic.

A taut Level II suspension and specific, Sport Effort quick-ratio steering allow Grand Prix STE to cut corners like a halfback. When it's time to call your dash to a halt,

an optional computer-controlled anti-lock brake system helps minimize wheel lock-up and optimize steering control.

Outside, STE features a boldly executed front light bar that melds headlamps, fog lamps and parking lamps into a composite unit that redefines "leading edge" design.

After all, this is the Grand Prix Sedan for driving enthusiasts.



The STE offers Grand Prix's finest interior, including articulating front passenger seats with 8-way power adjustment for the driver.

GRAND PRIX LE SEDAN

The 4-door edition of driving Excitement.

You're nose-to-nose with proof that Grand Prix Excitement has finally become too big for two doors. But the all-new Sedan is more than just the legendary Grand Prix with a couple additional ports of entry. A lot more.

May we suggest a peek under the hood to confirm the fact. There you'll find a 2.3L Quad 4* 16-valve engine and 160 hp as standard equipment. It's backed

up by a 3-speed automatic transmission. Should you care to improve on that, there's a 3.1L V6 with multi-port fuel injection and 4-speed automatic. Call us eccentric. We don't care.

The LE Sedan's suspension is the road-hugging 4-wheel independent type featuring MacPherson struts. Steering is the highly responsive power rack-and-pinion variety and brakes are

4-wheel disc.

Inside, Grand Prix's ergonomically designed cockpit puts key function switches a fingertip's reach from a comfort-contoured four-spoke steering wheel.

The available Sport Appearance Package includes a special front fascia and grille, fog lamps, red-accented body side moldings and more. Even a movie star looks better in a tux, right?



Grand Prix LE door handles are coordinated with the body color for a stylish monotone appearance.

Grand Prix LE Sedan in Slate Gray Metallic.



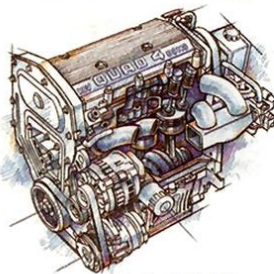
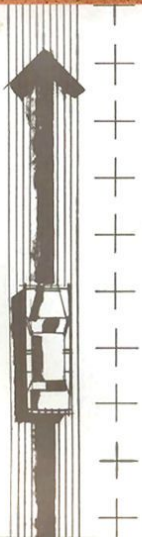
GRAND PRIX SE & LE COUPES

Charisma & flair...with a feel for the road.

Grand Prix SE Coupe in White, LE Coupe in Slate Gray Metallic.



Anti-lock brakes are available on Grand Prix SE & LE, and they can help slow or stop you more effectively while helping to maintain steering capability. A computer-controlled system monitors each wheel as you brake, then modulates each brake unit to help prevent wheel lock-up. Because your wheels keep turning, you gain additional directional and stopping control.



As Grand Prix LE's new standard engine, the 2.3L Quad 4[®] with 16 valves is the beneficiary of key engineering improvements in the intake and exhaust departments for 1990. Result: over a 6.5% gain in horsepower.

The technology in these cars runs a hot wire between your central nervous system and the road you're driving.

All you need is a deft hand at Grand Prix SE's Getrag-licensed 5-speed manual transmission to turn on the current. The generator connected to it is a 3.1L V6 with multi-port fuel injection, cross-ram intake runners and crank-triggered triple-coil ignition. For

lid release, power door locks and a driver's seat with 6-way power adjustment. There's also a Delco ETR[®] AM stereo/FM stereo radio with cassette and graphic equalizer. Its controls are duplicated with buttons conveniently located in the steering wheel hub. Even the sound system has special power amplifiers and speakers that earn it Pontiac's high-performance rating. Hey, what

And speaking of worthwhile extras, the LE Coupe can be attractively dressed with an available Sport Appearance Package that includes special front fascia, body trim, fog lamps, a special instrument cluster, AM/FM stereo radio with cassette and more.

Fanciers of LE can dial up the interior amenities even further by choosing the available Custom Trim Group, known as "B20" to

1990, the cylinder head has been improved for enhanced flow qualities, larger valves have been installed, and the compression ratio upped to 9.5:1. A new low-restriction exhaust manifold adds its edge too. Output is pegged at 140 hp and 180 lbs-ft of torque. That ought to leave you tingling. If you prefer to be shiftless, there's an available 4-speed automatic transmission to change gears for you. Inside, new standard features for the SE include a remote deck

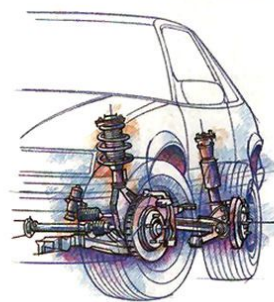
else would you expect from the Excitement team?

Try this: the LE Coupe has a 2.3L Quad 4[®] engine with 16 valves and 3-speed auto as standard equipment, and a 3.1L V6 with 5-speed manual or 4-speed automatic as options.

Like all Grand Prix, both the SE and LE Coupes feature 4-wheel independent suspension with 4-wheel disc brakes. A computer-controlled anti-lock brake system is optional.

option code enthusiasts. It includes a leather-wrapped wheel and shift knob, performance-contoured front bucket seats, rear-seat armrest with trunk pass-through and a lot more.

If these automotive enhancements give you the idea that Pontiac's out to boost its Excitement reputation, you're right. There's no such thing as a ho-hum Grand Prix Coupe, and as long as Pontiac's in business, there never will be.



A four-wheel independent suspension system is designed into every Grand Prix. It helps each wheel to track over the road's surface as if it were magnetic.

GRAND PRIX FEATURES AND OPTIONS

STANDARD EQUIPMENT:

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

Every Grand Prix LE features:

2.3 liter Quad 4¹ 16-valve 4-cylinder engine
Acoustical insulation
Air conditioning
Brakes, power four-wheel disc
Composite halogen headlamps
Door map pockets
Dual horns
Floor mats: front & rear
Front-wheel drive
Glove box with combination lock
Lamps: ashtray, glove box, dome, trunk, underhood and 1P courtesy
Mirrors:
Visor vanity: RH and LH
Sport: LH remote, RH manual
Power rack-and-pinion steering
Radio: Delco ETR² AM-FM stereo, UM7
Safety belts:
Automatic for driver and right front passenger;
3-point rear seat belt outboard positions only
Seats: 40/60 notchback in cloth with folding
armrest and dual recliners
Side window defoggers
Suspension: independent four-wheel
Tires: all-season radial, blackwall, P195/75R14
(Sedan)
Touring, radial, blackwall, P205/65R15 (Coupe)
Transmission: 3-speed automatic
Trip odometer
"Wet-arm" windshield wipers
Wheel covers: Custom (Sedan)
Wheels: Styled Steel Sport 15" (Coupe)

In addition, every Grand Prix SE features:

3.1 liter V6 engine with MF1 (1)
6-speaker performance sound
Cruise control
Dual exhaust system
Fog lamps
Leather-wrapped steering wheel & shift knob
Mirrors: power, LH & RH
Overhead console with storage and lamps
Power deckle release
Power door locks
Power windows
Radio: Delco ETR² AM stereo/FM stereo with
cassette and equalizer, UX1
Seats: articulating, power bucket
Rear passenger bucket seats
Suspension: Level II
Tilt steering wheel
Tires: Goodyear Eagle GT-4, steel-belted, blackwall,
P215/60R16 (2)
Transmission: 5-speed manual
Wheels: Aluminum Sport, color-keyed

In addition, every Grand Prix STE Sedan features:

Light-bar with integral fog lamps
Lower aero extensions
Remote keyless entry system
Security lighting
Special 8-speaker stereo system
Special 16" aluminum wheels
Specific fascia and grille
Specific sport articulating bucket seats
Specific tail lamps
Wide, ribbed body side moldings

In addition, Turbo Grand Prix features:

A specially prepared 3.1 liter turbocharged, inter-
cooled V6 engine with MF1 (1)
Functional hood louvers
Head-up electronic instrumentation
Specific monochromatic ground effects moldings
Specific 16" crosshatch wheels
Specific struts, springs and bushings
Tires: Goodyear Eagle "Gatorback", P245/50ZR16
Transmission: 4-speed Performance Automatic
Anti-lock brake system

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

GOC No. ³		Grand Prix LE Coupe				Grand Prix SE Coupe		Grand Prix LE Sedan				
		ISA	ISB	ISC	ISD	ISE	ISA	ISB	ISC	ISD	ISE	STE
N33	Tilt steering wheel	•	•	•	•	•	•	•	•	•	•	•
CD4	Controlled-cycle wipers	•	•	•	•	•	•	•	•	•	•	•
K34	Cruise control	•	•	•	•	•	•	•	•	•	•	•
UB3	Rally gauges	•	•	•	•	•	•	•	•	•	•	•
BF4	Security lighting	•	•	•	•	•	•	•	•	•	•	•
AU3	Power door locks	•	•	•	•	•	•	•	•	•	•	•
A31	Power windows w/LH express- down feature	•	•	•	•	•	•	•	•	•	•	•
A90	Deck lid release	•	•	•	•	•	•	•	•	•	•	•
B20	Custom trim (Incl. 40/60 custom metrix cloth split seats, leather appt. group, front overhead console w/reading lamps, etc.)	•	•	•	•	•	•	•	•	•	•	•
PF1	Styled Steel Sport wheels (Incl 15" touring tires)	•	•	•	•	•	•	•	•	•	•	•
PH3	Aluminum Sport wheels	•	•	•	•	•	•	•	•	•	•	•
UM6	Delco ETR ² AM/FM radio with cassette	•	•	•	•	•	•	•	•	•	•	•
US7	Power antenna; black mast	•	•	•	•	•	•	•	•	•	•	•
AG1/AC3	Power seat LH; six way	•	•	•	•	•	•	•	•	•	•	•
D64/D74	Mirrors: illuminated visor LH and RH	•	•	•	•	•	•	•	•	•	•	•
DG7	Mirrors: power LH and RH	•	•	•	•	•	•	•	•	•	•	•
AU0	Remote keyless entry system	•	•	•	•	•	•	•	•	•	•	•
DK4	Electronic Information Center	•	•	•	•	•	•	•	•	•	•	•

• = Included in option group S = Standard equipment

INDIVIDUAL OPTIONS: The following individual options may be ordered in combination with the corresponding option group above.

RPO No. ³		Grand Prix LE Coupe				Grand Prix SE Coupe		Grand Prix LE Sedan					STE
		ISA	ISB	ISC	ISD	ISE	ISA	ISB	ISC	ISD	ISE	STE	
NW0/13P	Aluminum machine-faced wheels (delete body color)	-	-	-	-	-	A	A	-	-	-	-	-
PH3	Aluminum Sport wheels, 15"	A	A	A	•	-	-	-	Ⓐ	Ⓐ	Ⓐ	-	-
JI9	Anti-lock brake system	-	-	-	Ⓐ	Ⓐ	A	A	S	-	-	Ⓐ	A
AR9	Bucket seats w/console	-	-	Ⓐ	-	-	-	-	-	-	-	-	-
C49	Defogger; electric rear window	A	A	A	A	A	A	A	S	A	A	A	S
UM6	Delco ETR ² AM/FM stereo with cassette	A	A	A	•	•	-	-	-	A	A	•	•
UX1	Delco ETR ² AM stereo/FM stereo with cassette and equalizer	-	-	-	Ⓐ	Ⓐ	S	S	S	-	-	Ⓐ	Ⓐ
U1A	Delco ETR ² AM stereo/FM stereo with compact disc player	-	-	-	Ⓐ	Ⓐ	A	A	A	-	-	Ⓐ	Ⓐ
Engines:													
LH0/MX0	3.1L V6 w/4-speed automatic trans.	A	A	A	A	A	A	S	-	A	A	A	A
LH0/MMS	3.1L V6 w/5-speed	-	-	Ⓐ	Ⓐ	Ⓐ	A	S	S	-	-	-	-
QMX	P195/75R14 WSW tire (N/A w/ PF1 or PH3 15" wheels)	-	-	-	-	-	-	-	-	A	A	-	-
†	Leather seats	-	-	-	-	-	Ⓐ	A	-	-	-	-	-
AU3	Power door locks	A	A	A	•	•	S	S	S	A	A	•	S
CF5	Power sunroof (inc. DC4 rearview mirror reading lamps)	-	-	-	Ⓐ	Ⓐ	A	A	-	-	-	Ⓐ	Ⓐ
A31	Power windows with express-down feature	A	A	A	•	•	S	S	S	A	A	•	S
PF1	Styled Steel Sport wheels 15"	-	-	-	-	-	-	-	-	Ⓐ	Ⓐ	•	-
QMR	P205/65R15 blackwall touring tires	S	S	S	S	S	-	-	-	Ⓐ	Ⓐ	•	-
BYP	Sport Appearance Pkg (includes SE front fascias, fog lamps, etc.)	-	Ⓐ	Ⓐ	Ⓐ	Ⓐ	-	-	-	Ⓐ	Ⓐ	Ⓐ	-
AN3	Sport bucket seats w/console (B20 custom trim only)	-	-	-	Ⓐ	Ⓐ	-	-	-	-	-	Ⓐ	-
†	Leather seats, with matching leather door trim	-	-	-	-	-	-	-	-	-	-	-	A
D84	Two-tone paint (N/A with Sport Appearance Package)	-	Ⓐ	Ⓐ	Ⓐ	Ⓐ	-	-	-	Ⓐ	Ⓐ	Ⓐ	S

S = Standard A = Available - = Not available • = Included in option group Ⓐ = Available and requires purchase of option group.

(1) Produced in U.S., Canada or Mexico. (2) Tire chains should not be used. They may cause damage. See Owner's Manual. † = RPO code not available at time of printing.

³ Group Option Code (GOC) or Regular Production Option Code (RPO), as assigned by GM. Listed here as an aid in specifying the exact options you want.

GRAND PRIX VITAL SPECS

Models Available

Grand Prix LE Coupe & Sedan,
Grand Prix SE Coupe,
Turbo Grand Prix,
Grand Prix STE.

Engines

2.3L Quad 4¹
16-valve 4-cyl:
160 hp, 155 lbs-ft
torque; multi-port
fuel injection; high-
flow cylinder head;
crank-triggered,
direct-fire ignition system.
3.1L V6: 140 hp, 180
lbs-ft torque; multi-
port fuel injection;
fast-burn combustion
chambers;
crank-triggered,
direct-fire ignition.



3.1L turbo V6:
205 hp, 220 lbs-ft
torque; turbo-inter-
cooled with multi-
port fuel injection;
close-tolerance
assembly; high-capacity injectors;
specific, hardened crank; H.D. oil
pump and radiator; specific oil
cooler; low restriction exhaust¹.



Engine/Transmission Teams

5-speed manual 3.1L V6
4-speed automatic 3.1L V6
4-speed Performance
Automatic 3.1L turbo V6
3-speed automatic 2.3L 4-cyl.

Chassis

Front suspension
Fully independent with MacPherson
strut; Level I, 28mm stabilizer bar;

Level II and III, 30 mm.

Rear suspension
Fully independent with tri-link
design and MacPherson strut; Level
I, II and III, 12mm stabilizer bar.
Weight distribution, f/r
64/36.

Brakes, f/r

Power, four-wheel disc with vented
10.4" front and solid 10" rear rotors.
Anti-lock brake system available.
(Standard on Turbo Grand Prix.)
Steering type, ratio
Power rack-and-pinion, 15.5:1; 14.0:1
quick-ratio on SE with Level II and
III, 15.7:1 Sport Effort on STE.

Turning circle

38.9 ft dia.
Tires
Level I, P195/75R14 all-season radials

(LE Sedans), or P205/65R15 touring
tires (LE Coupes); Level II, P215/60R16
Goodyear Eagle GT-4 radials; Level
III P245/50ZR16 Goodyear Eagle "Gator-
back" radials (Turbo Grand Prix only).

Key Numbers

Wheelbase	107.5"
Overall length	193.9"
	194.8" Sedan
Width	71.9"
Overall height	52.8"
	54.3" Sedan
Curb weight	3163 to 3188 lbs.
Tank	16 gal.
Trunk	15.0 cu ft
	15.5 cu ft Sedan

Road Performance Figures

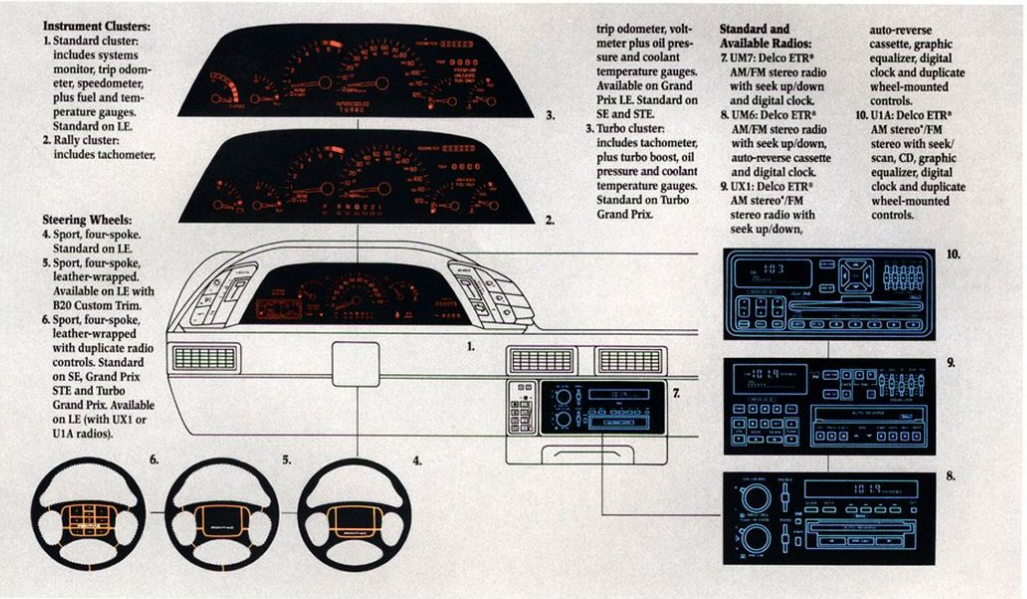
(Turbo Grand Prix w/3.1L turbo-

intercooled V6 engine, 4-speed auto
and 3.33:1 axle ratio)
0-60 8.0 sec.
Lateral acceleration, g's .84
Weight/horsepower ratio 16.8:1

Interior

Coupe	
Headroom, f/r	37.8/36.6"
Legroom, f/r	42.3/34.8"
Shoulder room, f/r	57.3/57.3"
Hip room, f/r	52.0/52.6"
Sedan	
Headroom, f/r	38.8/37.6"
Legroom, f/r	42.4/36.8"
Shoulder room, f/r	57.2/57.4"
Hip room, f/r	53.1/53.9"

Note: Some features available at extra
cost. Your dealer has complete standard/
optional feature availability. All perfor-
mance figures obtained with professional
driver on General Motors closed test area.
Turbo system manufactured by ASC Inc.



Standard and Available Wheels

With locking
Top row (L to R):
Custom 14" wheel
covers on 5.5"-wide
wheels. Standard on
LE Sedan.
Styled 15" x 6" Steel
Sport wheels. Standard
on LE Coupe. Available
on LE Sedan.
Bottom row (L to R):
Aluminum Sport 15" x
6" wheels with locking
package. Available on
LE Coupe and Sedan.

Aluminum bright-
faced 16" x 6.5" Sport
wheels with locking
package (color-keyed).
Standard on SE.
STE specific 16" x 6.5"
cast aluminum wheels
with locking package.
Standard on STE only.
Specific Turbo Grand
Prix 16" x 8" crosshatch
aluminum wheels
with locking package.
Standard on Turbo
Grand Prix only.

GRAND AM SE COUPE

One High Output, please...extra-hot!

Grand Am SE Coupe in Bright Red.

Combine well-seasoned performance techniques with a generous helping of high-tech hardware. Simmer in a sleek coupe. Serve hot. That's the Grand Am SE: soul food for the driving enthusiast.

