

# PONTIAC

*Personal driving excitement for 1990.*





## GRAND PRIX

*Technology, sophistication and sheer muscle.*

*Grand Prix LE Sedan in Slate Gray Metallic. Grand Prix SE Coupe in White.*



*The Turbo Grand Prix rides on a Level III suspension that features special 16" cast aluminum wheels, Goodyear Eagle "Gatorback" tires and an anti-lock brake system. The Turbo's hood lowers are functional, and its exclusive fascia and aero skirting work where it counts.*

*Turbo Grand Prix in Bright Red.*

It's finally happened. Grand Prix Excitement has become too big for two doors. That's where the sleek and swift Grand Prix LE Sports Sedan comes in. It is hereby introduced for 1990.

Yes, you read it correctly. We did say swift. As in a 2.3L Quad 4\* engine with 16 valves, fuel injection and 160 hp. It comes with a 3-speed automatic transmission. A 3.1L V6 with multi-port fuel

shaped, and air conditioning as well as an AM/FM stereo sound system are standard.

In the coupe department, you'll find Turbo Grand Prix supervising the staff. Like the name implies, its powerplant comes in one flavor: a turbo-intercooled 3.1L V6 with a specific crank, high-capacity oil pump, oil cooler, heavy-duty radiator, twin cooling fans and well over 200 muscle-

the same time. All of this can be dimmed, repositioned or turned off entirely by an instrument panel control.

Both the SE and LE Grand Prix Coupes make their presence known with looks and power, too. The SE packs a 3.1L V6 with MFI. The LE cooks with a 2.3L Quad 4\* 16-valve engine, although the available 3.1L V6 comes with either a 4-speed automatic or 5-speed

injection (MFI) and a 4-speed auto is available. The LE Sports Sedan also offers an attractive Sport Appearance Package, which includes a special front fascia and grille, fog lamps, red-accented body side moldings and more.

Inside, the LE Sports Sedan is all comfort. Front seating means a reclining 40/60 split unit with folding armrest. A rear bench seat features integral headrests. Instruments are analog style, the steering wheel is ergonomically

bound horses on tap. They're managed by a Special Performance 4-speed automatic transmission that includes specific clutches, a special converter and a high-performance shift calibration. Inside, Turbo Grand Prix features a Head Up instrument display that projects speed and other vitals onto the windshield in green translucent characters. The images appear to float about two feet ahead of the car so you can monitor data and the highway at

manual transmission.

Another option for LE Coupe is the same rakish Sport Appearance Package that trims out the Sedan so handsomely. Its bold exterior look is complemented with interior accessories like an AM/FM stereo cassette radio and Rally gauges.

All Grand Prixes feature 4-wheel independent suspension, 4-wheel disc brakes and a very aerodynamic shape.

Take our word for it, it's one you'll look good in.

### Models

Grand Prix LE Coupe and Sports Sedan, Grand Prix SE Coupe, Turbo Grand Prix, Grand Prix STE Sedan.

### Engines

3.1L turbo V6: 205 hp with MFI & turbocharger.  
3.1L V6: 140 hp with MFI.  
2.3L Quad 4\* 16-valve: 160 hp with MFI.

### Transmissions

3-speed auto, 4-speed auto, 4-speed Performance Auto (Turbo Grand Prix) or 5-speed man.

### Brakes

Power, 4-wheel disc. Anti-lock brake system (ABS) std. Turbo Grand Prix, available LE, SE and STE.

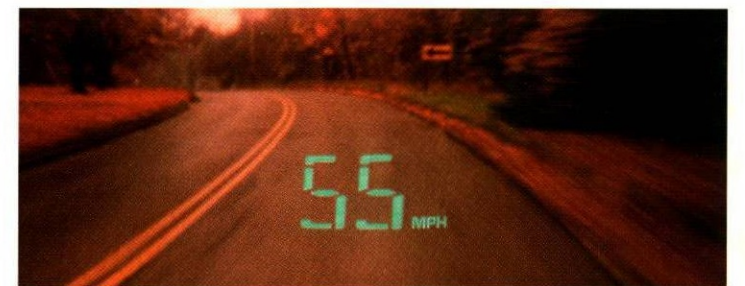
### Suspensions

Front: Fully independent, with MacPherson strut.  
Rear: Fully independent tri-link.

