

# PONTIAC 1989

GRAND PRIX

6000

BONNEVILLE

SAFARI



PONTIAC  
*The Heat Is On*

# GRAND PRIX

Any car that's prepared to lead the vanguard of automotive design and technology into the 1990s had better embody all of the right stuff. That's why every 1989 Grand Prix is available with a computer-controlled anti-lock brake system.

It's a perfect complement to Grand Prix's traction-enhancing front-wheel drive, four-wheel independent suspension, four-wheel disc brakes and rack-and-pinion steering.

Together with a wind-piercing aerodynamic shape, these engineering advantages offer handling, stopping and ride qualities that have to be experienced to be truly appreciated.

But hardware isn't the only forte of Grand Prix. Its interior is an ergonomic tour de force. From the 21st century instrument panel to the multi-function console and contoured seats, the driver's environment for the next decade is as close as a test drive.

## GRAND PRIX SE

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

### The Powertrain.

When we're talking Grand Prix SE, we're talking multi-port fuel injection and a 2.8L V6 engine. Anything less just wouldn't fit the SE's personality profile. This powerplant features aluminum cylinder heads with special "fast-burn" combustion chambers. A crank-triggered, direct-fire ignition system is also in the program. That means goodbye to the traditional distributor and hello to ultra-precise cylinder firing. The high-voltage charge that does the trick is sent on its way by an electronic sensor that reads piston position directly from the crank.

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

Very accurate. This arrangement is teamed with something called Electronic Spark Control — a system that advances or retards the engine's timing to maximize performance.

In the transmission department, you have a standard four-speed automatic. However, if you like manual gears, a five-speed GM/Getrag manual is available.

### The Suspension.

Pontiac's road-ready Level II suspension is legendary. It's standard equipment on SE, but there's nothing "standard" about its components. Pontiac starts with Goodyear Eagle GT + 4 radials, adds specific springs, shocks, a faster steering gear ratio and an extra-hefty front stabilizer bar. To make sure all this lives up to its

designed-in potential, you automatically get the new 16" cast aluminum wheels — not that you wouldn't want 'em anyway.

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

### The Design.

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





# GRAND PRIX

## The Ergonomics.

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

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

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

## GRAND PRIX LE

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

### The Powertrain.

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

### The Suspension.

A Grand Prix being a Grand Prix means four-wheel independent suspension and four-wheel disc brakes just for openers. Pontiac backs that hand with MacPherson

struts and quick-ratio power rack-and-pinion steering.

### The Design.

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

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

### The Ergonomics.

If there was an applause meter for interiors, Grand Prix LE would have it staked. On top of all the break-through "ergos" of Grand Prix, the LE edition adds things like a complete gauge set-up for the instrument panel. You'll also find that power windows come standard on LE, and that the switches for them have neat little lights—so you can find them in the dark!

- 1 Grand Prix SE.
- 2 SE articulating seats with adjustable lumbar levels.
- 3 SE interior in gray leather.
- 4 Grand Prix LE.
- 5 Grand Prix LE interior.
- 6 Grand Prix SE.

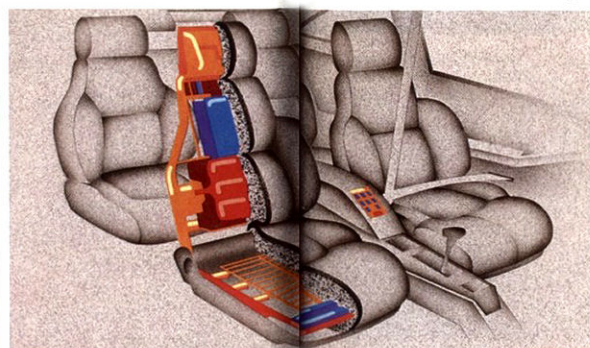


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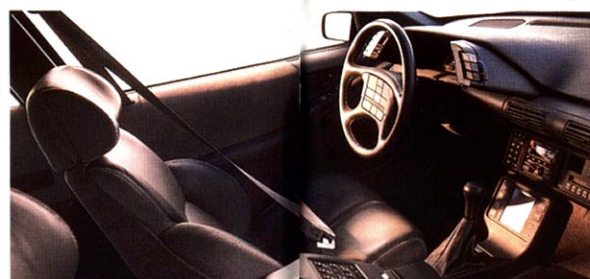


Instruments in Canada are metric where required.

5



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# GRAND PRIX

## GRAND PRIX

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

### The Powertrain.

Driver gender aside, the Grand Prix has always been a bit macho under the hood—and this year is no exception. The internal combustion beefcake for '89 comes in the form of a muscular 2.8L V6 with a 4-speed automatic standard. A 5-speed manual transmission is available.

### The Suspension.

To simply say that Grand Prix features four-wheel independent suspension isn't enough. You have to understand that it's integrated with the car's very structure. Result: a ride that's characteristically comfortable with through-the-turns handling that feels like you're on rails.