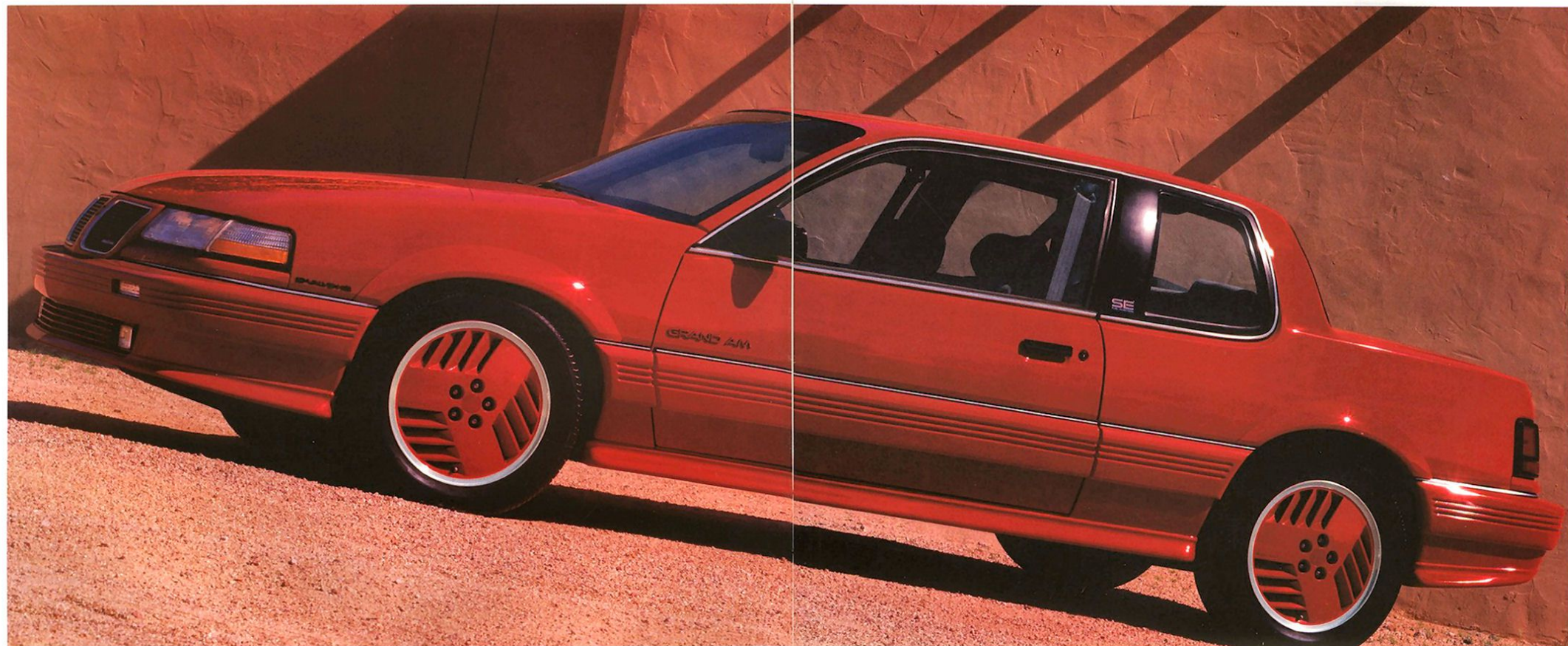
A 180-horsepower High Output 2.3L Quad 4* 16-valve engine glowers from under its hood. With a special high-lift/short-duration camshaft, high-compres-

sion cylinder head and oil cooler, its magnetic attraction for the redline is the stuff of legend. A sport-ratio, Getrag-licensed 5-speed manual transmission keeps it near the sweet spot of the power curve. If the front end looks noticeably raked, you're right. The 6mm lowering job keeps the drive axles parallel to the road, which keeps SE going where it's pointed.

Husky Goodyear 16" Eagle GT+4 radials make the essential connection between the MacPherson strut front/semi-independent rear suspension and the road. And for more precise response, the SE's power rack-and-pinion steering system is retuned for a stronger feel on-center. That helps straight-road stability.

Assuming, of course, that you'd ever settle for one.

Grand Am SE earns the High Output appellation with hotter cams, bigger valves, and a milled, ported cylinder head. At a world-class 78 horsepower-per-liter, it's truth in advertising.



GRAND AM SE COCKPIT

Environmentally sound.

Snugged in place behind the carefully sculpted steering wheel of a Grand Am SE, your outlook on driving will be forever altered.

Immediately before your eyes are a full complement of analog instruments. From left to right are fuel, oil pressure, coolant temperature and volt gauges, followed by a wide-ranging speedometer and tach. These gauges are also backlit in red to eliminate glare.

Near your left and right hands are pod-mounted switches for the headlamp and wiper controls. Their location puts them within fingertip reach of the steering wheel. The floor console is home to controls for the standard air conditioning, stereo cassette player and a Driver Information Center. Other standard features include tilt wheel, power windows with driver express-down, cruise

control and pulse wipers.

The Metrix cloth seat upholstery is ribbed to hold you in place, and rugged to hold up for years. Of course, leather wraps the shift knob and steering wheel for a comfortable grasp on your driving situation. They feel so right, you may never want to take your hands off of them.

That's okay. The SE's designed that way.



Grand Am SE's seats are performance-bolstered to hold you firmly in place.



GRAND AM SE SEDAN

Accessible Excitement.

Grand Am SE Sedan in Slate Gray Metallic.

The Grand Am SE Sedan shares the Coupe's performance and its 5-speed manual standard equipment resumé. Yet Pontiac also knows that (a) for convenience, Sedan buyers usually want to leave the shifting to the transmission and (b) they don't want to give up any performance to get it. So they tuned a special optional version of the Quad 4® 16-valver especially for the

optional 3-speed automatic.

Its 160-horse output is engineered for the thrust-and-parry of close-quarters driving. You get the output improvements of new, specially-tuned manifolds, larger valves and a recontoured cylinder head, but with a slightly milder disposition than the hotter-cammed H.O. engine.

Remember, that's mild according to Pontiac's dictionary. So it should

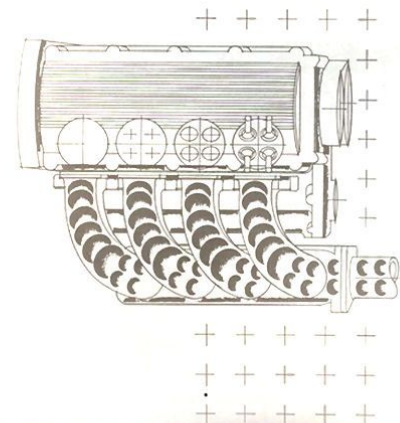
be no surprise that this year's jargon includes a new 3.18 final drive ratio. It moves you away from stoplights or into a traffic stream with the authoritative savoir-faire that's become Pontiac legend.

Down the driveline, there's special tuning for the suspension, too. Deflected-disc front struts and gas-filled rear shocks give a smooth ride with plenty of compliance for low-speed road rum-

ples. Yet they firm up nicely for added control when the going gets going.

The outside looks as good as the suspension feels, with an aggressively attractive lower body aero skirting, accented by four gleaming exhaust trumpets.

Their specially-tuned burble is music to any enthusiast's ears. Just visit your dealer and strike up the band.



Grand Am SE Sedans with the 2.3L Quad 4® breathe easier thanks to a special intake manifold. Its internal passages are tuned to create three distinct peaks for a wider sweet spot under the engine's power curve.



GRAND AM LE COUPE AND SEDAN

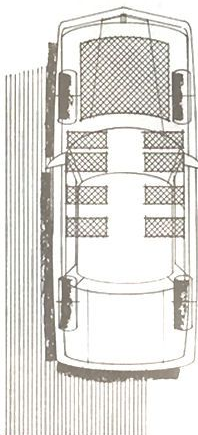
Here's to a quicker, quieter America.

Grand Am LE Sedan in Medium Red Metallic, LE Coupe in Silver Metallic.

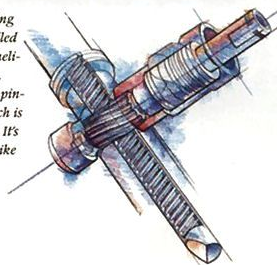


The LE Coupe Sport Appearance Package includes aggressive BFG Touring T/A radials with 14" aluminum wheels, fog lamps and body-color moldings.

Grand Ams equipped with Quad 4® engines benefit from a new insulation package that incorporates thicker, higher-density insulating mats in the floor, dash and over the engine. That helps seal out noise, and seals in the sound from your chosen stereo system.



Rack-and-pinion steering means a toothed bar called the rack meshes with a helical gear called a pinion. Turn the wheel, and the pinion moves the rack, which is connected to the wheels. It's direct and responsive. Like a Grand Am.



uses two counter-rotating balance shafts to smooth engine operation throughout the entire operating range.

Should something quicker be in the plan you can upgrade to the optional 160 hp 2.3L Quad 4® 16-valve engine with the available 3-speed automatic transmission. This engine is tuned to make Grand Am snap to your command. A new intake manifold helps

boost this powerplant's lung power, larger valves make intake and exhaust strokes a free-breathing exercise, and a recontoured cylinder head goes a long way to put iron in its stride. One ride will make you a believer.

So will the rest of the drivetrain and suspension. The power rack-and-pinion steering is tuned for a more positive center feel, while the springs, struts and shocks are

All of the above make Grand Am's passenger compartment an even more enjoyable experience. Pallex cloth trim is standard, along with an AM/FM stereo. You can upgrade to an auto-reverse cassette model with seek/scan.

Another thoughtful addition is the security illumination feature that's included with a standard courtesy lamp group. Lift up on the door handle, and the dome

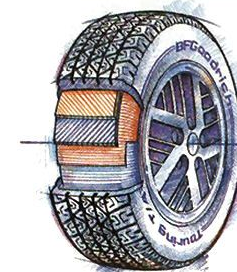
light comes on for 40 seconds, or until you slip the key in the ignition.

These tires are a special new design. In everyday terms, the internal plies work in particular harmony with the sidewalls and tread pattern. The net road result is an aggressive appearance and tenacious handling with a comfortable ride.

light comes on for 40 seconds, or until you slip the key in the ignition.

A solid body color with contrasting accent molding is the standard Grand Am paint scheme. There are also four extra-cost two-tones, and a new option called the Sport Appearance Package.

What more could you ask for? If you're open to ideas, we might suggest a test drive.



Grand Am's optional P195/70R14 BFG Touring T/A radial tires have a computer-optimized V-block tread pattern, for high traction and low noise. Two full-width stacked steel belts give quick steering response and low rolling resistance.

GRAND AM FEATURES AND OPTIONS

STANDARD EQUIPMENT:

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

Every Grand Am LE features:

2.5 liter 4-cyl. Tech IV™ engine with EFI
Acoustic insulation package
Analog instrumentation
Black-finish door handles and lock cylinders
Brakes; power front disc/rear drum
Bucket seats; reclining front
Bumpers; soft fascia, front/rear
Center high-mounted stop lamp
Clearcoat paint
Compact spare tire
Composite headlamps
Console; full floor-mounted
Delco Freedom™ battery
Deluxe color-keyed safety belts
Deluxe exterior ornamentation
Dual front and rear radio speakers
Dual horns
Extensive anti-corrosion protection
Front console with armrest
Front-wheel drive
Glove compartment with lock
GM Computer Command Control
Headlamp "on" warning
Heater vent system
Inside hood release
Lamp group; includes delay feature
Low-noise engine cooling fan
Mirrors:
Dual Sport; sideview
Visor vanity; LH and RH
Multi-function control lever
Pallet cloth upholstery
Power rack-and-pinion steering
Radio; Delco ETR™ AM/FM stereo, UM7
Rear-seat integral headrests
Remote fuel door release
Safety belts; automatic for driver and right front passenger; 3-point rear for rear outboard positions only
Side window defoggers
Soft Ray tinted glass
Suspension; MacPherson strut front
Tires; steel-belted, all-season, blackwall, P185/75R14
Transmission; 5-speed manual
Wheel covers; Tri-Lace
Wide body side molding

In addition, every Grand Am SE features:

High Output 2.3L Quad 4™ 16-valve engine with 5-spd. manual transmission
Air conditioning
Controlled-cycle windshield wipers
Cruise control
Deck lid release; remote control
Deluxe Thaxton carpet
Dual dual exhaust outlets
Fog lamps; deluxe integral
Leather appointment group with Rally, four-spoke leather-wrapped steering wheel, shift knob and parking brake handle
Metric cloth upholstery
Power door locks
Power windows with driver's express-down feature
Gauges; Rally, includes coolant temperature gauge, oil pressure gauge, voltmeter, tachometer, and trip odometer
Radio; Delco ETR™ AM/FM stereo with seek-scan, auto reverse cassette and clock, UM6
Seat; split-folding, rear
Specific monochromatic paint treatment with color-keyed grille, emblems and aluminum wheels
Suspension and steering; Level II
Tilt steering wheel
Tires; Goodyear Eagle GT 4, steel-belted, blackwall, P205/55R16 (1)
Wheels; SE Specific, cast aluminum, 16"

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

GOC No.	Grand Am LE				Grand Am SE	
	I ISA	II ISB	III ISC	IV ISD	I ISA	II ISB
C60 Air conditioning, custom		•	•	•	S	S
N33 Tilt steering wheel		•	•	•	S	S
CD4 Controlled-cycle wipers		•	•	•	S	S
K34 Cruise control			•	•	S	S
A90 Deck lid release			•	•	S	S
AM9 Split folding rear seat			•	•	S	S
T96 Fog lamps (includes courtesy lamps-RPO C75)			•	•	S	S
A31 Power windows with driver's express-down feature			•	•	S	S
AU3 Power door locks			•	•	S	S
AC3 Power driver's seat (6-way)				•		•
DG7 Power sport mirrors (black)						•

• Included in option group S=Standard equipment

INDIVIDUAL OPTIONS: The following individual options may be ordered in combination with the corresponding option group above.

RPO No.	Grand Am LE				Grand Am SE	
	I ISA	II ISB	III ISC	IV ISD	I ISA	II ISB
C60 Air conditioning	A	-	-	-	-	-
CA1 Non air conditioning	S	-	-	-	-	-
NB2 California emission requirements	A	A	A	A	A	A
C49 Defogger, electric rear window	A	A	A	A	A	A
VK3 License plate bracket, front	A	A	A	A	A	A
V56 Luggage carrier, deck lid (black)	-	-	-	-	A	A
AU3 Power door locks	A	A	A	•	S	S
A31 Power windows (express-down driver's side)	A	A	A	•	S	S
Radio equipment:						
UM6 Delco ETR™ AM/FM stereo w/auto reverse cassette	A	A	A	A	S	S
U1D Delco ETR™ AM stereo/FM stereo w/compact disc player and 5-band graphic equalizer	-	-	-	-	A	A
W30 Sport option package: available LE w/monotone exterior colors 40-White, 81-Bright Red and 85-Slate Gray Metallic -Inc. N78 Hi-Tech Turbo wheels, QME P195/70R14 BSW STL tires and T96 fog lamps w/interior courtesy lamps						
AD3 Sunroof, removable (includes air deflector)	-	-	-	-	A	A
Tires:						
QFE P185/75R14 blackwall steel-belted	S	S	S	S	-	-
QME P195/70R14 blackwall steel-belted (requires N78 Hi-Tech Turbo wheels) (1) (2)	A	A	A	A	-	-
MM5 Transmission, 5-speed manual	S	S	S	S	S	S
MX1 Transmission, 3-speed automatic	A	A	A	A	A	A
D84 Two-tone paint	A	A	A	A	-	-
N78 Wheels, Hi-Tech Turbo w/locking package (requires QME P195 tires)	A	A	A	A	-	-
V2C Wheels, bright-faded aluminum (replaces std color-keyed wheels on SE)	-	-	-	-	A	A

S=Standard A=Available --Not Available • Included in option group above (1) Tire chains should not be used. They may cause damage. See Owner's Manual.
(2) All-season tires *Group Option Code (GOC) or Regular Production Option Code (RPO), as assigned by GM. Listed here as an aid in specifying the exact options you want.

GRAND AM VITAL SPECS

Models Available

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

Engines

2.5L 4-cyl. Tech IV™:
110 hp, 135 lbs-ft torque; electronic fuel injection;
secondary force balancer system;
roller valve lifters;
high-rpm valve train; crank-triggered ignition; high-flow intake manifold and cylinder head; serpentine accessory belt drive.
2.3L Quad 4™ 16-valve 4-cyl: 160 hp, 155 lbs-ft torque; multi-port fuel injection; revised aluminum cylinder head



head with larger valves; tuned cast aluminum intake manifold; integrated direct-fire ignition system; serpentine accessory belt drive.
High Output 2.3L Quad 4™ 16-valve: 180 hp, 160 lbs-ft torque; multi-port fuel injection; revised aluminum cylinder head with larger valves and improved port contours; 10:0:1 compression ratio; specific high-lift camshafts; performance-tuned cast aluminum intake manifold; cast-iron exhaust manifold with tapered exhaust take-down pipe and specific Pontiac exhaust tuning; external oil cooler; specific "High Output" ignition module cover.

Engine/Transmission Teams

5-speed manual 2.5L 4-cyl Tech IV™
5-speed manual, sport-ratio H.O. 2.3L Quad 4™ 16-valve
3-speed automatic 2.5L 4-cyl Tech IV™
2.3L Quad 4™ 16-valve 4-cyl.
Chassis
Front suspension Independent strut with coil springs; Level II, 24 mm stabilizer bar; Level III, 28mm.
Rear suspension Semi-independent with coil springs; Level III, 21mm stabilizer bar.
Weight distribution, l/r 65/35
Brakes, l/r Power, vented 9.7" front disc/7.8" rear drum.



Steering type, ratio Power, rack-and-pinion, 16:1, quick-ratio, 14:1.
Turns, lock-to-lock 2.88 standard ratio; 2.50 quick-ratio
Turning circle 37.8 ft dia.
Tires Level I, P185/75R14 all-season radials; Level II, P195/70R14 BFG Touring T/A radials; Level III, P205/55R16 Good-year Eagle GT 4 radials.

Key Numbers

Wheelbase 103.4"
Overall length 180.1"
Width 66.5"
Overall height 52.5"
Curb weight 2492 to 2752 lbs.
Tank 13.6 gal.

Trunk 13.1 cu ft.

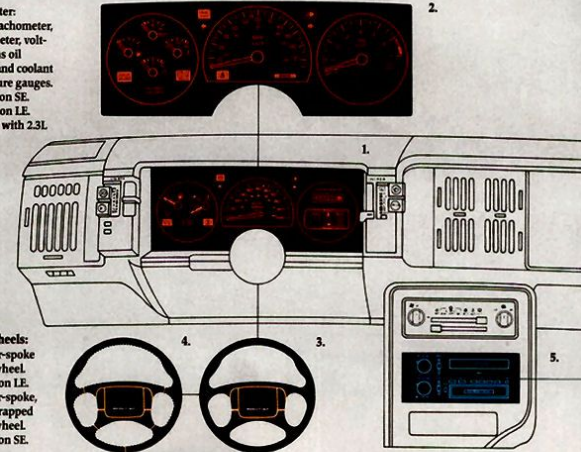
Road Performance Figures
(Grand Am SE Coupe w/H.O. 2.3L Quad 4™ 16-valve engine, 3.6:1 axle ratio and 5-speed manual)
0-60 7.5 sec.
Lateral acceleration, g's 0.86
Weight/horsepower ratio 15:1

Interior

Coupe
Headroom, f/r 37.7/37.1"
Legroom, f/r 42.9/34.3"
Shoulder room, f/r 52.6/55.2"
Hip room, f/r 51.7/48.5"
Sedan
Headroom, f/r 37.7/37.1"
Legroom, f/r 42.9/34.3"
Shoulder room, f/r 54.7/54.1"
Hip room, f/r 50.3/50.3"

Instrument Clusters:

1. Standard cluster: includes systems monitor, odometer, speedometer, plus fuel and temperature gauges.
2. Rally cluster: includes tachometer, trip odometer, voltmeter, plus oil pressure and coolant temperature gauges. Standard on SE. Available on LE. (Required with 2.3L engine.)



Steering Wheels:

3. Sport, four-spoke steering wheel. Standard on LE.
4. Sport, four-spoke, leather-wrapped steering wheel. Standard on SE.

Standard and Available Radios:

5. UM7: Delco ETR™ AM/FM stereo radio with seek/scan and digital clock.
6. UM6: Delco ETR™ AM/FM stereo radio with seek/scan, auto-reverse cassette and digital clock.
7. U1D: Delco ETR™ AM stereo/FM stereo weather band radio with seek/scan, compact digital disc player, five-band graphic equalizer and digital clock.



Standard and Available Wheels:

Tri-Lace 14" wheel covers on 6"-wide wheels. Standard on LE.
Hi-Tech Turbo 14" x 6" aluminum wheels. Available on LE.

SE Specific 16" x 6" body-color-keyed cast aluminum wheels. Standard on SE. (Bright-faced version also available at no extra cost.)

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



BONNEVILLE SSE

Because big guys make the rules.

Bonneville SSE in White.

The Bonneville SSE moves with the aggressive assurance of a Secret Service agent: fast and quiet, in control of any situation.

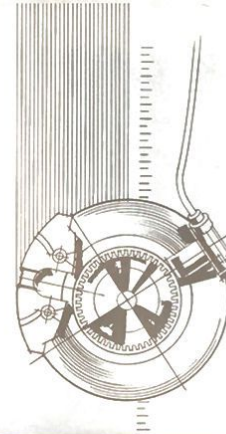
Much of its confidence comes from a refined body structure. But the real action is underneath SSE's aero-skirted exterior. It pulses with a 3.8L 3800 V6 heart with sequential-port fuel injection. It pumps out 165 hp and 210 lbs-ft of torque. Its roller valve

lifters reflect the art of a racer's hand, while special fluid-filled engine mounts and an internal balance shaft prevent its output from being intrusive.

A 4-speed automatic applies power to the front wheels through 16" Goodyear Eagle GT+4 radials, wrapped around your choice of Aero-Lite or gold Crosslace aluminum wheels.

The 4-wheel independent

suspension is augmented by a computer-controlled anti-lock brake system and Electronic Ride Control. SSE's power rack-and-pinion steering is the variable-ratio variety, meaning directional response increases as you turn the wheel. For 1990, it's been retuned for more on-center feel, which makes the SSE a terrific touring companion, no matter which way the road turns.