### Key Numbers

Wheelbase: 107.5" Length: 193.9" (Coupe), 194.8" (Sedan). Width: 71.9" Weight: 3163 to 3188 lbs. Trunk: 15.0 cu ft (Coupe), 15.5 cu ft (Sedan).

\*Turbo system manufactured by ASC Inc.



*A highly readable analog instrument panel is the centerpiece of Turbo Grand Prix's cockpit. It's supplemented by a Head Up display that projects a digital speed readout and other data onto the windshield... although the figures appear to magically float just ahead of the bumper.*



## GRAND AM

*Cookin' variety.*

Grand Am SE Coupe in Bright Red.



Your outlook on driving will be forever altered by Grand Am SE's functionally correct array of analog instruments, leather appointments and standard cassette stereo system.

The specialty of the house on the powertrain menu for Grand Am SE Coupe and Sedan is the 180 hp High Output 2.3L Quad 4\* engine with 16 valves. It makes a startling 78 hp per liter, and chops the SE's 0 to 60 time down to 7.5 seconds when the sport-ratio, 5-speed manual transmission is racked up through the gears on a test track. On the other hand, this engine's 160 hp counterpart

3-speed automatic transmission. Grand Am LE's also got several short-order options, including air conditioning, the razor-sharp sound of a compact disc player and the aggressive-yet-affordable Sport Appearance Package. That's a Cook's tour of Grand Am. So what more could you ask for? If you're open to suggestions, how about a test drive?

provides the power if you select the optional 3-speed automatic. That mechanical magic is backed up with an aggressive body cladding and skirt treatment. To finish it off the Pontiac way, a pair of dual-outlet exhaust tips are brandished from beneath the bumper.

The LE Coupe and Sedan have a standard 110-hp 2.5L engine with electronic fuel injection, or you can step up to the optional 160 hp, 2.3L Quad 4\* with 16 valves and

### Models

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

### Engines

2.5L Tech IV™ 4-cyl: 110 hp with electronic fuel injection.

2.3L Quad 4\* 16-valve: 160 hp with multi-port fuel injection.

2.3L Quad 4\* 16-valve High Output: 180 hp with multi-port fuel injection (req 5-spd manual).

### Transmissions

Sport-ratio 5-speed manual (with H.O.); 5-speed manual or 3-speed automatic.

### Brakes

Power, front disc/rear drum.

### Suspensions

Front: Fully independent, with MacPherson strut.

Rear: Semi-independent.

### Key Numbers

Wheelbase: 103.4" Length: 180.1"

Width: 66.5" Weight: 2492 to 2752 lbs.

Trunk: 13.1 cu ft.

## BONNEVILLE

*A powerful statement of goals.*

Bonneville SSE in White.



SSE front bucket seats are 12-way power adjustable.



Bonneville LE standard equipment includes a 4-speed automatic transmission, air conditioning and a 165 hp 3.8L 3800 V6 engine with SFI.

Bonneville LE Sedan in Medium Red Metallic over Silver Metallic.

Some drivers accept a full-size car that simply follows the road; Bonneville is designed for those who demand a sedan that masters it. The Bonneville heirarchy begins with SSE. Its mechanical dossier includes an anti-lock brake system, specific cast aluminum wheels and automatic leveling control.

Bonneville SE combines a

structure fell under the engineer's relentless scrutiny. Bracing was added for stiffness. So were additional welds and heavier gauge steel. Larger wheel bearings were added, too. Net effect: the agility expected of a Pontiac road machine combined with the solidity of a bank vault.

The best part of all is the only combination you need to get into one is you...and a Pontiac dealer.

subtle exterior with the SSE's basic chassis hardware and 16" wheels. The LE brings a contemporary American approach to the concept of full-size sports sedan value.

All are powered by a 165 hp 3.8L 3800 V6 with sequential-port fuel injection (SFI). A 4-speed automatic applies the output to Bonneville's front wheels. Its standard 4-wheel independent suspension gives a supple ride without trading off responsiveness. For 1990, Bonneville's body

### Models

Bonneville LE, Bonneville SE, Bonneville SSE.

### Engine

3.8L 3800 V6: 165 hp with SFI.

### Transmission

4-speed automatic (performance calibrated, SSE).

### Brakes

Power, front disc/rear drum. Anti-lock brake system (ABS) on SSE, available SE and LE.

### Suspensions

Front: Fully independent, with MacPherson strut.

Rear: Fully independent with MacPherson strut.

### Key Numbers

Wheelbase: 110.8" Length: 198.7"

Width: 72.1" Weight: 3275 to 3481 lbs.

Trunk: 15.25 cu ft.



## TRANS SPORT

*A space vehicle for the '90s.*

*Trans Sport in Bright Red over Silver Metallic.  
Trans Sport SE in White.*

The Pontiac of mini-vans has arrived. Both Trans Sport and Trans Sport SE come with a 3.1L V6 with electronic fuel injection, 120 horsepower and 175 lbs-ft torque. A 3-speed automatic transmission, front-wheel drive, independent front suspension, rack-and-pinion steering and front disc brakes are standard. They help give Trans Sport the handling of a Pontiac road machine.

Trans Sport's sleek shape allows it to register a .33 coefficient of drag—better than *any* mini-van sold in America by any other automaker. Trans Sport's sleek, exterior body panels are made of composite materials that never rust, and resist impacts. They sheath Trans Sport's space frame construction—the same solid, self-bracing body design found in airplanes. It's also the first mini-

van to feature a solar-layered windshield. That means you stay cool as the metallic layered glass rejects approximately 60% of the sun's heat-building energy.

Passenger or cargo access to the Trans Sport is easy through its lateral sliding door or rear liftgate. Step-in height is only 17.0" from the ground. Inside, you'll find a rear bench seat or 2nd- and 3rd-row modular bucket seats in

Trans Sport SE. The modular buckets can be rearranged, folded for loading or removed entirely to yield 128.8 cu ft of space. Trans Sport also offers analog instruments, an AM/FM stereo radio with digital clock, and an ergonomically sculpted steering wheel.

When Pontiac does all this with a mini-van, you'd better believe Trans Sport is one exciting way to haul.

### Models

Trans Sport, Trans Sport SE.

### Engine

3.1L V6: 120 hp with electronic fuel injection.

### Transmissions

3-speed automatic.

### Brakes

Power, front disc/rear drum.

### Suspensions

Front: Fully independent, with MacPherson strut.

Rear: Semi-independent.

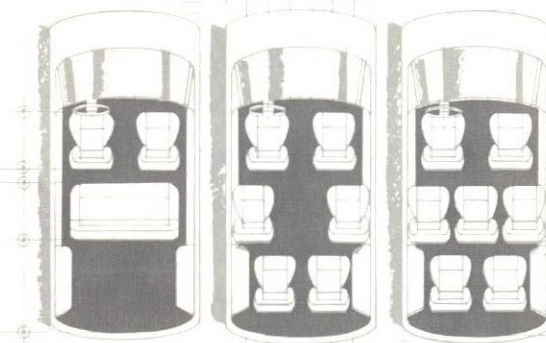
### Key Numbers

Wheelbase: 109.9" Length: 194.5"

Width: 74.2" Weight: 3553 lbs. Max

cargo capacity: 128.8 cu ft. Max

towing capacity: 2000 lbs (gross combined vehicle weight not to exceed 6050 lbs).



*Five-passenger seating is standard on Trans Sport with a rear bench. Available modular bucket seats offer seating for six or seven. With Trans Sport SE, seating for six is standard.*





## SUNBIRD

*Performance and value you'll flock to.*

*Sunbird LE Coupe in Medium Red Metallic over Silver Metallic.*



*Sunbird LE's instrument cowl is edged with switch pods that put high-usage driving functions right at your fingertips. Just reach ahead from the ergonomically styled steering wheel, punch a switch, and watch things happen.*

Quick. Think of a car that has fun, style, versatility and value. You've got it: Sunbird!

Sunbird LE features a 2.0L engine with overhead cam and fuel injection. An improved suspension system and interior acoustics are also on tap for 1990. Choose the available Hi-Tech Turbo cast wheels for LE and you get special new touring tires.

Sunbird GT leads the line with

equipment.