ABS improves your ability to steer and brake hard at the same time. Why? Because this system uses a toothed disc and sensor on each wheel to detect a wheel lock-up condition that could cause a skid. It then pulses, or modulates the brake pressure to the individual wheels to assist you in maintaining control. The primary advantage—improved ability to steer and brake at the same time.



BONNEVILLE SSE INTERIOR

If it feels good, drive it.

The Bonneville SSE's superb sensory experience begins with 12-way power adjustable seats that allow for the infinite variability of human anatomy and posture. Your tactile experience continues with a leather-wrapped shift knob and tilt steering wheel, complete with duplicate function control buttons that link you to a graphically equalized 8-speaker AM stereo/FM stereo

cassette, as well as the automatic climate control system.

The instrumentation is white-on-black analog, but from dusk to dawn it's backlit in warm red and accented with lit pointers. Of special interest are the instrument panel electronics that include an LCD-display compass, a 14-function Driver Information Center and a climate control system that automatically monitors and

maintains cabin temperature.

SSE's driver orientation is reflected by the power outside rearview mirrors. They're heated to remove frost, and blue-tinted to reduce nighttime glare. The power windows have a driver's side "express-down" feature. And the power door locks are activated by a Remote Keyless Entry System that lets you lock and unlock all the doors from up to 30 feet at the

touch of a small key-fob control.

The only SSE options are a power glass sunroof, leather seating areas and a Delco ETR® sound system with compact disc player and 5-band graphic equalizer.

But if you're the type of enthusiast who appreciates a fast, powerful sport sedan as only Pontiac can build it, then there is no option—other than the Bonneville SSE.



SSE's electronic compass has four built-in corrections for the difference between magnetic and true north as you traverse America the Beautiful.



SSE's three lumbar supports can be inflated at the touch of a button to support your lower back, while the headrest can tilt in or out.



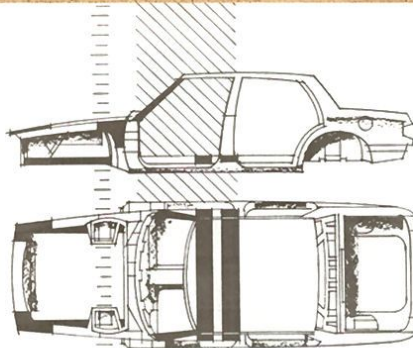
BONNEVILLE SE & LE

Value, performance and comfort.

Bonneville LE in Medium Red Metallic over Silver Metallic, SE Sedan in White.



Sophisticated computer modeling revealed areas where Bonneville's structural dynamic behavior could be improved. Highlights indicate additional welds, reinforced braces and areas where heavier gauge steel was specified. One drive confirms that it was all worth the effort.



Your office should be as comfortable as this new 45/55 seat. It has a new frame filled up with specially molded, density-controlled foam and it's finished in Pallex cloth.

If you're wondering how to align full-size sedan priorities with road car ideals, you're in the right place: Bonneville SE and LE.

SE looks and feels as if it spent a month in a European spa. Its makeover includes a new grille, taillamps and an understated application of gray and black trim. New 6-spoke 16" aluminum wheels with Goodyear Eagle GT+4 tires are standard. As an

They're both products of a complete refining and retuning of the body, suspension—and even the seats.

The process began with a sophisticated computer analysis of the body that pinpointed several areas where the engineers could make a fine car better.

Then, by thickening steel, adding bracing, and specifying more welds, they made Bonneville's

sequential-port fuel injection and 165 hp. This advanced powerplant features an internal counter-rotating balance shaft which helps control vibrations and deliver V8 smoothness in a V6.

Yet another link in this chain-reaction of refinement is a brand-new 45/55 split bench seat, tuned to the special capabilities of the body and suspension. It's firmer and more supportive, making it

option, you can choose charcoal port Crosslance wheels.

On the other hand, LE takes a different approach to full-size touring priorities. Tailored like a Bond Street suit, its exterior blends traditional and contemporary attitudes perfectly. Inside, air conditioning and an AM/FM stereo lead off a tantalizing menu of standard equipment.

But there's more to both the SE and LE than meets the eye.

integral body/chassis more rigid than ever before.

The robust structure also allowed the engineers to capitalize on the inherent advantages of Bonneville's four-wheel independent suspension, retuning it for a smoother ride. They even delved into the braking system, revising critical areas for a silken, positive feel underfoot.

Engine-wise, both the LE and SE feature a 3.8L 3800 V6 with

supremely comfortable for the long haul. And finally, an improved sound-deadening package filters out stray decibels.

To the discerning driver, Bonneville is a machine that feels as solid and quiet as a bank vault, but is a good deal more responsive.

Here's the best part: the only combination you need to get into one is you...and your Pontiac dealer.



Every Bonneville gets a performance brake job before it leaves the factory. Special close-tolerance machining on the friction surfaces, with chamfered pad edges and larger, more rugged bearings promote smooth, fast stops.

BONNEVILLE FEATURES AND OPTIONS

STANDARD EQUIPMENT:

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

Every Bonneville LE features:

3.8 liter 3800 V6 engine with SFI
Acoustical insulation
Air conditioning
Armrest; front seat center
Complete instrumentation
Delco Freedom® battery
Dual manual recliners
Dual visor vanity mirrors
Extensive anti-corrosion protection
Floor mats
Front-wheel drive
GM Computer Command Control
Independent front/rear suspension
Lamps; dome, glove box and trunk
Mirrors:
Dual Sport; sideview
Visor vanity; driver and passenger
Power rack-and-pinion steering
Radio; Delco ETR® AM/FM stereo, UM7
Safety belts; automatic, for driver and right front
passenger
Seat; 55/45 split bench
Transmission; 4-speed automatic
Wheel covers; Aero
Windshield wipers; dual fluidic, concealed

In addition, every Bonneville SE features:

Armrest; front and rear seat
Controlled-cycle windshield wipers
Cruise control
Electric decklid release
Fog lamps
Gas pressure struts
Gauges; Rally, includes coolant temperature gauge,
oil pressure gauge, voltmeter, tachometer and
trip odometer
Lamp group
Power door locks
Power windows with express-down feature
Radio; Delco ETR® AM/FM stereo w/cassette, UM6
Rear decklid spoiler
Rear window defogger
Seats; 45/55 split front with recliners and driver's
6-way power adjustment
Steering wheel; leather-wrapped
Suspension; Level II
Tilt steering wheel
Tires; Goodyear Eagle GT+4, steel-belted radial,
blackwall, P215/60R16
Wheels; 16" Sport or 16" Crosslace cast aluminum

In addition, every Bonneville SSE features:

Aero extensions on doors and rocker panels
Automatic air conditioning
Brakes; 4-whl. anti-lock brake system
Duplicate steering wheel radio and ventilation
controls
Electronic compass
Electronic Ride Control with air compressor
Flash-to-pass headlamp control
Floor mats; deluxe front/rear, full retention
Headlamp washers
Key-activated power door locks
Mirrors:
Illuminated visor vanity;
Outside rearview; LH/RH power, heated,
blue-tint
Radio; Delco ETR® "touch control" AM stereo/FM
stereo with cassette, w/anti-theft Delco-Loc, UT4
Remote keyless entry system
Seats; 45/45, 12-way power adjustable
Eight-speaker performance sound system
Suspension; Special Purpose, Level III
Tires; Goodyear Eagle GT+4, steel-belted,
blackwall, P215/60R16 (1)
Wheels; 16" Aero-Lite or 16" Crosslace cast
aluminum

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

GOC No.	Bonneville LE					Bonneville SE			Bonneville SSE
	I ISA	II ISB	III ISC	IV ISD	V ISE	I ISA	II ISB	III ISC	
N33 Tilt steering wheel	•	•	•	•	•	•	•	•	S
CD4 Controlled-cycle wipers	•	•	•	•	•	•	•	•	S
T89 Lamp group	•	•	•	•	•	•	•	•	S
K34 Cruise control	•	•	•	•	•	•	•	•	S
A31 Power windows with express-down feature	•	•	•	•	•	•	•	•	S
AU3 Power door locks	•	•	•	•	•	•	•	•	S
AG1 Power seat, driver 6-way (12-way articulating on SSE)	•	•	•	•	•	•	•	•	S
A90 Deck lid release	•	•	•	•	•	•	•	•	S
D64 Illuminated visor vanity mirror RH & LH	•	•	•	•	•	•	•	•	S
UB3 Gauges cluster	•	•	•	•	•	•	•	•	S
UM6 Delco AM/FM radio with cassette	•	•	•	•	•	•	•	•	S
C97 Illuminated entry system	•	•	•	•	•	•	•	•	S
DG7 Power sport mirrors	•	•	•	•	•	•	•	•	S
NP5 Leather-wrapped steering wheel	•	•	•	•	•	•	•	•	S
US7 Power antenna	•	•	•	•	•	•	•	•	S
N08 Electric fuel filler door release	•	•	•	•	•	•	•	•	S
AU0 Remote keyless entry	•	•	•	•	•	•	•	•	S
AG2 Passenger power seat, 6-way (12-way articulating on SSE)	•	•	•	•	•	•	•	•	S
TR2 Twilight sentinel	•	•	•	•	•	•	•	•	S

• = Included in option group S = Standard equipment -- = Not available

INDIVIDUAL OPTIONS: The following individual options may be ordered in combination with the corresponding option group above.

RPO No.	Bonneville LE					Bonneville SE			Bonneville SSE
	I ISA	II ISB	III ISC	IV ISD	V ISE	I ISA	II ISB	III ISC	
NB2 California emission requirements	A	A	A	A	A	A	A	A	A
C49 Defogger, electric rear window	A	A	A	A	A	S	S	S	S
JM4 Power brakes, disc/drum; anti-lock brake system	—	—	—	(A)	(A)	A	A	A	S
AU3 Power door locks	A	A	A	•	•	S	S	S	S
A31 Power windows (express-down on driver's side) (includes front and rear courtesy lamps—includes w/custom trim)	A	A	A	•	•	S	S	S	S
Radio:									
UM6 Delco ETR® AM/FM stereo w/auto reverse cassette	A	A	A	•	•	S	S	S	—
UT4 Delco ETR® AM stereo/FM stereo w/auto reverse cassette and 5-band equalizer (includes clock, touch control, seek and scan, search and replay, leather-wrapped steering wheel w/radio controls, power antenna, electronic air conditioning, radio anti-theft feature and 6-speaker system)	—	—	—	(A)	(A)	A	A	A	S
U1A Delco ETR® AM stereo/FM stereo w/compact disc player and 5-band equalizer (includes clock, touch control, seek and scan, search and replay, leather-wrapped steering wheel w/radio controls, power antenna, electronic air conditioning and radio anti-theft feature—requires N33 tilt steering wheel, CD4 controlled-cycle wipers, K34 cruise control, 6-speaker system, C49 electric rear window defogger and A31 power windows)	—	(A)	(A)	(A)	(A)	A	A	A	A
CF5 Sunroof, power glass	—	—	—	—	—	A	A	A	A
Tires:									
QJR P205/75R14 whitewall, steel-belted	A	A	A	A	A	—	—	—	—
QPH P215/65R15 blackwall, steel-belted (requires PF7 aluminum wheels)	A	A	A	A	A	—	—	—	—
QJ7 P215/65R15 whitewall, steel-belted (requires PF7 aluminum wheels)	A	A	A	A	A	—	—	—	—
Wheels:									
PF7 15" Diamond-Spoke aluminum w/locking package (requires QPH or QJ7 15" tires)	A	A	A	A	A	—	—	—	—
N60 16" Crosslace cast aluminum (bright-faced) w/locking package	—	—	—	—	—	A	A	A	—
N73 16" gold, Crosslace cast aluminum w/locking package	—	—	—	—	—	—	—	—	A
B20 Custom trim (incl. AM6 or A57 seats)	—	(A)	(A)	(A)	(A)	—	—	—	—
D84 Two-tone paint	—	(A)	(A)	(A)	(A)	A	A	A	—
UA6 Anti-theft system	—	—	—	—	—	—	—	—	A
† 45/45 12-way leather seats	—	—	—	—	—	—	—	—	A
US7 Power antenna	—	(A)	(A)	(A)	(A)	A	A	A	S
PG5 16" Six-Spoke aluminum wheel w/locking package	—	(A)	(A)	(A)	(A)	S	S	S	—
AG1 Power driver's seat (12-way articulating on SSE)	A	A	A	•	•	S	S	S	S

S = Standard A = Available -- = Not available • = Included in option group above (A) = Available and requires purchase of an option group.
(1) Tire chains should not be used. They may cause damage. See Owner's Manual.
† RPO Code not available at time of printing.
* Group Option Code (GOC) or Regular Production Option Code (RPO), as assigned by GM. Listed here as an aid in specifying the exact options you want.

BONNEVILLE VITAL SPECS

Models Available

Bonneville LE, Bonneville SE,
Bonneville SSE.

Engine

3.8L 3800 V6;
165 hp, 210 lbs-ft
torque; sequential-
port fuel injection;
primary balance
shaft; on-center cyl-
inder bore design;
lightweight pistons; roller valve
lifters; crank-triggered, triple-coil
ignition; electronic spark control;
low-restriction exhaust manifold;
serpentine accessory belt drive.



Engine/Transmission Team

4-speed automatic 3.8L 3800 V6.

Chassis

Front suspension
Fully independent with MacPherson
strut; Level I, 30mm stabilizer bar;
Level II, 32mm; Level III, 32mm.
Rear suspension
Fully independent with coil spring
and strut; Level I, 14mm stabilizer
bar; Level II, 18mm; Level III, 18mm.
Weight distribution, f/r
64/36
Brakes, f/r
Power, vented 10.1" disc/8.9" drum.
Anti-lock system available on LE and
SE, standard on SSE.
Steering type, ratio
Power, rack-and-pinion, 18.1:1 SE
and SSE; variable ratio, 15.3 to 19.1.
Turns, lock-to-lock
2.79 (LE, 2.97)
Turning circle
40.7 ft dia.

Tires (radial)

Level I, P205/75R14 all-season or
P215/65R15 touring tires or P215/
60R16 Goodyear Eagle GT+4; Level II,
P215/60R16 Goodyear Eagle GT+4;
Level III, P215/60R16 Goodyear Eagle
GT+4.

Key Numbers

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

Road Performance Figures

(Bonneville SSE w/3.8L 3800 V6)

engine, 333:1 axle ratio and 4-speed
automatic)
0-60 10.7 sec.
Lateral acceleration, g's 0.80
Weight/horsepower ratio 215:1

Interior

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

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

Instrument Clusters:

1. Standard cluster:
includes systems
monitor, speedom-
eter, plus fuel and
temperature gauges.
2. Rally cluster: includes
tachometer, trip odo-
meter, voltmeter,
plus oil pressure and
coolant temperature

Steering Wheels:

4. Sport, four-spoke,
color-keyed steering
wheel. Standard on
LE.
5. Sport, four-spoke,
color-keyed, leather-
wrapped steering
wheel. Standard on
SE. Available on LE.
6. Sport, four-spoke,
leather-wrapped
steering wheel with
duplicate radio con-
trols. Standard on
SSE. Available on LE
and SE with UT4 or
U1A radios.

gauges. Standard on
SE. Available on LE.
Driver Information
Center available on

LE and SE.
3. Specific SSE cluster:
includes Driver Infor-
mation Center with

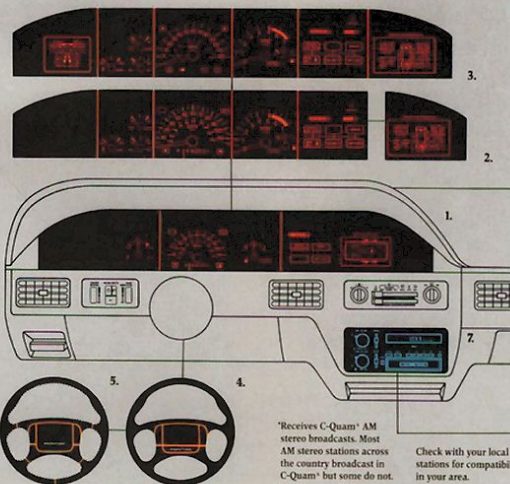
service reminders
and electronic com-
pass, tachometer, trip
odometer, voltmeter,

plus oil pressure and
coolant temperature
gauges. Standard on
SSE.

Standard and Available Radios:

7. UM7: Delco ETR®
AM/FM stereo radio
with seek/scan.
8. UM6: Delco ETR®
AM/FM stereo radio
with seek/scan and
auto-reverse cas-
sette.
9. UT4: Delco ETR® AM
stereo/FM stereo
with seek/scan,
touch control, auto-
reverse cassette
with music search,

graphic equalizer,
duplicate steering
wheel-mounted
radio controls and
Delco-Loc theft
deterrent.
10. U1A: Delco ETR® AM
stereo/FM stereo
with seek/scan,
compact disc player,
graphic equalizer,
wheel-mounted
controls and Delco-
Loc II theft
deterrent.



*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.



Standard and Available Wheels

Top row (L to R):

Aero 14" wheel
covers on 6"-wide
wheels. Standard on LE.
Diamond-Spoke 15" x 6"
aluminum wheels.
Available on LE.

Bottom row (L to R):

Sport 6-Spoke 16" x 7"
cast aluminum wheels.
Standard on SE. Avail-
able on LE.

Aero-Lite 16" x 7" cast
aluminum wheels
(keyed to body color).
Standard on SSE.

Crosslace 16" x 7" cast
aluminum wheels. A no
extra cost substitution.
Available in gold on SSE
and charcoal machined
face on SE.

SUNBIRD GT

The look that cooks.

Sunbird GT Coupe in Torch Red.

A word of caution here. Approach this car as you would any other highly evolved bird of prey: with wonder for its purposeful aerodynamics, and reverence for its quiet potential. If you need reasons, here they are:

First, the 1990 GT packs 165 horses under the hood. They act on command as you dump the throttle of GT's turbocharged 2.0L engine with multi-port fuel

injection.

Compared to its stablemate with electronic fuel injection, this turbo powerplant ups the horsepower ante by 70%. To hold that edge from day to day, engineers have designed in some Pontiac-minded performance parts. Like a high-flow intake manifold, forged pistons and a performance-baffled oil pan. You can run all those ponies up through the gears with a Getrag-

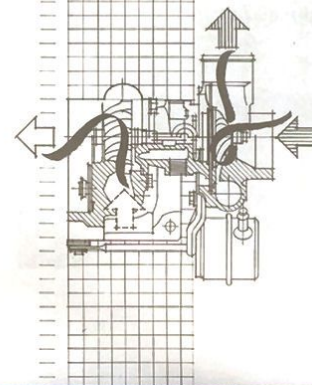
licensed 5-speed manual transmission or available 3-speed automatic.

Between GT and the street, there's the renowned Level III suspension system. It includes quick-ratio rack-and-pinion steering, big stabilizer bars and portly Goodyear Eagle GT+4 radials that grip the pavement like an old friend. You'll find them turning with special, finned cast aluminum wheels that are specific to GT

for 1990.

Outside, the news is obvious. Designers have revamped both front and rear of GT, added special fascia and semi-hidden headlamps. There's also a rear-deck spoiler along with specific lateral aero-cladding. It's systematic sleekness.

On your way inside, notice that GT now has tinted glass standard. Simply irresistible.



Turbocharging means the Sunbird GT's engine is never out of breath. Hot exhaust gases rush through the turbine vanes on one side of the unit and drive a shaft connected to impeller vanes on the other side. This high-efficiency "fan" packs more air—and power—into the engine at the touch of your right foot. That's a big reason why we call this car GT.



SUNBIRD LE INTERIOR

Cogito, ergo 'nomics!

A liberal translation of Descartes' famous thought could well reveal a Sunbird designer's stratagem: "I think I'll create a great cockpit."

The LE's highly efficient instrument panel is evidence the idea really caught fire. Gauges are analog, pods of cowl switches put you in touch with wipers and lights, and the central console keeps sound system and tempera-

ture controls accessible to a fault. Between the front seats, you'll find a U-shaped parking brake handle that spans a standard floor console with storage compartment. Up ahead, the ergonomically designed steering wheel is really a tactile treat.

Your torso can relax in the embrace of contoured, reclining front bucket seats with headrests. They're covered in Pallex cloth.

So is the contoured rear bench seat.

Should the LE convertible be your choice for Excitement, a neatly-tailored boot cover is provided to conceal the folded soft top and help LE look even more dashing.

You'll notice that a passive restraint safety belt system for driver and right front passenger is standard for 1990, along with a

new interior lighting package that has a delayed-off feature.

Sound systems for both LE and SE start with a Delco AM/FM stereo radio with seek/scan and digital clock. A step up the scale is an auto-reverse cassette model. Either way, the notes reach your ears through a pair of front and rear coaxial speakers that take to Rock or Rachmaninoff with equal fidelity.



The sleek, semi-hidden headlamp look of the Sunbird GT follows through on Sunbird SE.



SUNBIRD LE CONVERTIBLE

More fun with your top down.

Sunbird LE Convertible in White.

Roll down the windows. Put down the top. Turn up the beach music 'til it just won't stop...

Okay. Now that we have your undivided summertime attention, let's talk some wind-in-the-hair Excitement here. Central to the discussion is LE Convertible's engine. It makes 165 horsepower with a 5-speed Getrag-licensed manual transmission or available

3-speed automatic. Think of it as the world's most satisfying hair-dryer & traffic duster.