Like the GT, you may choose between a 5-speed manual or available 3-speed automatic. Either gearbox can also be teamed with the standard 2.0L fuel-injected engine.

The SE Coupe has the trim, hidden headlamp look of the GT, with specific front and rear fascia. It's going to snare plenty of attention. Your's first, of course.

new front and rear fascia and lateral aero-skirting. It has a 2.0L turbocharged engine, 165 hp and a 5-speed Getrag-licensed manual transmission. A 3-speed automatic transmission is available.

If you prefer to be environmentally involved, there's the LE convertible. It offers the same turbo engine you'll find in the GT as an option, along with a Level III performance suspension, power-operated soft top and great gobs of sunshine as standard

### Models

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

### Engines

2.0L turbo: 165 hp with multi-port fuel injection and turbocharger.

2.0L 4-cyl: 96 hp with electronic fuel injection.

### Transmissions

5-speed manual or 3-speed auto.

### Brakes

Power, front disc/rear drum.

### Suspensions

Front: Fully independent, with MacPherson strut.

Rear: Semi-independent.

### Key Numbers

Wheelbase: 101.2" Length: 181.3" (Coupe & Convertible), 181.7" (Sedan).

Width: 66.3" Weight: 2366 to 2551 lbs.

Trunk: 14.0 cu ft (Coupe), 10.4 cu ft (Convertible), 15.2 cu ft (Sedan).

## LEMANS

*Hot engineering meets a cool bottom line.*

*LeMans GSE in White.*



*The suspension system for the LE Sedan has been improved for 1990. It offers better handling and an improved ride.*

*LeMans LE Sedan in Silver Metallic.*

Is that a LeMans GSE on your mind, or are you just glad to see one?

Feel no guilt. This pocket rocket is the most affordable performance machine Pontiac offers. It harnesses a 2.0L fuel-injected engine with a close-ratio 5-speed manual transmission. There's also quick-ratio steering, a special suspension, special front disc brakes and special Euro-design tires.

The LeMans LE Sedan offers a one-key locking system. That means a single key opens all doors and starts the car. Inside, there are bucket seats up front and a folding rear seat behind. Rally instruments are standard as well as the largest of all Pontiac trunks.

There's a lot more, and we're running out of space. So, see your Pontiac dealer for details...and a test drive!

A click or so down the Excitement scale you'll find the LE Aerocoupe. Its 1.6L engine with electronic fuel injection is teamed with a 5-speed manual transmission or available 3-speed automatic.

LeMans Coupes also feature a distinctive shape that takes advantage of hundreds of hours of wind tunnel testing. It slips through the atmosphere with a signature all its own. What's more, this careful design also allows an extra margin of interior roominess.

### Models

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

### Engines

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

2.0L 4-cyl: 96 hp with electronic fuel injection.

### Transmissions

Close-ratio 5-speed manual (GSE), 5-speed manual or 3-speed automatic.

### Brakes

Power, front disc/rear drum.

### Suspensions

Front: Fully independent, with MacPherson strut.

Rear: Semi-independent.

### Key Numbers

Wheelbase: 99.2" Length: 163.7" (Aerocoupe), 172.4" (Sedan). Width:

65.5" (Aerocoupe), 65.7" (Sedan).

Weight: 2136 to 2302 lbs. Trunk: 18.8 cu ft (Aerocoupe), 18.4 cu ft (Sedan).



## A sedan for all seasons.

6000 S/E AWD in Medium Red Metallic.



Seats for the S/E are contoured for comfort and support. They allow relaxed evaluation of the instrument panel's analog gauges and Driver Information Center. Headlight and fog lamp switches are simple and straight forward, just like the temperature and sound system controls.

If rain or snow's in the offing, there's no better 6000 to be in than the all-wheel-drive S/E. It features a full-time system that channels power to all four tires.

Power is by a 3.1L V6 with multi-port fuel injection that's linked to a 3-speed automatic transmission and special transfer case. The power split is 60% front and 40% rear.

A 4-wheel independent suspension system, anti-lock brake sys-

tem, the LE and S/E wagons stand ready to offer more than 74 cubic feet of it behind the front seats. They'll move it too, courtesy of a 3.1L V6 and 4-speed automatic transmission.