The standard fuel-injected 2.0L engine has a lot going for it, too. Like the turbo version, it comes with a 5-speed manual or available 3-speed automatic. From an engineering standpoint, this is one of the most refined powerplants Pontiac offers.

For running gear, there's an

available Level III suspension system with quick-ratio power rack-and-pinion steering, special front and rear stabilizer bars, bushings, Hi-Tech Turbo cast aluminum wheels and Goodyear Eagle GT+4 tires.

The road-ranging advantages of this componentry can best be enjoyed by punching the roof retracting button. Just sit there and watch while an electrohy-

draulic system folds the soft top away. A snug-fitting cover makes things nice and tidy.

While driving you'll be kept abreast of mechanical goings-on by analog instrumentation. If the turbo engine is your style, that means a special Rally cluster with performance-rated speedometer and turbo boost gauge. Not that you'd expect any more of a charge than this Sunbird already delivers.



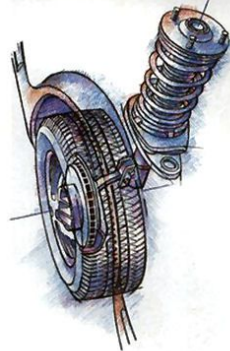
Those who prefer to have wind in their hair in a Big way will want an LE Convertible equipped with this optional 165 hp 2.0L engine.



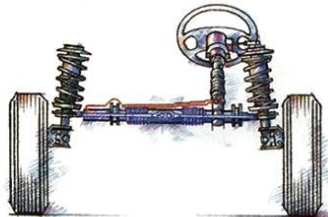
SUNBIRD LE COUPE & SEDAN

Where value and fun co-exist.

Sunbird LE Sedan in Bright Blue Metallic, LE Coupe in Medium Red Metallic over Silver Metallic.



Suspensions of both Sunbird LEs are further refined for 1990. The front MacPherson struts and rear shocks have a new, improved valving specification and tires are now a larger size for more load-carrying ability. Special 14-inch "touring tires" are available.



One distinct advantage built into every Sunbird LE is rack-and-pinion steering. Basically, it's a helical gear—called a "pinion"—at the end of the steering column that closely meshes with a toothed bar called a "rack." As you turn the wheel, the pinion moves the rack back and forth, and connecting tie rods move the wheels. It's not too complicated, but very precise and responsive. One ride in a Sunbird LE will convince you.

Whether it's two doors or four, first car or family car, these 1990 Sunbirds LE blend an amazing amount of features and value with the maximum daily allowance of Pontiac Excitement.

First on the list of ingredients is LE's 2.0L engine with overhead cam and electronic fuel injection. It features a high-flow cylinder head, tuned intake manifold, electronic spark control and a per-

rack-and-pinion steering. Remember, Pontiac road cars have a certain reputation to uphold.

In addition to this, the MacPherson front struts and rear shocks of both LEs have modified valving arrangements for improved ride. Tires move up the chart, too. For 1990, they're 14" size. Special "touring tires" are available that provide extra handling and adhesion benefits with

a whole raft of competitive cars.

All the better to relax and enjoy the Pallex cloth upholstery of LE's contoured front bucket and rear bench seats, as well as the melodies from its standard Delco AM/FM stereo radio. An available auto-reverse cassette model can be yours for the asking.

You don't have to make a sound to get a wish list of standard features in every LE. We're talking

formance-baffled oil pan. The end result is 96 very willing horsepower to move you smartly through traffic and carry the necessities while doing it.

As an able assistant in that mission, the suspension system of these Sunbirds features coil springs all-around with a 24mm front stabilizer bar. As you'd expect, power front disc brakes are also part of the picture, as is

no penalty in ride harshness.

They come with optional Hi-Tech Turbo cast aluminum wheels.

From an acoustical standpoint, the hush inside these Sunbirds is even more subdued for 1990, thanks to new sound deadening techniques in the floorpan and firewall areas.

Engineers did some objective evaluation of the results and found these new LEs to be quieter than

about stuff like a day/night rear-view mirror, front floor console, reclining front bucket seats, Deluxe ergonomic steering wheel, trunk lamp and visor vanity mirrors for both driver and front passenger.

Fact is, there's so much that comes with every Sunbird LE, we'll have to ask that you flip the page to see for yourself. Chances are, it'll close the deal for you.

SUNBIRD FEATURES AND OPTIONS

STANDARD EQUIPMENT:

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

Every Sunbird LE Coupe and Sedan features:

2.0 liter OHC 4-cyl. engine with EFI (1)
Black-finished door window frames
Black-finished windshield wipers
Black wide body side moldings
Brakes; power front disc/rear drum
Bucket seats; reclining front
Center high-mounted stop lamp
Clearcoat paint
Composite spare tire
Composite headlamps
Cut-pile carpeting
Delco Freedom® battery
Door lamp switches; front
Extensive anti-corrosion protection
Fluidic windshield washer system
Front air dam
Front floor console
Front-wheel drive
GM Computer Command Control
Inside hood release
Mirrors:
Rearview, day/night
Visor, LH and RH
Pallex cloth upholstery
Rack-and-pinion steering
Radio: Delco ETR® AM/FM stereo, UM7
Safety belts (color-keyed): passive for driver and right front passenger; 3-point rear safety belts, outboard positions only
Side window defoggers
Suspension; MacPherson strut front
Tires; steel belted, all-season, blackwall, P185/75R14
Transmission; 5-speed manual
Trunk lamp
Warm red instrument panel lighting
Wheel covers; Tri-Lace

In addition to LE, every Sunbird LE Convertible features:

Floor mats; carpeted, front and rear
Power locks
Power steering
Power convertible top
Power windows
Sport mirrors (black)
Tinted glass

In addition to LE Coupe, every Sunbird SE features:

Partially hidden headlamps
Gauges; Rally; includes coolant temperature gauge, oil pressure gauge, voltmeter and trip odometer

In addition, every Sunbird GT features:

2.0 liter 4-cyl turbocharged engine with MFI (2)
Aero package
Mirrors; dual sport, sideview
Power steering
Radio: Delco ETR® AM/FM stereo with cassette, UN6
Special Level III performance suspension
Specific springs and bushings
Spoiler
Tachometer and trip odometer
Tinted glass
Tires; Goodyear Eagle GT-4, steel-belted, blackwall, P215/60R14
Turbo Rally instrumentation
Wheels; GT Specific cast aluminum

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

GOC No.*	Sunbird LE				Sunbird LE Convertible			Sunbird SE				Sunbird GT		
	ISA	ISB	ISC	ISD	ISA	ISB	ISC	ISA	ISB	ISC	ISD	ISA	ISB	ISC
A01 Tinted glass	•	•	•		S	S	S					S	S	S
N40 Power steering	•	•	•		S	S	S	•	•	•		S	S	S
D35 Sport mirrors (black)	•	•	•		S	S	S	•	•	•		S	S	S
R37 Mats, carpet, front and rear	•	•	•		S	S	S	•	•	•		S	S	S
N33 Tilt steering wheel	•	•	•		S	S	S	•	•	•		S	S	S
CD4 Controlled-cycle wipers	•	•	•		S	S	S	•	•	•		S	S	S
C60 Air conditioning	•	•	•		S	S	S	•	•	•		S	S	S
TR9 Lamp group	•	•	•		S	S	S	•	•	•		S	S	S
D06 Armrest, front seat, includes storage bin	•	•	•		S	S	S	•	•	•		S	S	S
K34 Cruise control	•	•	•		S	S	S	•	•	•		S	S	S
A90 Deck lid release	•	•	•		S	S	S	•	•	•		S	S	S
U39 Rally gauges	•	•	•		S	S	S	•	•	•		S	S	S
UB3 Rally gauges with tachometer	•	•	•		S	S	S	•	•	•		S	S	S
AM9 Split folding rear seat	•	•	•		S	S	S	•	•	•		S	S	S

*- Included in option group S=Standard equipment

INDIVIDUAL OPTIONS: The following individual options may be ordered in combination with the corresponding option group above.

RPO No.*	Sunbird LE				Sunbird LE Convertible			Sunbird SE				Sunbird GT		
	ISA	ISB	ISC	ISD	ISA	ISB	ISC	ISA	ISB	ISC	ISD	ISA	ISB	ISC
C60 Air conditioning, custom	—	(A)	•	•	A	•	•	—	(A)	•	•	A	•	•
C41 Non air conditioning	A	A	—	—	A	•	•	A	A	—	—	A	•	•
NB2 California emission requirements	A	A	A	A	A	A	A	A	A	A	A	A	A	A
C49 Defogger, electric rear window	A	A	A	A	A	—	—	A	A	A	A	A	A	A
LT3 Engine: 2.0 liter 4-cylinder turbocharged OHC engine with multi-port fuel injection	—	—	—	—	A	A	A	—	—	—	—	S	S	S
VK3 License plate bracket, front	A	A	A	A	A	A	A	A	A	A	A	A	A	A
AU3 Power door locks	A	A	A	A	S	S	S	A	A	A	A	A	A	A
A31 Power windows (req AU3 power door locks)	A	A	A	A	S	S	S	A	A	A	A	A	A	A
Radio equipment:														
UN6 Delco ETR® AM/FM stereo w/auto reverse cassette	A	A	A	A	A	A	A	A	A	A	A	S	S	S
U1C Delco ETR® AM stereo/FM stereo w/compact disc player	A	A	A	A	A	A	A	A	A	A	A	A	A	A
T43 Spoiler, rear decklid (requires N78 Hi-Tech Turbo wheels w/locking package)	—	—	—	—	A	A	A	A	A	A	A	S	S	S
AD3 Sunroof, removable	—	—	—	—	—	—	—	A	A	A	A	A	A	A
Tires:														
QFE P185/75R14 steel-belted blackwalls (includes Tri-Lace wheel cover, N/A with Turbo or GT)	A	A	A	A	A	A	A	A	A	A	A	—	—	—
QME P195/70R14 steel-belted blackwalls (requires N78 Hi-Tech Turbo wheels, N/A with Turbo or GT)	A	A	A	A	A	A	A	A	A	A	A	—	—	—
QMB P215/60R14 steel-belted Goodyear Eagle GT-4	—	—	—	—	A	A	A	—	—	—	—	S	S	S
MM5 Transmission, 5-speed manual	A	A	A	A	A	A	A	A	A	A	A	A	A	A
MX1 Transmission, 3-speed automatic	A	A	A	A	A	A	A	A	A	A	A	A	A	A
D84 Two tone paint	A	A	A	A	A	A	A	—	—	—	—	—	—	—
N78 Wheels, Hi-Tech Turbo w/locking package (req QME P195 tires-inc T43 rear spoiler at extra cost on SE)	A	A	A	A	A	A	A	A	A	A	A	—	—	—

S=Standard A=Available --=Not available •=Included in option group above (A)=Available and requires purchase of option group.

(1) Produced in Brazil or Australia. (2) Produced in Brazil.

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

SUNBIRD VITAL SPECS

Models Available

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

Engines

2.0L 4-cyl: 96 hp,
118 lbs-ft torque;
electronic fuel
injection; tuned
intake manifold;
high-flow cylinder
head; performance-
baffled oil pan; 20mm timing belt;
serpentine accessory belt drive.
2.0L 4-cyl: 165 hp,
175 lbs-ft torque;
turbocharged;
multi-port fuel
injection; high-
flow tuned intake
manifold; high-



flow cylinder head; special pistons;
performance-baffled oil pan; 20mm
timing belt; electronic spark control;
serpentine accessory belt drive.

Engine/Transmission Teams

3-speed automatic 2.0L 4-cyl with
turbo, 2.0L 4-cyl.
5-speed manual 2.0L 4-cyl with
turbo, 2.0L 4-cyl.

Chassis

Front suspension
Independent strut with coil springs;
Level I, 24mm stabilizer bar; Level II,
28mm.
Rear suspension
Semi-independent with coil springs;
Level II, 21mm stabilizer bar.
Weight distribution, f/r
63/37 (Coupe w/turbo)
Brakes, f/r

Power, vented 9.7" front disc/7.8" rear
drum.
Steering type, ratio
Rack-and-pinion, 16:1 ratio; or
power 14:1 quick-ratio.
Turns, lock-to-lock
2.88 standard ratio; 2.50 quick-ratio.
Turning circle
34.3 ft dia.
Tires
Level I, P185/75R14; Level II, P195/
70R14; Level III, P215/60R14 Good-
year Eagle GT-4.

Key Numbers

Wheelbase 101.2"
Overall length 181.3" Coupe &
length 181.7" Sedan
Width 66.3"

Overall height 52.4" Coupe
51.9" Convertible
53.8" Sedan
Curb weight 2366 to 2551 lbs.
Tank 13.6 gal.
Trunk 14.0 cu ft Coupe
10.4 cu ft Convertible
15.2 cu ft Sedan

Road Performance Figures

(Sunbird GT Coupe w/2.0L turbo
engine with MFI, 5-speed manual
transmission and 3.18 axle ratio)
0-60 7.8 sec.
Lateral acceleration, g's 0.83
Weight/horsepower ratio 14.6:1

Interior

Coupe Headroom, f/r 37.9/36.7"
Legroom, f/r 42.9/30.5"

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

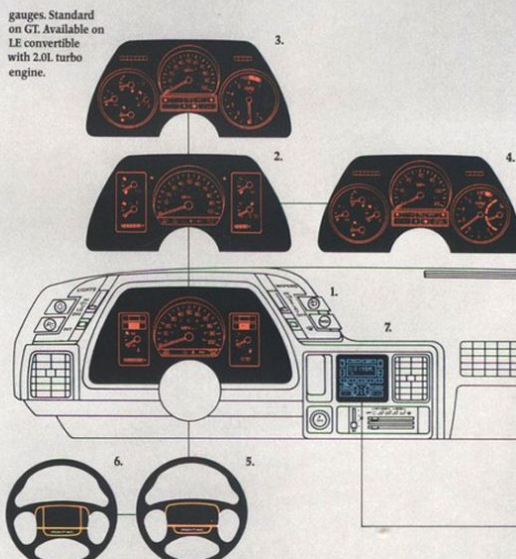
Note: Some features available at extra cost. Your dealer has complete standard/optional feature availability. All performance figures obtained with professional driver on General Motors closed test area.

Instrument Clusters:

1. Standard cluster: includes odometer, speedometer, oil pressure light, plus fuel and coolant temperature gauges.
2. Sport cluster: includes trip odometer, voltmeter, plus oil pressure, fuel and coolant temperature gauges. Standard on SE Coupe.
3. Rally cluster: includes tachometer, trip odometer, voltmeter, plus oil pressure and coolant temperature gauges. Standard on GT with 2.0L engine with EFI.
4. Turbo Rally cluster: includes tachometer, trip odometer, voltmeter, plus turbo boost, oil pressure and coolant temperature

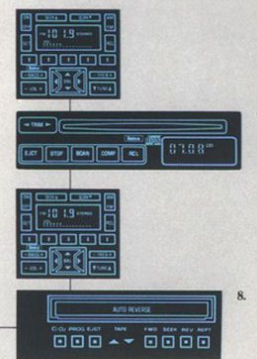
Steering Wheels:

5. Deluxe, Sport, four-spoke steering wheel. Standard on LE and SE.
6. Rally, four-spoke, thick-rim steering wheel. Standard on GT.



Standard and Available Radios:

7. UM7: Delco ETR® AM/FM stereo radio with seek/scan and digital clock.
8. UN6: Delco ETR® AM/FM stereo radio with seek/scan, auto-reverse cassette with music search and digital clock.



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

*Receives C-Quam® AM stereo broadcast. 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.

Standard and Available

Wheels (L to R):
Tri-Lace 14" wheel covers on 6" wide wheels. Standard on LE and SE.
Hi-Tech Turbo 14" x 6" aluminum wheels and locking package.
Available on LE and SE (requires touring tires).

GT Specific 14" x 6" bright-faced cast aluminum wheels. Standard on GT.



TRANS SPORT SE

A space vehicle for the '90s.

Trans Sport SE in White.



The Pontiac of mini-vans has arrived.

And as you'd expect, Trans Sport SE's charisma starts with a fuel-injected 3.1L V6 that kicks out 120 horsepower while delivering 175 lbs-ft torque. Engineers even slipped in a specially-profiled camshaft designed to deliver where it counts. There's also a 3-speed automatic transmission with specially calibrated shift

points to give the SE uncommon launch initiative.

With front-wheel drive, power rack-and-pinion steering and Goodyear Eagle GT+4 radials, the SE handles with confidence.

Trans Sport's exterior body panels are made of a composite material that never rusts, and resists impacts. The windshield has a unique, metallic solar-layer to block out heat from

the sun, and its 25.5° rake helps Trans Sport SE turn in one of the lower coefficients of drag ever registered by *any* GM produced vehicle.

Inside, six seats are standard. The rear modular seats can be folded flat, removed entirely, or rearranged easily to give you a wide range of seating versatility.

That's Trans Sport...power, poise and practicality.



Trans Sport's rigid structure is made possible by advanced space frame construction. It's the same kind of super-strong skeleton normally found in airplanes and racing cars.

TRANSPORT SE COCKPIT

Beam me here, Scotty.

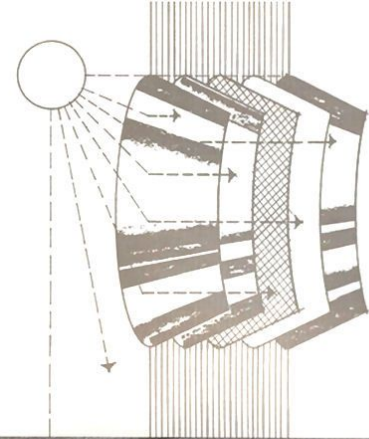
From inside the cockpit, you'll understand why Trans Sport SE's interior has ventured where no van has gone before. Contoured front bucket seats are upholstered in Metrix cloth. Complete analog instrumentation includes tachometer, voltmeter, odometer, oil pressure and coolant temperature gauges. There's even an indicator to tell you if the rear gate's ajar. Switch pods for headlamps, front and rear wipers, windshield washer and parking lamps are placed on both sides of the dash cowl within fingertip reach of a leather-wrapped, ergonomically styled, Sport steering wheel. Heater, air conditioning and sound system controls are housed in a conveniently designed center console.

A covered storage compartment is located on top of the

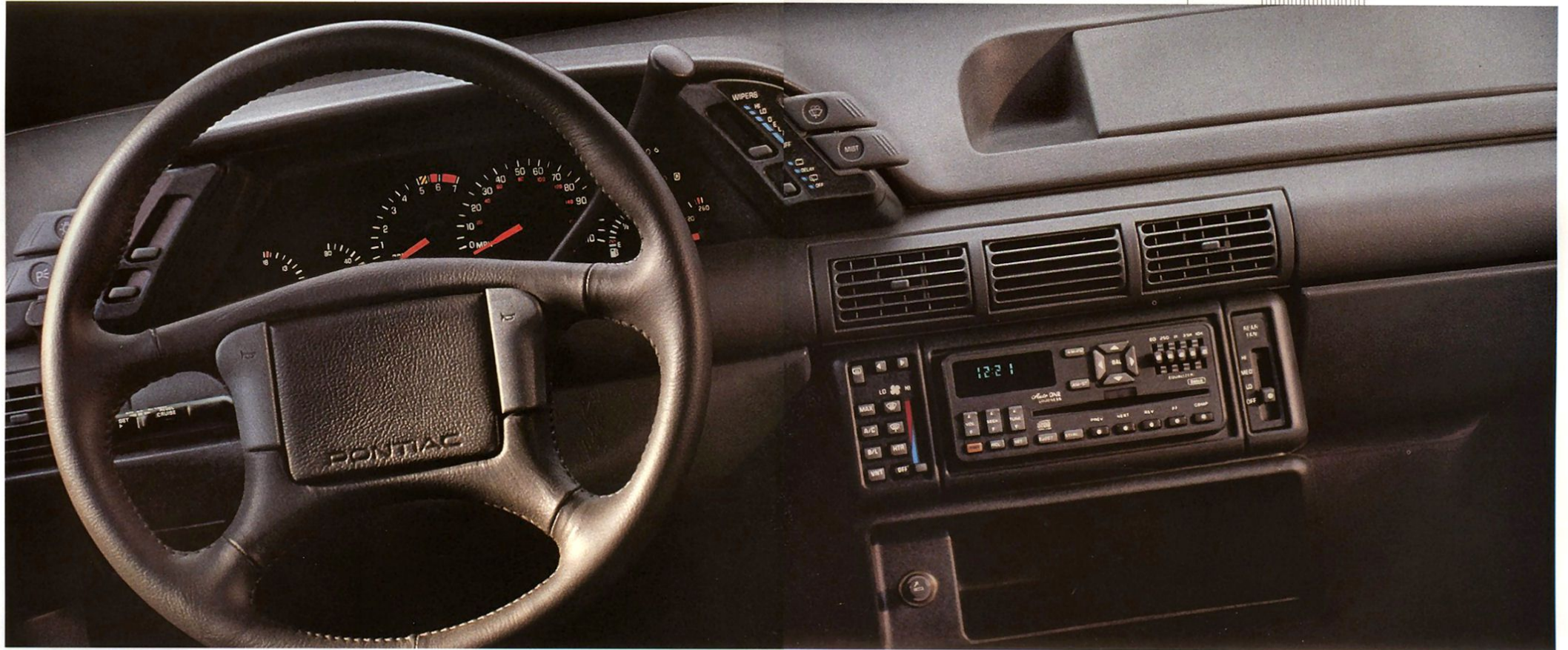
passenger side dash, and there's a latched glove box below.

Speaking of conveniences, cruise control, a tilt steering wheel and air conditioning are standard. And so is the specially designed rear side window defogger system. You can even opt for a compact disc player with graphic equalizer.

Hey, this isn't your ordinary mini-van. It's a Pontiac.



The solar-coated windshield of the Trans Sport is designed to reflect more than 60% of the sun's heat, so you can keep your cool while looking that way. It works because the windshield "sandwich" includes a layer of Sungate® (checkered), a specially formulated material made up of microscopically thin layers of metals and metal oxides that reflect radiant energy. Not only does this windshield reduce interior heat build-up by 11%, but it blocks out 50% of the sun's ultraviolet rays that can harm interior fabrics.



TRANS SPORT

More Excitement than mini-vans deserve.

Thanks to Trans Sport, the whole mini-van category is hereby saved from terminal mediocrity. This, friends, is a tour de force in design, technology and performance excellence.

A big reason why is Trans Sport's fuel-injected 3.1L V6. This engine's backed by a 3-speed automatic transmission. Combine that with front-wheel drive, power rack-and-pinion steering, power

front disc brakes, plus 14" steel-belted radials, and you've got a mini-van that's ready for some serious driving Excitement.

Outside, Trans Sport's sleek, unique shape incorporates aggressive aero-cladding, composite body panels and tinted glass. It all adds up to an outstanding drag coefficient of .33—a C_d that's better than *any* mini-van sold in America by any other automaker.

Anything that slippery ought to look like it. That's why you'll find a two-tone paint treatment with your choice of either Medium Blue, Red or Gray Metallic, Black, Silver Metallic, White or Bright Red on the upper panels. Lower panels are either Silver or Medium Gray Metallic, depending on the upper color you choose.

Inside, Trans Sport is equipped to seat five—two up front and

three in a second row bench. Six- and seven-passenger seating is available.

A host of standard equipment includes complete analog gauges with tachometer, intermittent windshield wipers, left and right visor vanity mirrors, an AM/FM stereo radio with digital clock and a 4-spoke Sport steering wheel.

Like we said, Trans Sport's cast in the Excitement mold.



Trans Sport is highly accessible with its lateral sliding door and rear lift-gate. Even a tight parking situation won't stop you from loading Trans Sport from the side.

Trans Sport in Bright Red over Silver Metallic.



TRANSPORT ERGONOMICS

A view to versatility.

Accommodation is the key here. That's because Trans Sport's interior can be converted from seating for up to seven passengers to a cargo-hauling Jack-of-all-trades.

Modular seats can be easily rearranged by hand for various seating patterns. They flip forward to provide a flat loading surface. They also fold forward to provide extra access to floor loading. And, the modular seats can be removed

completely to yield 128.8 cu ft of cargo space.

Second-row legroom measures up to a spacious 33.1."

A Sport steering wheel features ergonomic styling with sculpted swells that fit comfortably into the hollows of your hands as you drive.

Step-in height is only 17.0" from the ground.

A 3-point safety-belt system

is provided for all outboard passenger positions. Trans Sport's rear bench seat and the available 2nd row middle seat have manual lap belts.

A power front driver's seat adjustment has six separate positioning controls. It's available as part of wide-ranging option groups.

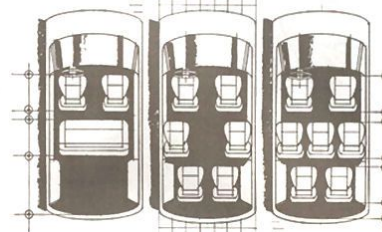
Available power windows feature driver's side "express down" action. Control switches

are conveniently located on the inside armrests of the front doors.

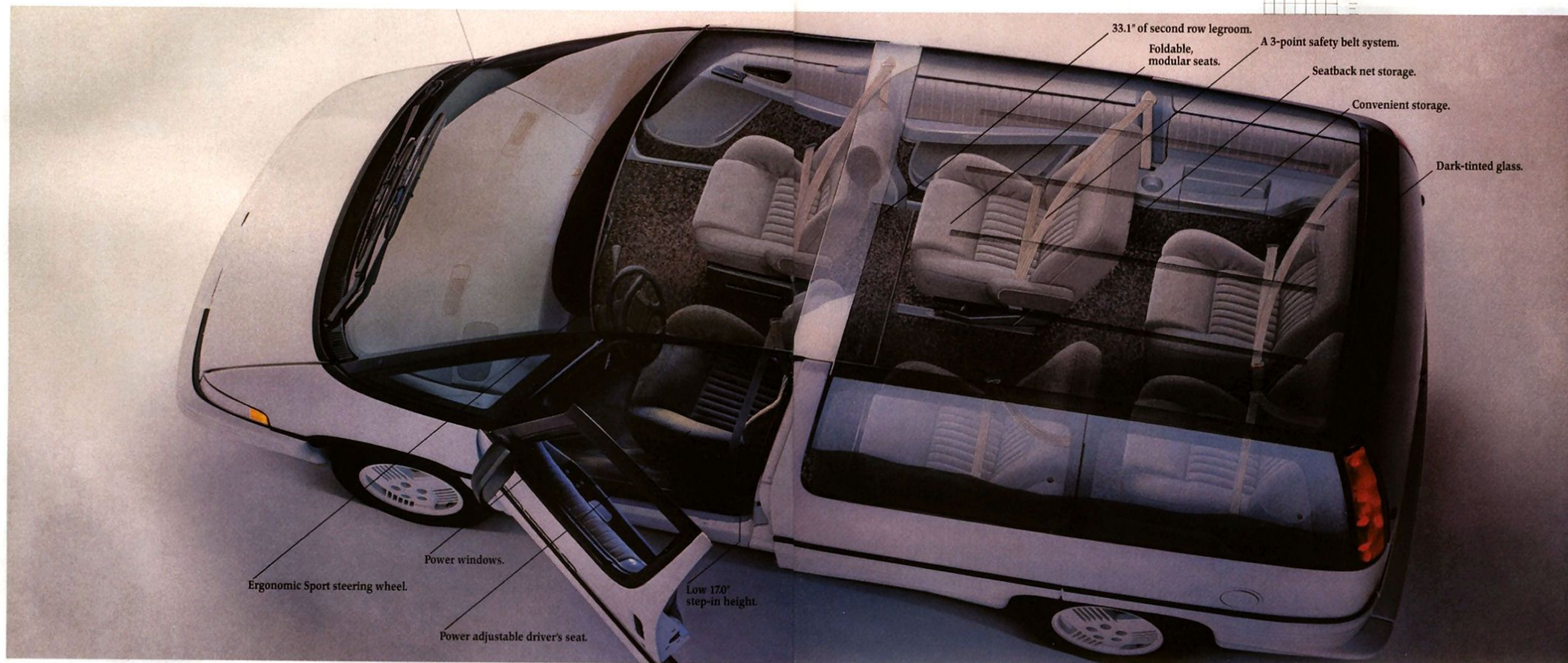
Storage trays and cup holders are conveniently placed in the inside panels on either side of the 3rd-row rear seats.

Dark-tinted lateral and rear glass reduces heat build-up and glare. Optional on Trans Sport.

Mesh storage nets offer convenient storage on the backs of front and 2nd-row seats.



Trans Sport redefines mini-van versatility. The seating options are yours: front buckets and a 2nd-row bench come standard on Trans Sport to give you five-passenger capacity. Seating for six or seven is available —just choose the optional modular seats instead of the bench. With Trans Sport SE, you get modular seating for six, standard.



Ergonomic Sport steering wheel.

Power windows.

Power adjustable driver's seat.

Low 17.0" step-in height.

33.1" of second row legroom.

Foldable, modular seats.

A 3-point safety belt system.

Seatback net storage.

Convenient storage.

Dark-tinted glass.

TRANSPORT TECHNOLOGY

Pontiac: The innovator.

Space frame construction gives Trans Sport the advantage of the same solid, self-bracing body design found in airplanes.

A ladder-type underbody provides extra support strength for Trans Sport.

Composite body panels are bonded and mechanically attached to Trans Sport's space frame. They never rust.

Wrap-over doors allow for

extra clearance on entry or exit.

Front-wheel drive gives Trans Sport road-hugging traction in all kinds of weather.

Electronic Ride Control automatically levels Trans Sport SE's attitude under load.

A solar windshield reflects 66% of the sun's heat-building energy with its Sungate® layer.

Sculpted aero skirts bring a distinctively sleek look to Trans

Sport. They're part of a total shape that gives Trans Sport a .33 C_d—the lowest of *any* mini-van sold in America by any other automaker.

Power front disc brakes and radial tires provide fast, smooth stops.

An advanced "wet-arm" windshield wiper system has large, efficient 24" blades.

A special fluidic defroster quickly clears the 17.25 sq ft

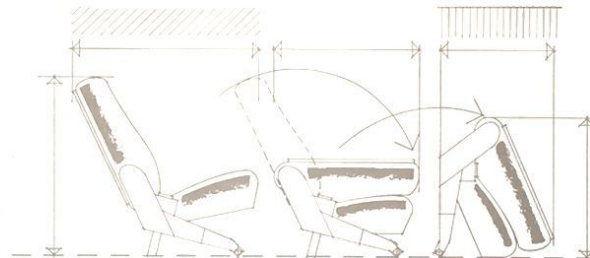
windshield of condensation.

Flexible fascias and front fenders are made of a special compound that gives under minor bumps.

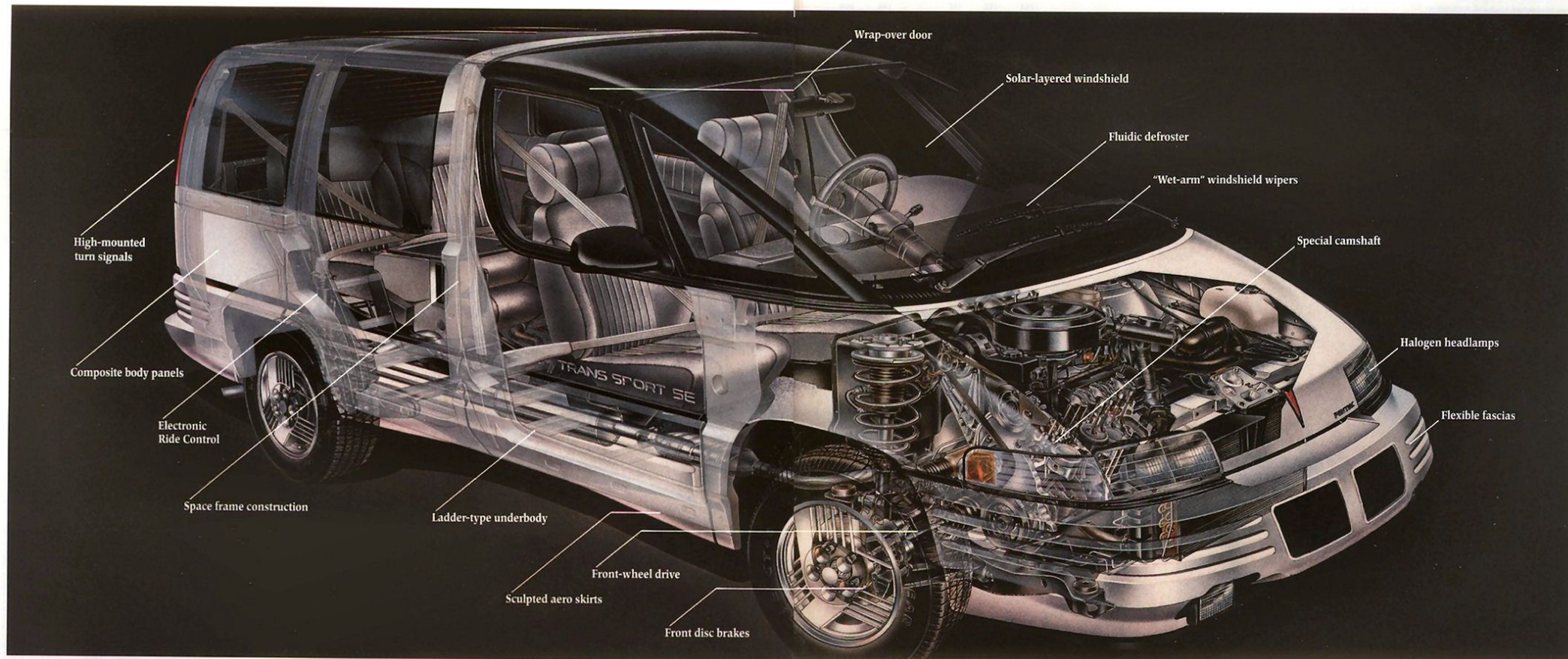
Specially-profiled camshaft for more low-end torque.

High-mounted turn signals for improved visibility.

Composite halogen headlamps for far-reaching night vision.



Trans Sport's modular seats fold down to provide a flat load surface or table. For even more room, flip them forward and they're "stowed." Each modular seat weighs 34 lbs and unclamps without tools for easy removal.



TRANSPORT FEATURES AND OPTIONS

STANDARD EQUIPMENT:

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

Every Trans Sport features:

3.1 liter V6 engine with EFI (1)
Cup and mug holders
Front-wheel drive
Glass; tinted
Gauges; analog, includes trip odometer, voltmeter and tachometer, coolant temp. and oil pressure
Headlamps; composite halogen with
Flash to pass control
Mirrors; dual remote, side
Visor vanity; RH and LH
Radio; Delco ETR® AM/FM stereo, UM7
Rear liftgate
Righthand sliding side door
Roof-panel; composite black
Seats; reclining, front bucket; rear bench (5-passenger seating)
Shoulder belts; rear-outboard
Steering; power rack-and-pinion
Steering wheel; Sport, four-spoke
Tires; steel-belted, blackwall, P205/70R14
Transmission; 3-speed automatic
Two-tone paint theme
Upholstery; Pallex cloth
Windshield; solar-layered, heat repelling
Wipers; front intermittent
rear; 2-speed

In addition, every Trans Sport SE features:

Air conditioning
Auxiliary rear fan
Cruise control
Electronic Ride Control
Glass; dark-tinted
Monotone paint theme
Radio; Delco ETR® AM/FM stereo with seek/scan, auto reverse cassette and digital clock, UM6
Rear seats; modular, 2nd and 3rd row buckets (6-passenger seating)
Steering wheel; tilt Sport, leather-wrapped
Tires; Goodyear Eagle GT-4, steel-belted, blackwall, P195/70R15 (2)
Wheels; Sport, body-colored, cast aluminum
Upholstery; Metrix cloth

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

GOC No.		Trans Sport			Trans Sport SE	
		ISA	ISB	ISC	ISA	ISB
TR9	Lamp group (includes front header, roof, reading and engine compartment lamps)		•	•	S	S
N33	Tilt steering wheel		•	•	S	S
K34	Cruise control		•	•	S	S
C67	Air conditioning, with electronic control		•	•	S	S
AB5	Power door locks—single key		•	•	•	•
A31	Power windows (express-down on driver's side)		•	•	•	•
AG9	Power seats, driver (6-way)		•	•	•	•

• Included in option group S=Standard Equipment

INDIVIDUAL OPTIONS: The following individual options may be ordered in combination with the corresponding option group above.

RPO No.		Trans Sport			Trans Sport SE	
		ISA	ISB	ISC	ISA	ISB
Y92	SE option (includes custom interior, 6-passenger seating, AJ1 deep tint glass, G67 automatic level control, N33 tilt steering wheel, C67 electronic air conditioning, K34 cruise control, NK4 sport leather steering wheel, PH3 sport cast-aluminum 15" wheels w/locking package, TR9 lamp group, UM6 AM/FM stereo radio w/auto reverse cassette, YUB P195/70R15 BSW STL tires, rear fan and SE identification)	—	—	—	A	A
C67	Air conditioning, electronic control	A	•	•	S	S
C41	Non air conditioning	A	—	—	—	—
B2Q	Black roof delete	A	A	A	—	—
NB2	California emission requirements	A	A	A	A	A
C49	Defogger, electric rear window	A	A	A	A	A
AJ1	Glass, deep tint (excluding windshield and front doors)	A	A	A	S	S
VK3	License plate bracket, front	A	A	A	A	A
AB5	Power door locks, key activated	A	A	•	A	•
A31	Power windows (express-down on driver's side) (optional with AB5 power door locks only)	A	A	•	A	•
UM6	Radio, Delco ETR® AM/FM stereo w/auto reverse cassette	A	A	A	S	S
U1A	Radio, Delco ETR® AM stereo/FM stereo w/compact disc player and 5-band equalizer	A	A	A	A	A
N78	Wheels, aluminum sport 14" w/locking package	A	A	A	—	—
I3P	Wheels, sport cast-aluminum bright-faced 15" (replaces standard color-keyed wheels on SE)	—	—	—	A	A
ZP7	7-passenger seating	A	A	A	—	—
AB3	6-passenger seating	A	A	A	S	S

S=Standard A=Available —=Not available •=Included in option group above

(1) Produced in U.S., Canada or Mexico.

(2) Tire chains should not be used. They may cause damage. See Owner's Manual.

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

TRANSPORT VITAL SPECS

Models Available

Trans Sport and Trans Sport SE.

Engine

3.1L V6; 120 hp, 175 lbs-ft torque; electronic fuel injection; fast-burn combustion chambers; low-restriction intake manifold; cast iron exhaust manifolds; electronic spark control; serpentine accessory belt drive.



Engine/Transmission Team

3-speed automatic 3.1L V6

Chassis

Front suspension

Fully independent with MacPherson strut; 28mm stabilizer bar.

Rear suspension

Semi-independent with trailing axle; 25.4mm stabilizer bar.

Frame

Ladder-type underbody design with full-length longitudinal rails and supporting crossmembers.

Weight distribution, l/r

50.4/49.6

Brakes, l/r

Power, vented 10.24" front disc; 8.87" rear drum.

Steering type, ratio

Power, rack-and-pinion, 15.7:1.

Turns, lock-to-lock

2.74

Turning circle

38 ft dia.

Tires

P205/70R14 all-season radials (Trans Sport); P195/70R15 Goodyear Eagle

GT-4 radials (Trans Sport SE).

Key Numbers

Wheelbase	109.9"
Overall length	194.5"
Width	74.2"
Overall height	65.5"
Curb weight	3553 lbs.
Tank	20 gal.
Maximum cargo space	128.8 cu ft.
Maximum towing capacity (gross combined vehicle weight not to exceed 6050 lbs.)	2000 lbs.

Road Performance Figures

(Trans Sport SE w/3.1L V6 engine, 3-speed automatic and 3.18 axle ratio)
0-60 13.0 sec.
Lateral acceleration, g's 0.75
Weight/horsepower ratio 296:1

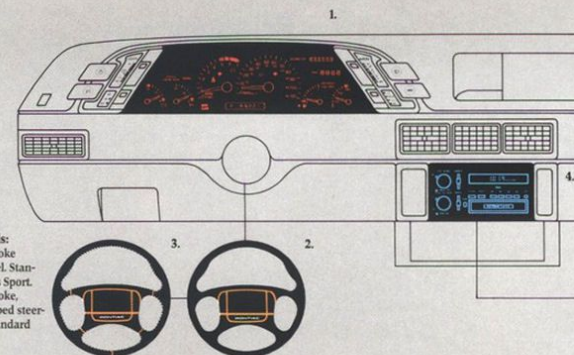
Interior

(Trans Sport and SE)
Headroom, l/m/r 35.7/35.6/34.0"
Legroom, l/m/r 40.7/33.1/34.0"
Shoulder room, l/m/r 60.6/62.3/62.2"
Hip room, l/m/r 55.5/55.2/41.7"

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

Instrument Cluster:

1. Standard cluster: includes trip odometer, voltmeter, tachometer, speedometer, plus oil pressure, fuel and coolant temperature gauges.



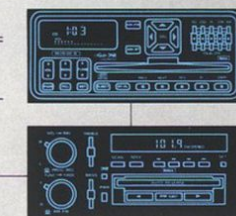
Steering Wheels:

2. Sport, four-spoke steering wheel. Standard on Trans Sport.
3. Sport, four-spoke, leather-wrapped steering wheel. Standard on SE.

Standard and Available Radios:

4. UM7: Delco ETR® AM/FM stereo radio with seek/scan and digital clock.
5. UM6: Delco ETR® AM/FM stereo radio with seek/scan, auto-reverse cassette and digital clock.
6. U1A: Delco ETR® AM stereo/FM stereo with seek/scan, compact disc player, five-band graphic equalizer, digital clock and Delco-Loc II theft deterrent.

*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.



Standard and Available Wheels:

(L to R):
Stylized 14" wheel covers on 6" wide wheels. Standard on Trans Sport.
Sport 14" x 6" cast aluminum wheels. Available on Trans Sport.
Sport 15" x 7" cast aluminum wheels. Standard on SE.



LEMANS GSE

aka: El Zoomo Grande.

LeMans GSE in White.