A standard Level II suspension and optional Electronic Ride Control system are part of the S/E wagon equipment list.

You'll notice Pontiac puts its Excitement stamp on wagons, too.

tem and bold aero-skinning are only a few of the AWD's standard features. The traditional front-wheel-drive S/E has the same V6 engine, exterior look and virtually the same interior appointments.

For 1990, the LE Sedan's highly respected Tech IV™ engine gains over 12% more horsepower than before. And now there's an optional 3.1L V6 for the LE. Transmission choices include a standard 3-speed or available 4-speed automatic.

Should space be a prime con-

**Models**  
Pontiac 6000 LE Sedan and Wagon, Pontiac 6000 S/E Sedan and Wagon, Pontiac 6000 S/E AWD Sedan.

**Engines**  
2.5L 4-cyl: 110 hp with EFI.  
3.1L V6: 140 hp with MFI.

**Transmissions**  
3-speed automatic, 4-speed automatic.

**Brakes**  
Power, front disc/rear drum. Power, 4-wheel disc with anti-lock brake system (ABS) on 6000 S/E AWD.

**Suspensions**  
Front: Fully independent, with MacPherson strut.  
Rear: Semi-independent (S/E AWD fully independent).

**Key Numbers**  
Wheelbase: 104.9" Length: 188.8" (Sedan), 193.2" (Wagon). Width: 72.0" Weight: 2804 to 3381 lbs. Trunk: 15.2 cu ft (Sedan), 74.4 cu ft (Wagon, with rear seat folded down).

## FIREBIRD

## Street tough.

Trans Am GTA in Bright Red.



The view from the top. GTA's enthusiast environment means a full selection of analog instrumentation, new rocker switches along the lower dash panel, and a new supplemental inflatable passive-restraint steering wheel.

You're staring down the barrel of a 5.7L, 235-horse confirmation of the Firebird legend: Trans Am GTA.

It bristles with ordnance like a Level III suspension that you command from an analog-instrumented, articulating seat-equipped cockpit.

GTA's fraternal twin is Trans Am. Its standard power for 1990 is a 5.0L V8 with tuned-port fuel

the Firebird Coupe. It can wear Trans Am war paint by signing up for the Sport Appearance Package option. Unauthorized test drives are thwarted by the PASS-Key® theft-deterrent system that's standard on all Firebirds.

If this sounds like your kind of crew, your Pontiac dealer's recruiting a few good men and women for the Firebird Corps right now.

injection (TPI). Available action includes the 5.7L V8 with TPI and a Level III suspension.

The guardian angel with a bulge in its vest is Formula. Power is by a 5.0L V8 with electronic fuel injection. Vivid visuals and a Level III suspension give it a Drill Instructor's swagger. You can rearm with the optional High Output 5.0L or 5.7L V8s with tuned-port fuel injection.

A high-winding V6 and a low impact bottom line co-exist in

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

**Engines**  
5.7L V8 H.O.: 235 hp with TPI.  
5.0L V8 H.O.: 200 or 225 hp with TPI.  
5.0L V8: 170 hp with EFI.  
3.1L V6: 140 hp with MFI.

**Transmissions**  
5-speed manual or 4-speed automatic.

**Brakes**  
Power, front disc/rear drum. Power, 4-wheel disc with 5.7L V8s or 5.0L V8 with TPI and 5-speed manual on Formula or GTA.

**Suspensions**  
Front: Fully independent, modified MacPherson strut.  
Rear: Live axle with torque arm and track bar.

**Key Numbers**  
Wheelbase: 101.0" Length: 188.1" (Coupe & Formula), 191.6" (Trans Am & GTA). Width: 72.4" Weight: 3210 to 3510 lbs. Trunk: 12.4 cu ft with rear seat up.



# PONTIAC

*Personal driving excitement for 1990.*

## 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.

PONTIAC, the PONTIAC EMBLEM, BONNEVILLE, GRAND AM, TRANS SPORT, FIREBIRD, SUNBIRD, and the GM EMBLEM are registered trademarks of the General Motors Corporation. GRAND PRIX and WE BUILD EXCITEMENT are trademarks of the General Motors Corporation.

TRANS SPORT SE