Combine two liters of fuel-injected horsepower with a chassis that uses an encyclopedia of performance technology, flavor with the Pontiac persona, and you're cookin'. With GSE.

Inveterate fans of highway hopscotch will enjoy the well-matched gears of GSE's 5-speed close-ratio manual transmission. Others can opt for the available 3-speed automatic.

For 1990, the GSE picks up a new 16:1 quick-ratio rack-and-pinion steering gear with specially-tuned valving for a more on-center feel and confident response. Out at the front corners, there's MacPherson strut suspension and oversize, vented disc brakes for fast, effective stops with reduced heat build-up. Tires are special Euro-design blackwall radials whose lineage can be traced to the

high-speed Autobahns of Germany.

Cranked up or not, it's the shape of GSE that makes a difference. It has a lot of wind tunnel hours to its credit, and some strategically designed aero skirting to its advantage. How effectively these are applied is up to you.

With fog lamps, alloy wheels and monochromatic side mirrors in the package, there's certainly no shortage of opportunity.

The GSE engine is almost as powerful, cubic inch for cubic inch, as the 389 V8 in the original GTO! This 2.0L churns out .78 hp per cubic inch while that 389 of Song and Story belted out .83 for each cid.



LEMANS GSE COCKPIT

All tached-up with somewhere to go.

Those performance-contoured seats, instruments and shifter simply sit there and beg for action.

Yes, the seats are special. No other LeMans offers anything like them. Bolstering is firm and pronounced, and an attentive driving posture is almost unavoidable when you're in one. Right along with its seats, the GSE is resplendent with a special interior trim

group that goes with its character: Hot! Motorized passive-restraint safety belts are a natural GSE evolution for 1990.

The Rally Instrument panel provides you with analog gauges for all priority information.

A central console puts heating, ventilation and optional air conditioning controls within easy reach. It's home for the radio, too. That means a Delco AM/FM

stereo with seek up/seek down and digital clock.

Since driving enthusiasm is the theme of GSE, there's a specific thick-rim three-spoke Rally steering wheel to help channel that energy through a power-assisted steering gear with Sport Effort valving.

After all, GSE is the most economically priced performance machine Pontiac offers. Excellent, yes?



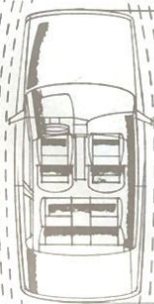
The GSE has specific, highly bolstered Sport seats that are complemented by a new, automatic passive-restraint safety belt system.



LEMANS AEROCOUPES

Swept-back style & kicked-back fun.

LeMans Value Leader in Bright Red, LE Aerocoupe in Bright Blue Metallic over Silver Metallic.



The aerodynamically shaped LeMans slips through the atmosphere with a signature all its own. It ought to. Engineers spent more than 1200 hours of wind-tunnel time in wringing out the design. But there's another benefit here. That boattail styling allows an extra margin of interior space. So much so that the government has classified LeMans in its larger "compact" rating for cabin space.

The sprightly sensation of driving a highly maneuverable car never came in more attractive packaging than the LeMans LE and Value Leader Aerocoupes.

Since the agility of a Pontiac is always more than skin deep, we'd like to point out that both of these cars are powered by a 4-cylinder 1.6L engine with electronic fuel injection. That system, plus its overhead cam design,

and suspension systems that move LeMans' highway responses higher up the scale. The steering gear mount has been strengthened for even better consistency of action. The front stabilizer bar was upsized to meld with refined valving in the front MacPherson struts and rear shocks.

Inside, LeMans Aerocoupes are quieter thanks to improved soundproofing in the floor and

Aerocoupe standard equipment includes Soft Ray tinted glass, electric rear window defogger, luggage compartment security cover, visor vanity mirror and a one-key-locking system.

But a great-looking car at a great-sounding price is still a solid standard on either of these LeMans coupes. And for 1990, the great ones get greater. Somehow, that sounds familiar.

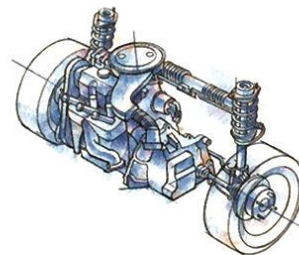
gives this powerplant a wide rev band and a level of punch that seems far out of proportion to its package size.

In the LE, you'll find the 1.6L mated to a 5-speed manual transmission or optional 3-speed automatic. For the Value Leader, a 4-speed manual sets the pace. These coupes feature traction-enhancing front-wheel drive.

But for 1990, it's the steering

firewall areas. Engineers say the interior decibel level is lower than those measured in a whole array of competitive cars. All the better to hear the audio fidelity built into the LE's Delco AM/FM stereo radio, which is optional on the Value Leader.

This radio features knob controls for volume, fade, bass and treble, as well as large "rocker" station preselect switches.

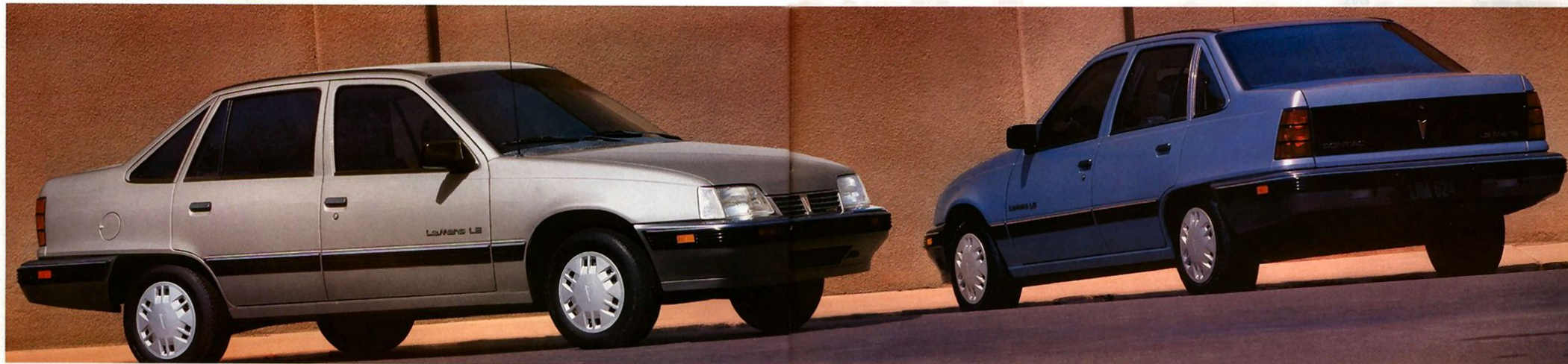


Every LeMans features front-wheel drive. That increases traction under all conditions because the drive wheels are weighted by the heaviest part of the car—the engine and transmission. It also provides an especially reassuring feel of straight-ahead steering stability.

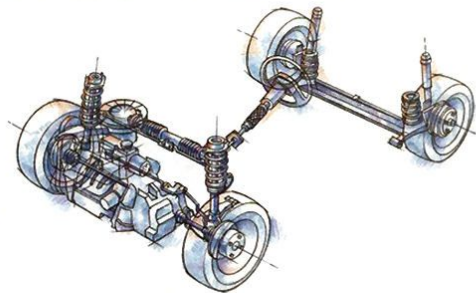
LEMANS LE SEDAN

A leader in the race for space.

LeMans LE Sedans in Silver Metallic and Light Blue Metallic.



Ride and handling for the LE sedan get a boost by way of a more rigid steering gear mount, a recalibration of the steering gear itself, a larger front stabilizer bar, retuned MacPherson struts and shocks, a thicker rear spring insulator plus a larger torsion bar for more sensitive steering feedback. You can't say the engineers didn't do it right.



When the passenger list gets long and disposable income gets a little short, it's time to get with the LeMans LE Sedan program. You're bound to open things up in the Value Column.

Start with the LE's fuel-injected 1.6L engine as an example. It cranks up plenty of horsepower and torque to move you, passengers and a full load of cargo with positive promptness. For 1990, this

of interior quiet.

It's easy to put yourself in a position to enjoy it because this LeMans Sedan features a one-key locking system. That means a single key—the ignition key—not only starts the car but opens the doors and the hatch lid.

You can open the door to entertainment with the LE's AM/FM stereo radio with clock, or choose an available Delco UM6 unit that

Buckling up is simpler than ever with a new motorized passive-restraint system. The harness is buckled, and as you open the door to exit or enter the car, the shoulder belt whisks out of your way electrically. When you're seated and close the door, the shoulder belt wraps around you automatically.

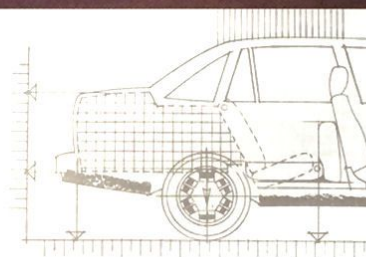
Very classy for a car that'll make friends with most any budget.

engine gets a new automatic cam belt tensioner that increases both belt life and durability. A 5-speed manual transmission helps you do the shifting honors with sports car zest, or an available 3-speed automatic glides through the gears all on its own.

The LE Sedan rolls out with an upgraded suspension this year. The result is better handling, a smoother ride and a new level

includes a cassette player. This model features large "rocker" switches for station preselect choices.

From an interior point of view, you'll find cloth upholstered bucket seats up front and a full folding rear seat in back for pass-through trunk access. There are also rear compartment lights, as well as child security rear door locks, and the largest trunk Pontiac offers.



Big surprises come in small packages, and that's especially true of the 18.4 cubic feet of space you'll find in the trunk of a LeMans Sedan. It's the largest capacity trunk of any Pontiac.

LeMANS FEATURES AND OPTIONS

STANDARD EQUIPMENT:

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

Every LeMans Aerocoupe

(Value Leader) features:
1.6 liter 4-cyl engine with EFI (1)
Brakes: power front disc, rear drum
Electric rear window defogger
Extensive anti-corrosion protection
Folding rear seat
Full-size spare tire
Headrests, adjustable
Integral roof luggage rack mounting provision
Lamps: rear compartment, ash tray, glove box
Luggage compartment security cover
Mirror: LH remote
Motorized passive restraint safety belt system for driver and front passenger
One-key locking system
Rack-and-pinion steering
Rear assist handles
Safety belts: Manual lap/shoulder belts for driver and right front passenger; 3-point rear seat belts for outboard positions only
Seats: front bucket, reclining
Side window defogger
Soft headliner
Suspension: MacPherson strut front with stabilizer bar, semi-independent trailing arm/torsion beam rear suspension with coil springs and stabilizer bar
Tires: steel-belted, blackwall, P175-70R13
Transmission: 4-speed manual
Trip odometer
Twill cloth upholstery
Wheel covers: Custom
Wide body side molding

In addition, every LeMans LE Aerocoupe and Sedan features:

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

In addition, every LeMans GSE Aerocoupe features:

2.0 liter 4-cyl engine with EFI (2)
Fog lamps
Front seat height adjusters
Light alloy cast aluminum wheels
Lower aero body extensions
Monochromatic paint treatment
Rear aerodeck spoiler
Specific GSE graphics
Specific GSE sport bucket seats w/ "Turn"™ Mosaic™ fabric
Split folding rear seat
Steering: power rack-and-pinion, quick-ratio
Three-spoke Rally steering wheel
Tilt steering wheel

OPTIONS:

RPO No.		Value Leader	LE Aerocoupe and Sedan	GSE
C60	Air conditioning (requires N40 power steering)	—	A	A
N62	California emission requirements	A	A	A
N40	Power steering (requires C60 air conditioning—except GSE)	—	A	S
MM4	Transmission, 4-speed manual	A	—	—
MM5	Transmission, 5-speed manual	—	A	A
MX1	Transmission, 3-speed automatic	—	A	A

A=Available S=Standard —=Not available

ADDITIONAL MAJOR OPTIONS: (Port of entry installed)

RPO No.		Value Leader	LE Aerocoupe and Sedan	GSE
VK3	License plate bracket, front	—	A	A
V54	Luggage carrier kit, roof (black)	A	A	A
ZV1	Manufacturer's statement of origin	A	A	A
UM7	Radio, AM/FM stereo	A	S	S
UM6	Radio, AM/FM stereo w/ auto reverse cassette	A	A	A
AD3	Sunroof, removable	A	A	A

A=Available S=Standard —=Not available

(1) Produced in Republic of Korea. (2) Produced by GM-Holdens—Australia.

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

LEMANS VITAL SPECS

Models Available

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

Engines

1.6L 4-cyl: 74 hp, 90
lbs-ft torque; elec-
tronic fuel injection;
cast iron cylinder block;
aluminum intake manifold and
cylinder head; electronic spark
control; 17mm timing belt.
2.0L 4-cyl: 96 hp,
118 lbs-ft torque;
electronic fuel injection; cast iron
cylinder block;
aluminum intake manifold; elec-



tronic spark control; low-restriction
exhaust pipe, 20mm timing belt.

Engine/Transmission Teams

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

Chassis

Front suspension
Independent MacPherson strut with
coil springs: Level I & Level II,
22mm stabilizer bar.
Rear suspension
Semi-independent with coil springs;
18mm stabilizer bar.
Weight distribution, f/r
60/40

Brakes, f/r
Power, 9.3" front disc/79" rear drum
with 1.6L engine; vented 10.1" front
disc/79" rear drum with 2.0L engine.

Steering type, ratio
Rack-and-pinion, 24.5:1 ratio; or
power, 18.3:1 (LE); or 16.0:1 quick-
ratio (GSE).
Turns, lock-to-lock
4.57 manual; 3.50 power (LE) and
3.1 power (GSE).
Turning circle
32.8 ft dia.

Tires
Level I, P175/80R13; Level II,
P185/60R14 82H.

Key Numbers

Wheelbase 99.2"
Overall length 163.7" Aerocoupe
172.4" Sedan

Width	65.5" Aerocoupe 65.7" Sedan
Overall height	53.5" Aerocoupe 53.7" Sedan
Curb weight	2136 to 2302 lbs.
Tank	13.2 gal.
Trunk	18.8 cu ft Aerocoupe 18.4 cu ft Sedan

Road Performance Figures

(LeMans GSE Aerocoupe with 2.0L
engine, 5-speed manual transmission
and 3.72:1 axle ratio)
0-60 10.3 sec.
Lateral acceleration, g's 0.75
Weight/horsepower ratio 24.0:1

Interior
Aerocoupe
Headroom, f/r 38.8/38.0"

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

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

Instrument Cluster:

1. Standard cluster:
includes speed-
ometer with trip
odometer, charge
indicator and oil
pressure warning
lights, plus fuel and
coolant temperature
gauges. Standard
on Value Leader
and LE Sedan.
2. Rally cluster:
includes tachometer,
speedometer with
trip odometer, volt-
meter, oil pressure
warning light, plus

fuel and coolant
temperature gauges.
Standard on LE
Aerocoupe.

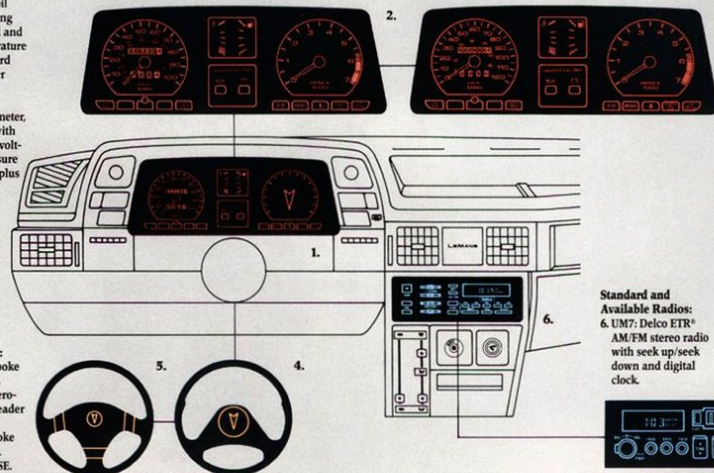
3. GSE Special Rally
cluster: includes
tachometer, perfor-
mance-rated speed-

ometer with trip
odometer, charge
indicator, oil pres-
sure warning light,

plus fuel and coolant
temperature gauges.
Standard on GSE.

Steering Wheels:

4. Custom, two-spoke
steering wheel.
Standard on Aero-
coupe, Value Leader
and LE Sedan.
5. Rally, three-spoke
steering wheel.
Standard on GSE.



Standard and
Available Radios:
6. UM7: Delco ETR[®]
AM/FM stereo radio
with seek up/seek
down and digital
clock.

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



Standard and Avail-
able Wheels (L to R):
Custom 13" wheel
covers on 5.5" wide
wheels. Standard on
Value Leader, Aero-
coupe LE, Aerocoupe
and LE Sedan.
Light alloy 14" x 5.5"
wheels. Standard on
GSE only.

6000 S/E AWD

Four-wheeled is forearmed.

When traction and maneuverability come wrapped in a road sedan this stylish, you know the nameplate outside just has to read "Pontiac."

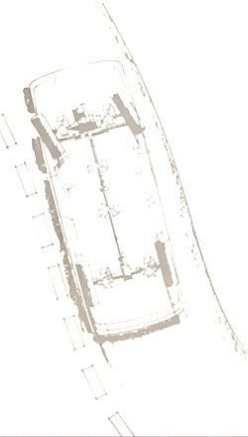
The heart of the available all-wheel-drive system is a 3.1L V6 with multi-port fuel injection and plenty of torque. It feeds power through a 3-speed automatic transmission to a special transfer case, then back to the rear differential.

The system works for you full-time. All you have to do is sit there and enjoy the tractive advantages of a 60% front, 40% rear power split. Should you ever find yourself mired, there's a lock-up button on the console. Push it, and you'll have power to at least one front and one rear wheel to pull you and your S/E to a more solid surface.

In order to take full advantage

of this powertrain's potential, the S/E AWD has 4-wheel independent suspension. As the pièce de résistance to it all, a computer-controlled anti-lock brake system is standard.

Outside, you'll find bold aero cladding, a rear-deck spoiler, fog lamps and 15" cast aluminum wheels are in the S/E program, too. That's because a car with this much mechanical confidence should look the part.



The S/E's up-front power is provided by traditional front-wheel-drive mechanicals. For rear-wheel power, torque is channeled through a special transfer case, to a very rugged rear differential. Traction? Plenty!

6000 S/E AWD in Medium Red Metallic.



6000 S/E INTERIOR

Something to take comfort in.

Based on the likelihood that a 6000 S/E will be driven farther than the grocery store and back, Pontiac has seen to it that your comfort is more than catered to over the long haul.

That's why the S/E's contoured front bucket seats are not too highly contoured, and why the plush cushions and supple Metrixx cloth upholstery feel so good as they invite you to sit back and

relax as you drive.

The driver's seat has an available 6-way power adjustment feature that provides extra support for a well-braced driving posture no matter how long the journey takes, or where it takes you.

In back, there's a contoured bench seat with over a yard of legroom to give extra passengers a level of comfort matched by very few sedans in this class.

For 1990, the 6000 S/E is equipped with passive-restraint safety belts for both driver and right front passenger. Just buckle them once, then leave them that way. As you open the door to exit the car, they automatically withdraw from your path. As you re-enter and close the door, they wrap snugly around you again.

In this department, the only way to play is safe.



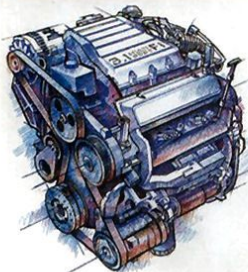
The S/E instrument cluster features a Driver Information Center, analog speedometer, tach, fuel, coolant temperature and oil pressure gauges plus voltmeter.



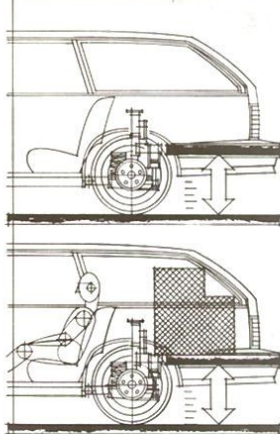
6000 LE & 6000 WAGONS

Style and space, times three.

6000 LE Wagon in Flame Red Metallic, S/E Wagon in White, and LE Sedan in Silver Metallic.



With engine displacement, the "more is better" philosophy certainly holds up. That's why the 3.1L V6 is now standard or available on every 6000 model. It uses multi-port fuel injection and fast-burn cylinder heads to produce 140 hp and 180 lbs-ft of torque. That's 12% more horsepower and over 12% more torque than the previous 2.8L V6.



S/E wagons with Electronic Ride Control have a special switch attached to the rear subframe. It detects excessive down-loading, then activates an air-pressurized system to restore level ride attitude.

If you believe the fun of driving can successfully merge with comfort and versatility, these 6000s are something to put your faith in.

Let's start with the fun. For 1990, the 2.5L Tech IV™ engine of the LE Sedan benefits from revised cylinder head intake runners and a new high-lift camshaft. The net result is over 12% more horsepower than last year.

That propulsion is delivered

auto is standard for the wagons.

MacPherson strut front suspension and rack-and-pinion steering are common to all three of these great 6000s. In addition, there are new 15" cast aluminum wheels for the S/E wagon this year. All the better to handle the road, and carry the load. Should the spirit move you, there is a standard Level II suspension system on the S/E wagon that includes special springs,

Delco AM/FM stereo unit that strikes a responsive chord. You can step up to an auto-reverse cassette model which includes a digital clock.

Passive-restraint outboard front safety belts are a feature of every 6000, and so are driver and passenger side visor vanity mirrors. It's hard not to flaunt the available B20 Custom Interior Group that can be had on the LE Sedan

with silky smoothness, thanks to a secondary force balancer system inside the engine. A pair of counter-rotating balance shafts are the key to its effectiveness. They quiet operation throughout the rpm range.

The 3.1L V6 with multi-port fuel injection (MPI) is newly available in the LE Sedan, and standard with both the LE and S/E wagons. It can be coupled with either a 3-speed or optional 4-speed automatic in the Sedan. A 4-speed

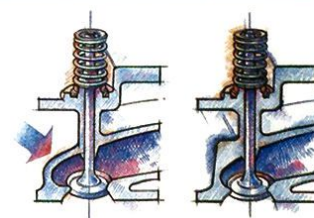
bushings, stabilizer bars and optional Electronic Ride Control. This system detects vehicle down-loading, then compensates with an air-pressurized system to bring the vehicle level again. Remember, we're talking Pontiacs here.

Inside, the LE Sedan and Wagon can be equipped with a new 45/55 split front bench seat that has been recontoured for more lateral restraint and an overall snugged-in feel. If a proper driving rhythm is important, the LEs start off with a

or Wagon with selected option groups. It includes special instruments, seat recliners and more.

The LE and S/E wagons already give you a great big something extra as standard equipment: room. There's over 74 cubic feet of it with the seats folded. Plenty of space for whatever's called "cargo" and plenty of comfort, style and front-wheel-drive performance to move it with.

So take your choice of this 6000 trio. Three out of three isn't bad.



A more efficient casting process allows the cylinder heads of the LE Sedan's 2.5L Tech IV™ engine to breathe more easily than ever, so engineers were able to work a little magic with the camshaft. That may be Greek to you, but we'll bet the 12% horsepower gain speaks your language.

6000 FEATURES AND OPTIONS

STANDARD EQUIPMENT:

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

Every Pontiac 6000 LE features:

2.5 liter 4-cyl Tech IV™ engine with EFI (Sedan)
3.1 liter V6 engine with MFI (wagon) (1)
Acoustical insulation
Air conditioning (wagon only)
Carpeted lower door panels
Center high-mounted stop lamp
Color-keyed safety belts
Compact spare tire
Composite headlamps
Cut-pile carpeting
Delco Freedom® battery
Dual horns
Extensive anti-corrosion protection
Fluid windshield washer system with dual nozzles

Front air dam; black
Front-wheel drive
GM Computer Command Control
Inside hood release
Instrument panel lighting; warm red
Lamp group
Mirrors: dual Sport, sideview
Power rack-and-pinion steering
Radio; Delco ETR® AM/FM stereo, UM7
Safety belts:
Automatic for driver and right front passenger; 3-point rear safety belts, outboard positions only
Side window defoggers
Soft fascia front and rear bumpers
Steering wheel; Sport, four-spoke
Suspension; MacPherson strut front, trailing arm beam rear
Transmission; 3-speed automatic
Wheel covers; Tri-Lace

In addition, every 6000 S/E features:

3.1 liter V6 engine with MFI (1)
Bucket seats with console
Controlled-cycle windshield wipers
Cruise control
Defogger; rear window
Door locks; power
Door map pockets; LH and RH
Dual-outlet sport exhaust
Electronic Ride Control (wagon only)
Gauges; Rally, with tachometer
Monochromatic paint treatment
Radio; Delco ETR® AM/FM stereo with cassette, UM6
Specific springs and bushings
Steering wheel; S/E specific, leather-wrapped
Steering wheel; tilt
Tires; Goodyear Eagle GT-4 radial, blackwall, P195/70R15
Transmission; 4-speed automatic
Wheels; Aluminum Sport w/locks, body color
Windows; power

In addition, every 6000 S/E AWD features:

All-wheel-drive system
Braking system; anti-lock, power 4-wheel disc
Fog lamps
Fully independent suspension
Rear deck spoiler
Specific exterior appearance with gold accents and emblems
Transmission; 3-speed automatic

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

GOC No.	6000 LE				S/E				6000 LE Wagon				S/E Wagon	
	ISA	ISB	ISC	ISD	ISA	ISB	ISC	ISD	ISA	ISB	ISC	ISD	ISA	ISB
C60	Air conditioning	•	•	•	•	•	•	•	•	•	•	•	•	•
N33	Tilt steering wheel	•	•	•	•	•	•	•	•	•	•	•	•	•
CD4	Controlled-cycle wipers	•	•	•	•	•	•	•	•	•	•	•	•	•
K34	Cruise control	•	•	•	•	•	•	•	•	•	•	•	•	•
AU3	Power door locks	•	•	•	•	•	•	•	•	•	•	•	•	•
A31	Power windows	•	•	•	•	•	•	•	•	•	•	•	•	•
A90	Deck lid release; remote control	•	•	•	•	•	•	•	•	•	•	•	•	•
AG1	Power seat; driver 6-way	•	•	•	•	•	•	•	•	•	•	•	•	•
DC4	Mirror; with dual reading lamps	•	•	•	•	•	•	•	•	•	•	•	•	•

• Included in option group S—Standard equipment

INDIVIDUAL OPTIONS: The following individual options may be ordered in combination with the corresponding option group above.

RPO No.		LE Sedan				S/E Sedan				6000 LE Wagon				6000 S/E Wagon	
		ISA	ISB	ISC	ISD	ISA	ISB	ISC	ISD	ISA	ISB	ISC	ISD	ISA	ISB
F73	All-wheel-drive option includes: All-wheel-drive system, anti-lock four-wheel disc brakes, electronic ride control, 3-speed automatic transmission, specific exterior appearance group, rear deck spoiler, fog lamps, AWD emblems and fully independent rear suspension	—	—	—	—	A	A	—	—	—	—	—	—	—	—
C60	Air conditioning	A	•	•	•	S	S	S	S	S	S	S	S	S	S
NB2	California emissions requirement	A	A	A	A	A	A	A	A	A	A	A	A	A	A
B20	Custom interior; includes 45/55 split bench seat, gauge cluster and power recliners	—	—	Ⓐ	Ⓐ	—	—	—	—	—	—	Ⓐ	Ⓐ	—	—
C49	Defogger; electric rear window	A	A	A	A	S	S	S	S	S	S	S	S	S	S
Engine:															
LH0/MX1	3.1 liter V6 with 3-speed automatic	A	A	A	A	—	—	—	—	—	—	—	—	—	—
LH0/MX0	3.1 liter V6 with 4-speed automatic	—	—	Ⓐ	Ⓐ	S	S	—	—	—	—	—	—	—	—
VK3	License plate bracket; front	A	A	A	A	A	A	A	A	A	A	A	A	A	A
AU3	Power door locks	A	A	A	•	S	S	A	A	A	•	S	S	S	S
A31	Power windows	A	A	A	•	S	S	A	A	A	•	S	S	S	S
Radio equipment:															
UM6	Delco ETR® AM/FM stereo with cassette	A	A	A	A	S	S	A	A	A	A	S	S	S	S
UT4	Delco ETR® AM stereo/FM stereo with cassette and equalizer w/anti-theft Delco-Loc	—	—	—	—	—	Ⓐ	—	—	—	—	—	Ⓐ	—	—
U1A	Delco ETR® AM stereo/FM stereo with compact disc player w/anti-theft Delco-Loc II	—	—	—	—	—	Ⓐ	—	—	—	—	—	Ⓐ	—	—
AM6	Seats; split 45/55 seat, 3-passenger	—	Ⓐ	Ⓐ	Req.	—	—	—	A	A	Req.	—	—	—	—
QFF	Tires; P185/75R14 steel-belted radial, whitewall	A	A	A	A	—	—	A	A	A	A	—	—	—	—
D86	Two-tone paint	—	—	Ⓐ	Ⓐ	—	—	—	—	—	Ⓐ	Ⓐ	—	—	—
N78	Wheels; aluminum Sport, includes locking package	—	Ⓐ	Ⓐ	Ⓐ	—	—	—	—	—	Ⓐ	Ⓐ	—	—	—
BX3	Woodgrain-simulated paneling (includes rocker panel molding, woodtone bodyside moldings and door edge moldings)	—	—	—	—	—	—	—	—	—	—	Ⓐ	Ⓐ	—	—

S—Standard A—Available —Not available •—Included in option group Ⓐ—Available and requires purchase of option group

Req.—Required (1) Produced in U.S., Canada or Mexico.

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

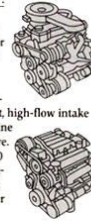
6000 VITAL SPECS

Models Available

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

Engines

2.5L 4-cyl Tech IV™; 110 hp, 135 lbs-ft torque; electronic fuel injection; roller valve lifters; hardened steel hi-lift cam; secondary force balancer system; lighter weight, high-flow intake manifold; serpentine accessory belt drive.



burn combustion chambers; low-restriction intake manifold, crank-triggered, triple-coil ignition; electronic spark control; serpentine accessory belt drive.

Engine/Transmission Teams

3-speed automatic 2.5L 4-cyl Tech IV™ or 3.1L V6
4-speed automatic 3.1L V6

Chassis

Front suspension Fully independent with MacPherson struts and equal-length halfshafts. Level 1, 22mm stabilizer bar; Level II, 24mm; S/E AWD only, 22mm.
Rear suspension Semi-independent, 20mm stabilizer bar (fully independent with transverse composite leaf spring, and equal-length halfshafts for S/E AWD

with 22mm stabilizer bar). Weight distribution, f/r (S/E w/V6) 60/40
Brakes, f/r Power, vented 10.2" front disc/9.0" rear drum. Four-wheel disc, anti-lock system on S/E AWD.

Steering type, ratio Power rack-and-pinion, 175:1, quick ratio, 16.0:1 on S/E.
Turns, lock-to-lock 3.05
Turning circle 36.9 ft dia.

Tires

Level I, P185/75R14 all-season radials; Level II, P195/70R15 Goodyear Eagle GT-4.

Key Numbers

0-60 10.6 sec.
Lateral acceleration, g/s 0.71
Wheelbase 104.9"

Overall length	188.8" Sedan 193.2" Wagon
Width	72.0"
Overall height	53.7" Sedan 54.1" Wagon
Curb weight	2804 to 3381 lbs.
Tank	15.7 gal.
Cargo capacity	15.2 cu ft. (74.4 cu ft for Wagon with seats folded)

Road Performance Figures

(6000 S/E AWD w/3.1L V6 engine, 3-speed automatic and 3.18:1 axle ratio)
0-60 10.6 sec.
Lateral acceleration, g/s 0.71
Weight/horsepower ratio 24:1

Interior

Sedan		
Headroom, f/r		38.6/37.8"
Legroom, f/r		42.1/36.5"
Shoulder room, f/r		56.2/56.5"
Hip room, f/r		53.2/52.6"
Wagon		
Headroom, f/r		38.6/38.9"
Legroom, f/r		42.1/34.7"
Shoulder room, f/r		56.2/56.2"
Hip room, f/r		52.7/53.0"

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

Instrument Clusters:

- Standard cluster: includes systems monitor with oil pressure, temperature and voltage indicators, speedometer, plus fuel gauge.
- Rally cluster: includes tachometer, trip odometer, volt-meter, plus oil pressure and coolant temperature gauges. Standard on S/E. Available on LE w/B20 custom trim.

Standard and Available Radios:

- UM7: Delco ETR® AM/FM stereo radio with seek/scan and digital clock.
- UM6: Delco ETR® AM/FM stereo radio with seek/scan, auto-reverse cassette and touch control, auto-reverse cassette with music search, five-band graphic equalizer.
- UT4: Delco ETR® AM stereo/FM stereo with seek/scan, duplicate steering wheel controls and Delco-Loc theft deterrent.
- U1A: Delco ETR® AM stereo/FM stereo with seek/scan, compact disc player, five-band graphic equalizer, digital clock, duplicate steering wheel.

Steering Wheels:

- Deluxe, four-spoke steering wheel. Standard on LE.
- Sport, four-spoke, leather-wrapped steering wheel. Standard on S/E.
- S/E Specific, Sport, four-spoke leather-wrapped steering wheel with radio controls. Available on S/E with UT4 or U1A radio.



Standard and Available Wheels (L to R):

Tri-Lace 14" wheel covers on 5" wide wheels. Standard on LE.
Aluminum Sport 14" x 6" wheels with wheel locks. Available on LE.
S/E Specific 15" x 6" aluminum wheels. Standard on S/E.

TRANS AM GTA

The original tough love.

Trans Am GTA in Bright Red.

When your philosophy of automotive enthusiasm is "there's no replacement for displacement," the Pontiac you'll gravitate to is GTA.

Its 235 horsepower 5.7L V8, with tuned-port fuel injection (TPI), 4-speed automatic and 3.23:1 limited-slip rear axle will slingshot it to 60 mph in 6.5 seconds with a professional driver.

This street-thumping High Output

engine is built with tuned intake runners, a high-performance roller-lifter cam, fast-burn combustion chambers and a special fuel quality sensor that matches timing advance to the octane in your tank. Ronny and The Daytonas would love it. Should you prefer to shift for yourself, the 5.0L V8 engine with TPI and the 5-speed manual are available.

The GTAs Level III suspension

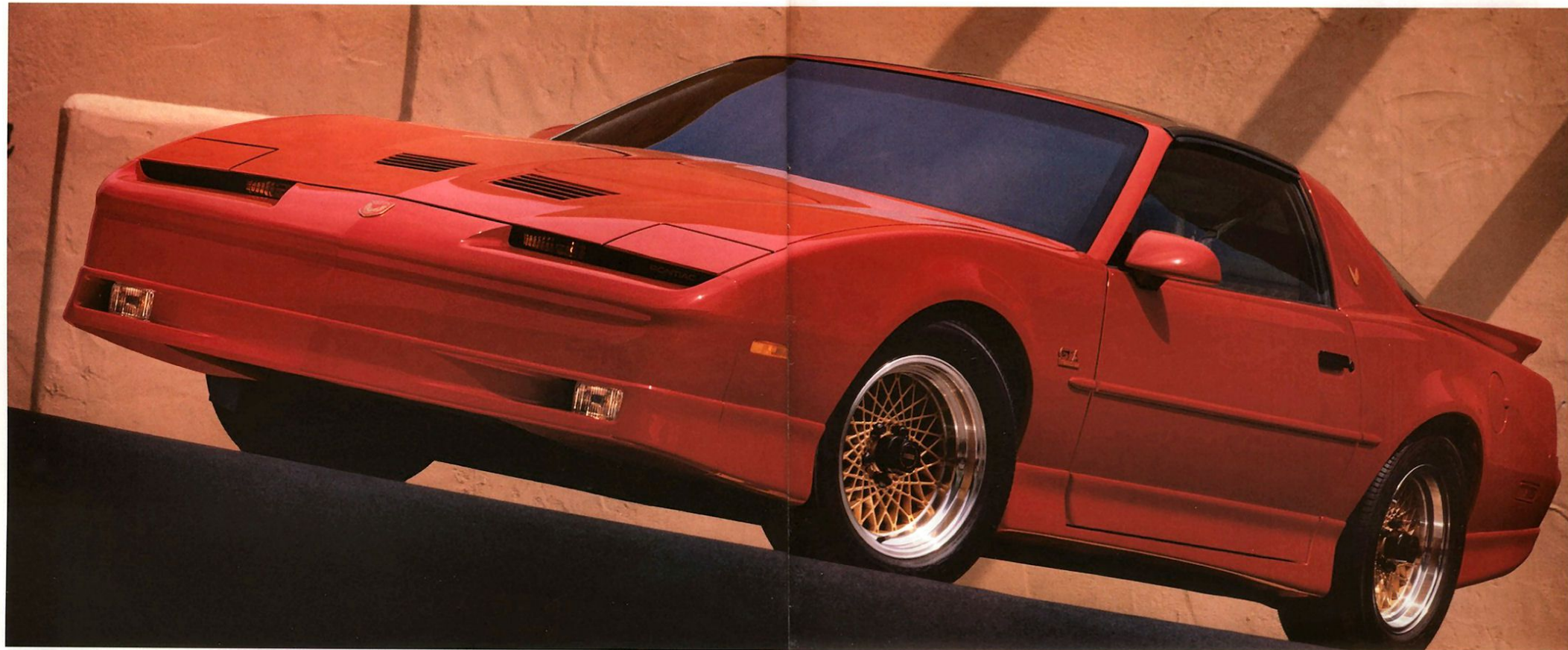
includes 16" Goodyear Eagle ZR50 tires, gold Diamond-Spoke wheels, and gas-filled deflected disc struts and shocks that absorb pavement punishment without a whimper. Fat 36mm front and 24mm rear stabilizer bars help keep GTA gyroscope-level as the lateral forces pile up. And power 4-wheel disc brakes with quick-ratio power steering give instantaneous response to your

marching orders.

The look speaks for itself. Aero skirts wrap the clear-coated monotone exterior. And the gold accents are finished with a fired enamel treatment called *cloisonné*. That's French for "looks expensive."

But the best is worth it. Especially when it comes with the deed to any street you happen to be on.

Want to feel the earth move? Just tap into the GTAs 235 hp 5.7L V8 with TPI. Its intake system is resonance-tuned to create internal pressure pulses that give an added push to the incoming air-fuel mixture. That means more power when you want it.



TRANS AM GTA COCKPIT

Saddle up 235 horses all at once.

The GTA's command center starts with high-visibility analog gauges. They're followed by new rocker-type switches for fog lamps, defroster and hatch release. A positive detent action tells you that your orders are precisely executed.

You then buckle into fully reclining, fully articulating Pallex cloth front buckets. Directly in front of you is a steering wheel

with a Supplemental Inflatable Restraint System. As a tactile bonus, its rim is leather-wrapped for comfort, as are the shift knob and parking brake handle.

There's also a complete array of power assistance for everything from the mirrors and door locks to the windows and hatch release.

The front line of GTA's internal security force is the highly

effective PASS-Key® theft-deterrent system. It short-circuits anyone trying to start your car without your personal resistor pellet-coded key. As the name suggests, PASS-Key® is a completely passive system. That means you don't have to take any additional action to arm or disarm it, other than inserting or removing your key from the ignition. The second security checkpoint is Delco-Loc. It ren-

ders your available AM stereo/FM stereo compact disc player with graphic equalizer useless if it's removed without the pre-programmed security code.

It's all there to keep you securely in the driver's seat of one of the most highly coveted sports/GT cars ever created. Just get your hands on the keys and yourself in the seat. You'll understand.



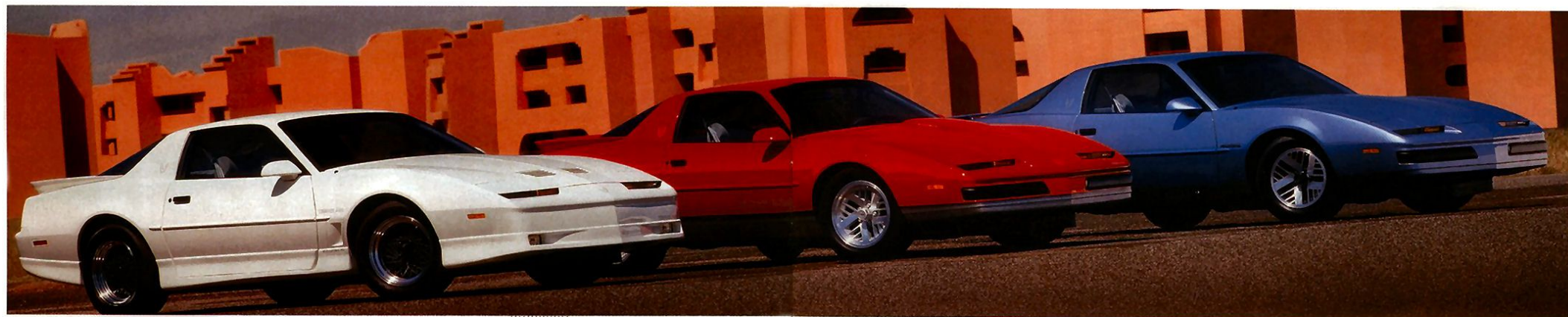
The Supplemental Inflatable Restraint System in Firebird's steering wheel, along with a safety belt, help protect the driver in the event of a frontal collision.



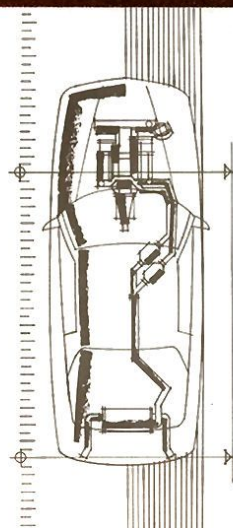
FIREBIRD TRANS AM, FORMULA AND COUPE

Three tough hoods.

Trans Am in White, Formula in Bright Red over Silver Metallic, and Coupe in Silver Blue Metallic.



The Sport Appearance Package adds a Trans Am look to the Firebird Coupe. Its front and rear fascia, aero skirts and fog lamps transform Firebird into a visual knockout at a price that will hardly lay a glove on your wallet.



The volume of exhaust gas that can flow through the low-restriction exhaust system is increased by using twin catalytic converters and 2 1/4" headpipes. That cuts backpressure in half, and raises power 13% over a conventional exhaust system in the Formula and GTA with the 5.0L V8 with TPI and the 5-speed. This same system helps pump 235 hp into all 5.7L V8-equipped Birds.

Grow up on the other side of the Wide Tracks? So did these machines. And it shows.

First up is Trans Am. For '90, its as-issued power has been pumped up to the 5.0L V8 with tuned-port fuel injection (TPI) and a 5-speed manual. An extra-strength alternative is the optional 5.7L V8 with tuned-port fuel injection and the mandatory 4-speed automatic. That option also requires the oil

package is standard for the high-impact, high-value Formula. It wears a vivid appearance group that includes a domed hood, aerowing rear spoiler and a serious graphic treatment. Power is by a 5.0L V8 with electronic fuel injection (EFI) and a 5-speed manual transmission, or optional 4-speed automatic. Formula's powertrain can be muscled-up with either the 5.0L V8 with tuned-port fuel

Its visual Excitement can be dialed up with the Firebird Sport Appearance Package that includes the lower body skirts, front air dam and fog lamps from the Trans Am. And you can turn down your anxiety, thanks to Firebird's PASS-Key® theft-deterrent system and wheel locks.

Firebird interiors benefit from a catalog of improvements. New standard front seats are tailored

cooler, power 4-wheel disc brakes, a limited slip differential and the dual-converter exhaust system. Enthusiast that you are, you'd sign up for 'em anyway. Standard tires are 15" Firestone Firehawk GTX performance radials with Hi-Tech Turbo aluminum wheels. If your internal accelerometer requires more g's, Level III ZR50 Goodyear "Gatorback" radials are available with 16" silver or black Diamond-Spoke aluminum wheels.

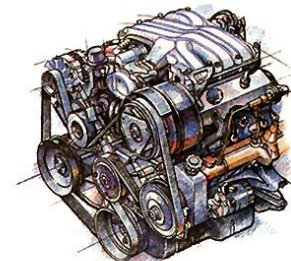
The Level III suspension

injection (TPI) or the mighty 5.7L V8 earthmover.

If a high-winding V6 and a low-impact bottom line revs up your interest, check into the Firebird Coupe. This rumbler comes with a 140-horse 3.1 liter V6 with multi-port fuel injection (MPI) and a crisp-shifting 5-speed manual. A 4-speed automatic is an option. So is the torque-laden 5.0L V8 with EFI, which arrives with either the standard 5-speed manual or an optional automatic.

for more comfort. All Firebirds have standard tinted glass and tilt wheel, while V8s add air conditioning. The available equipment list continues like a customizer's canvas, with T-tops, a virtual rainbow of clear-coated color choices, and three uplevel sound systems including a compact disc player.

That makes commanding more respect on the street easier than ever. As if these three needed any help.



The 3.1L V6 engine has more power this year, thanks to revised cylinder heads, a longer stroke crankshaft and electronic spark control with a knock sensor.

FIREBIRD FEATURES AND OPTIONS

STANDARD EQUIPMENT:

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

Every Firebird features:

3.1 liter V8 engine with MPI (1)
Brakes: power
Center high-mounted stop lamp
Console: full-length with instrument panel
Front air dam
Gauges: Rally, includes coolant temperature gauge, oil pressure gauge, water temperature gauge, voltmeter and tachometer
GM Computer Command Control
Hatch pull down feature
Headlamps: concealed rectangular, quartz halogen
Monochromatic paint theme
PASS-Key* theft-deterrent system
Radio: Delco ETR* AM/FM stereo, UM7
Safety belts: Manual lap/shoulder belts for driver and right front passenger; 3-point rear seat belts, outboard positions only
Seats: cloth, reclining front bucket and rear-folding side window defoggers
Soft Ray tinted glass
Steering wheel: four-spoke, tilt with driver's side inflatable restraint system
Storage compartment, lockable
Tires: steel-belted, blackwall, P215/65R15
Transmission: 5-speed manual
Wet-arm wipers
Wheels: Hi-Tech Turbo aluminum w/locks

In addition, every Firebird Formula features:

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

In addition, every Firebird Formula features:

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

In addition, every Trans Am features:

5.0 liter V8 engine with TPI
Aero package
Air louvers and extractors; hood
Axle: limited slip
Body-color aero rear-deck spoiler
Fender extractors
Fog lamps
Leather appointment group
Suspension: Level II
Tires: steel-belted, blackwall, P215/65R15
Wheels: Hi-Tech Turbo aluminum

In addition, every Trans Am GTA features:

5.7 liter High Output V8 engine with TPI
Aero package
Air louvers and extractors; hood
Axle: limited slip
Body-color aero rear-deck spoiler
Brakes: power 4-wheel disc
Cruise control
Fog lamps
Leather appointment group
Mirrors: dual sport, power
Power articulating front bucket seats
Power deck lid release
Power door locks
Power windows
Radio: Delco ETR* touch control; AM stereo/FM stereo with cassette and graphic equalizer, w/anti-theft Delco-Loc, UX1
Special Level III performance suspension
Steering wheel: leather-wrapped with Supplemental Inflatable Restraint System
Steering wheel with duplicate radio controls
Tires: Goodyear "Gatorback" steel-belted, blackwall, P245/50ZR16 (3)
Transmission: 4-speed automatic
Wheels: Diamond-Spoke aluminum

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

GOC No.	Firebird w/V6	Firebird w/V8	Formula	Trans Am	GTA
	ISA ISB ISC	ISA ISB ISC	ISA ISB ISC	ISA ISB ISC	ISA
C60	Air conditioning, custom (req. w/V8 engine on Firebird at additional cost)				
B84	• • •	R R R	• • •	S S S	S
A31	• • •	• • •	• • •	• • •	S
AU3	• • •	• • •	• • •	• • •	S
AH3	• • •	• • •	• • •	S S S	S
K34	• • •	• • •	• • •	• • •	S
A90	• • •	• • •	• • •	• • •	S
DC4	• • •	• • •	• • •	• • •	S
DG7	• • •	• • •	• • •	• • •	S

• Included in option group S - Standard equipment R - Required

INDIVIDUAL OPTIONS: The following individual options may be ordered in combination with the corresponding option group above.

RPO No.	Firebird w/V6	Firebird w/V8	Formula	Trans Am	GTA
	ISA ISB ISC	ISA ISB ISC	ISA ISB ISC	ISA ISB ISC	ISA
W68	Sport Appearance Package: Includes Trans Am aero front and rear fascias, fog lamps and Trans Am aero side moldings—avail. w/exterior solid colors 40—white, 41—black, 78—brilliant red and 81—bright red				
C41	— (A) (A)	— — —	— — —	— — —	—
NI2	S — —	— — —	— — —	— — —	—
D42	A A A	A A A	A A A	A A A	A
C49	A A A	A A A	A A A	A A A	S
Engines:					
L03	A A A	A A A	S S S	— — —	—
L89	— — —	— — —	A A A	S S S	A(4)
R21	A A A	A A A	— — —	— — —	—
CC1	— — —	— — —	A A A	A A A	S
YK3	A A A	A A A	A A A	A A A	A
U75	A A A	A A A	A A A	A A A	S
AU3	A A •	A • •	A • •	A • •	S
A31	A A •	A • •	A • •	A • •	S
Radio equipment:					
UM6	A A A	A A A	A A A	A A A	—
UX1	A A A	A A A	A A A	A A A	S
U1A	A A A	A A A	A A A	A A A	A
Tires:					
QLC	— — —	— — —	S S S	A A A	S
MM3	S S S	S S S	S S S	S S S	A(4)
MX0	A A A	A A A	A A A	A A A	S

S - Standard A - Available - - - Not available • - Included in option group above (A) - Available and requires purchase of option group

(1) Produced in U.S., Canada or Mexico. (2) Produced in U.S. or Canada. (3) Tire chains should not be used. They may cause damage. See Owner's Manual. (4) Credit option.

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

*Note in addition to the above options the following models contain: W66 Formula—Formula exterior ornamentation, two-tone paint and rear aero spoiler wing. Available on Firebird only.

Y84 Trans Am GTA—GTA exterior ornamentation, power sport mirrors, and leather-wrapped steering wheel. Available on Trans Am only.

FIREBIRD VITAL SPECS

Models Available

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

Engines

3.1L V6: 140 hp, 180 lbs-ft torque; multi-port fuel injection; low-restriction aluminum intake manifold; fast-burn combustion chambers; electronic spark control.
5.0L V8: 170 hp, 235 lbs-ft torque; electronic fuel injection; fast-burn combustion chambers; roller valve lifters; crank-triggered triple-coil ignition.

5.0L V8 High Output

Output with Tuned-Port Fuel Injection: 200 hp, 295 lbs-ft torque in Formula and Trans Am with 4-speed automatic; 225 hp and 300 lbs-ft torque in Formula and GTA with 5-speed manual. Aluminum tuned-runner intake manifold; roller-lifter hydraulic cam. 5.7L V8 High Output with Tuned-Port Fuel Injection: 235 hp and 340 lbs-ft torque. Aluminum tuned-runner intake manifold; high-performance, roller-lifter hydraulic cam; fast-burn combustion chambers.

Engine/Transmission Teams

5-spd man 5.0L V8s & 3.1L V6
4-spd auto All engines

Chassis

Front suspension Fully independent, with modified MacPherson strut. Level I, 30mm stabilizer bar; Level II, 34mm; Level III, 36mm.
Rear suspension Live axle with coil springs. Level I, 18mm stabilizer bar; Level II, 23mm; Level III, 24mm.
Weight distribution, fr: 57/43
Brakes, f/r Power, vented 10.5" front disc/9.5" rear drum on Coupes, Formula with 5.0L EFI. Power four-wheel-vented disc 10.5" front/11.7" rear with 5.7L V8s or with 5.0L V8 with TPI and 5-speed on Formula or GTA.

Steering type, ratio

Power, recirculating ball. Level I, 14:1; Level II, III 12.7:1, quick-ratio with Sport Effort Valving. Turns, lock-to-lock Level I, 2.72; Level II, 2.47; Level III, 2.26.
Turning circle Level I, 39.1 ft dia; Level II, 39.4 ft dia. Tires Level I, P215/65R15 Firestone Firehawk FX Touring. Level II, P215/65R15 Firestone Firehawk GTX Performance. Level III, P245/50ZR16 Goodyear Eagle ZR50 "Gatorback".
Key Numbers
Wheelbase 101.0"
Overall length 188.1" Coupe, Formula 191.6" Trans Am and GTA

Width	72.4"
Overall height	50.0"
Curb weight	3210 to 3510 lbs.
Tank	15.5 gal.
Trunk	12.4/31.0 cu ft with rear seat up/down

Road Performance Figures

(Firebird Trans Am GTA w 5.7L V8 engine, 4-speed automatic transmission and 3.23:1 axle ratio)
0-60 6.5 sec.
Lateral acceleration, g's 0.89
Weight/horsepower ratio 15:1
Interior
Headroom, f/r 37.0/35.6"
Legroom, f/r 43.0/29.8"
Shoulder room, f/r 57.7/56.3"
Hip room, f/r 56.3/42.8"

Instrument Clusters:

1. Firebird Rally cluster includes: tachometer, trip odometer, voltmeter, speedometer, plus oil pressure, fuel and water temperature gauges.
2. Firebird Special Performance Rally cluster includes: specific tachometer, trip odometer, voltmeter, performance-rated speedometer plus oil pressure, fuel and water temperature gauges.

Steering Wheels:

3. Sport, four-spoke, tilt steering wheel with Supplemental Inflatable Restraint System. Standard on Firebird and Formula.
4. Sport, four-spoke, tilt, leather-wrapped steering wheel with Supplemental Inflatable Restraint System. Standard on Trans Am and GTA.

Standard and Available Radios:

5. UM7: Delco ETR* AM/FM stereo radio with seek/scan and digital clock.
6. UM6: Delco ETR* AM/FM stereo radio

with seek/scan, auto-reverse cassette and digital clock.
7. UX1: Delco ETR* AM stereo/FM stereo radio with seek/scan, auto-reverse cassette, five-band graphic equalizer and digital clock.
8. U1A: Delco ETR* AM stereo/FM stereo with seek/scan, com-

pact disc player, five-band graphic equalizer and digital clock.
Receives C-Quam AM stereo broadcasts. Most AM stereo stations across the country broadcast in C-Quam* but some do not. Check with your local stations for compatibility in your area.



Standard and Available Wheels (1 to 8): Hi-Tech Turbo 15" x 7" aluminum wheels. Standard on GTA (gold metallic). Available on Trans Am (silver metallic or black).
Diamond-Spoke 16" x 8" aluminum wheels. Standard on GTA (gold metallic). Available on Trans Am (silver metallic or black).
Standard on Formula.

Diamond-Spoke 16" x 8" aluminum wheels. Standard on GTA (gold metallic). Available on Trans Am (silver metallic or black).

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

PONTIAC MOTORSPORTS

A checkered reputation to be proud of.

Here's to the very special enthusiasts who take our raw material and turn it into specially modified machinery for competition. It proves Pontiac Motorsports build Excitement.

NASCAR: The hottest team in the Winston Cup series is Blue Max Racing, and the Kodiak/Mobil 1/AC Spark Plug Grand Prix, driven by Rusty Wallace. They dueled to the wire for the cham-

pionship in '88, and started '89 by winning three of the first six races.

The most respected name in Winston Cup is Richard Petty. With 200 career victories and an experience curve that started when NASCAR did, it's no wonder the King flies the STP colors on a Grand Prix.

The Turbo Grand Prix is the Official Pace Car of NASCAR—it has a higher top speed than the

first Daytona 500 winner.

NHRA: Don Prudhomme drives the world's quickest top fuel funny car since he repaved Houston's Raceway Park in 5.193 seconds at 265.80 mph in the Skoal Bandit Trans Am. No wonder he's won 37 NHRA championship events.

Butch Leal is the force to be reckoned with in Pro Stock. His mountain-motored AC Delco/Rod

Shop Trans Am is a consistent winner. It's boosted his career victory total to 44.

Rickie Smith switched to Pontiac's 'Bird for 1989. His Stroh's Light special packs a 12.7L (800 cu in) wallop for launches that would do NASA proud.

IMSA: The Huffaker Firebird piloted by Dan Marvin has been burning up the IMSA circuit against Jaguar and Porsche.



Rickie Smith: NHRA Championship Drag Racing Pro Stock Stroh's Light/Pontiac Trans Am.

Dan Marvin: IMSA Camel GT Series GTPL Huffaker AC Delco Firebird.

The Official Pace Car of NASCAR: Pontiac Turbo Grand Prix.

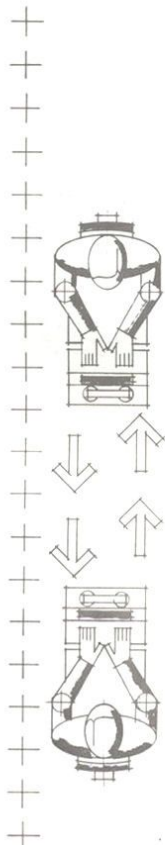
Don Prudhomme: NHRA Championship Drag Racing Top Fuel Funny Car Skoal Bandit Trans Am.

Butch Leal: NHRA Championship Drag Racing Pro Stock AC Delco Rod Shop Trans Am.

Richard Petty: NASCAR Winston Cup Series STP Pontiac.

Rusty Wallace: NASCAR Winston Cup Series Kodiak/Mobil 1/AC Spark Plug Grand Prix.

Through the use of an advanced device called the Telecommunication Device for the Deaf (TDD), Pontiac helps the hearing impaired communicate directly with a Pontiac Customer Assistance Representative. Through the use of small computer terminals, messages can be sent and received. Pontiac is proud to offer this important service to its customers.



OCCUPANT PROTECTION

- Automatic safety belt system for driver and right front passenger on LeMans, Sunbird, Grand Am, Pontiac 6000, Grand Prix and Bonneville OR Supplemental Inflatable Restraint, driver only, with manual lap/shoulder safety belts for the driver and right front passenger on Firebird • Manual lap/shoulder safety belts, outboard rear seat positions • Manual lap safety belts, center front/rear seat positions, where applicable
- Energy-absorbing steering column • Energy-absorbing instrument panel • Energy-absorbing seatback tops, front • Interlocking door latches • Side guard door beam • Passenger-guard inside door lock handles • Inertia-locking, folding front seatbacks, two-door models • Safety armrests • Head restraints, driver and right front passenger (adjustable or integral)
- Breakaway inside rearview mirrors • Security door locks and door retention components.

ACCIDENT AVOIDANCE

- Side marker lights and reflectors
- Parking lamps that illuminate with headlamps • Four-way hazard warning flasher • Back-up lights • Center high-mounted stop lamp • Directional signal control with lane-change feature • Windshield defroster, washer and multi-speed wipers • Inside rearview mirror • Outside left rearview mirror

- Brake system with dual master cylinder and warning light • Starter safety switch • Dual-action hood latch • Low-glare finish on inside windshield moldings, wiper arms and blades, metallic steering wheel surfaces • Illuminated heater and defroster controls • Illuminated windshield wiper and washer controls (if on IP) • Tires with built-in tread wear indicators.

THEFT DETERRENCE

- Audible reminder for ignition key removal • Theft-deterrent steering column lock • Visible vehicle identification number • Marked body parts on Bonneville, Firebird Trans Am and Grand Prix.

A WORD ABOUT THIS CATALOG

We have tried to make this catalog as comprehensive and factual as possible. We reserve the right, however, to make changes at any time, without notice, in prices, colors, materials, equipment, specifications, models and availability. Since some information may have been updated since the time of printing, please check with your Pontiac dealer for complete details.

A WORD ABOUT ENGINES

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

suppliers to GM worldwide.

A WORD ABOUT ASSEMBLY OF PONTIACS

Pontiacs are assembled by different operating units of General Motors, its subsidiaries or suppliers to GM worldwide. Pontiacs incorporate thousands of components produced by different operating units of GM, its subsidiaries or suppliers to GM worldwide. We sometimes find it necessary to produce Pontiacs with different or differently sourced components than originally scheduled. All such components have been approved for use in Pontiacs and will provide the quality performance associated with the Pontiac name. Since some options may be unavailable when your vehicle is assembled, we suggest that you verify that your vehicle includes the equipment you ordered, or if there are changes, that they are acceptable to you.

A WORD ABOUT UPDATED SERVICE INFORMATION

Pontiac regularly sends its dealers useful service bulletins about Pontiac products. Pontiac monitors product performance in this 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.



A WORD ABOUT WARRANTY

The GM 3-year/50,000-mile BUMPER TO BUMPER PLUS WARRANTY covers repairs for any new Pontiac, including labor and parts, to correct any defects in material or workmanship occurring during the warranty period. The complete vehicle (except tires, which are covered by their manufacturer) will be covered for 3 years or 50,000 miles, whichever comes first. After the first year or 12,000 miles, there is a \$100 deductible per repair visit. Body sheet metal rust-through from corrosion is covered for 6 years or 100,000 miles, whichever comes first. There is no deductible for rust-through repairs. See your Pontiac dealer for terms of this limited warranty.

A WORD ABOUT CORROSION PROTECTION

Pontiacs are designed and built to resist corrosion. All body sheet metal components are warranted against rust-through corrosion for 6 years/100,000 miles. Application of additional rust-inhibiting materials is not required under the corrosion coverage.

FOUR STEPS TOWARD CUSTOMER SATISFACTION

As a Pontiac customer, you deserve

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

The Certified Product Specialist

program is designed to enhance the professional ability of Pontiac sales staff by providing them with current and comprehensive information about all Pontiac products. This program is an integral and vital part of the Pontiac Performance Network, which is designed to provide the Pontiac dealer organization with



improved dealer training and communication.

The VIP Vehicle Inspection

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

The Technical Assistance

Hotline helps Pontiac technicians should a service problem arise after delivery. It connects them with experts at Pontiac Service Engineering who can diagnose a problem and recommend quick corrective action.

The Customer Assistance Center is an advanced communications system which allows Pontiac customers to get information and assistance on product, service or sales concerns. If you need assistance on any matter regarding sales, service, or parts, first contact your local Pontiac Dealership. If further assistance is required, then use our toll-free number 1-800-PM-CARES, a direct line to the National Headquarters of

Pontiac's Customer Assistance Center. The Center has recently been equipped with a communications service to assist speech or hearing-impaired persons with any questions or concerns about Pontiac products. By calling a toll-free number, 1-800-TDD-PONT, the person will be able to directly communicate with a Customer Assistance Representative. This is made possible by a special telecommunications device called TDD, a small typewriter-like terminal that allows the Customer Assistance Representative to receive and reply to customer requests. Along with the 1-800-PM-CARES, the TDD toll-free number is another

service that provides Pontiac customers with an effective tool for accessing Pontiac Headquarters and its dealer organizations.

PONTIAC FINANCING AND LEASING

As the financial services people from General Motors, GMAC offers innovative and convenient financing and leasing plans custom-tailored to your particular needs. That's why GMAC is a leader in the industry. You can choose from a range of traditional financing plans, the new SmartLease™ Plan and more. Just ask your Pontiac dealer for all the details. You'll discover just how easy it is to team up with GMAC and Pontiac Excitement.



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Personal driving excitement for 1990