## The Ergonomics.

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

- 1 Grand Prix Coupe.
- 2 Grand Prix instrument panel.
- 3 Grand Prix coupe.
- 4 Grand Prix four wheel independent suspension/disc brakes assure tires stay in contact with the road.

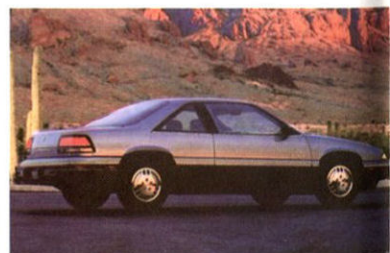


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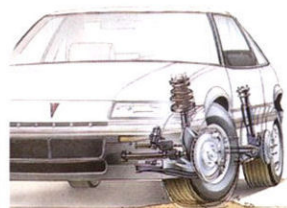
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1



3



4

## 1989 PONTIAC GRAND PRIX FACTS AND FIGURES

There's plenty of excitement in every new Pontiac. Take time to study Grand Prix's long list of standard and available equipment, some of which are shown below.

Then ask your dealer about the Easy Option Packages (shown below) that group a selection of popular options into one easy-ordering package for your convenience.

### FEATURES

|                                       | GP | LE | SE |
|---------------------------------------|----|----|----|
| <b>EXTERIOR FEATURES</b>              |    |    |    |
| Bumpers—soft fascia, body colour      | S  | S  | S  |
| —rub strips                           | S  | S  | S  |
| Door handles—flush in pillar          | S  | S  | S  |
| Fuel filler door—remote release       | S  | S  | S  |
| Fuel filler cap holder                | S  | S  | S  |
| Glass—Soft Ray tinted                 | S  | S  | S  |
| Headlamps—composite, tungsten halogen | S  | S  | S  |
| Fog lamps, integral                   | —  | —  | S  |
| Lamps, daytime running                | S  | S  | S  |
| Mirrors—Sport LH remote, RH manual    | S  | S  | S  |
| Mouldings—rocker panel, black         | S  | S  | —  |
| —wheel opening, black                 | S  | S  | S  |
| —bodyside, wide, black/bright         | S  | S  | S  |
| —bodyside, narrow black accent        | —  | —  | S  |
| Tires P195/75R14 "all seasons"        | S  | S  | —  |
| P215/60R16 Eagle GT + 4               | A  | A  | S  |
| Compact Spare                         | S  | S  | S  |
| Wheels—Custom wheel covers            | S  | S  | —  |
| —Cast aluminum with locks             | A  | A  | S  |
| Windshield wipers, wet arm            | S  | S  | S  |
| —intermittent                         | A  | A  | S  |

### INTERIOR FEATURES

|                                                                          |   |   |   |
|--------------------------------------------------------------------------|---|---|---|
| Acoustical Insulation                                                    | S | S | S |
| Air Conditioning, electronic control                                     | S | S | S |
| Assist grip, roof rail RH                                                | — | — | S |
| Carpeted lower door panels                                               | S | S | S |
| Cigar lighter                                                            | S | S | S |
| Console—front floor with storage                                         | A | A | S |
| —rear floor w/pass-thru to luggage compartment                           | — | — | S |
| —overhead w/storage and lamps                                            | — | — | S |
| Multi-function control lever                                             | S | S | S |
| Cruise Control, Electronic                                               | A | A | S |
| Defogger side window                                                     | S | S | S |
| Defroster rear window                                                    | S | S | S |
| Door locks, power                                                        | A | S | S |
| Instrumentation: Electronic digital speedo, electronic analog fuel gauge | S | S | S |
| Mechanical analog tach, water temp, oil pressure, voltmeter              | A | A | S |
| Lights, ash tray, glove box                                              | S | S | S |
| —centre dome                                                             | S | S | — |
| —reading, front header, rear quarter                                     | — | — | S |
| —luggage, underhood and I.P. courtesy                                    | A | S | S |
| Mirror, visor vanity                                                     | S | S | S |
| Radio, AM/FM stereo with clock, cassette                                 | S | S | S |
| Seats, front—Notchback bench, folding armrest                            | S | — | — |
| —60/40 split, folding armrest                                            | A | S | — |
| —Buckets, power articulating                                             | — | — | S |
| —Recliners, LH & RH                                                      | A | S | S |
| Seats, rear—Three passenger, integrated headrests                        | S | — | — |
| —Three passenger, integrated headrests, folding armrest                  | — | — | S |
| —Two passenger buckets, headrests, console and luggage pass-through      | — | A | S |
| Shift knob, leather wrapped                                              | S | S | — |
| Steering Wheels—Sport, four-spoke                                        | S | A | S |
| —Sport, leather-wrapped                                                  | — | A | S |
| Tilt                                                                     | A | A | S |
| Storage, I.P. compartment with lock                                      | S | S | S |
| —Door map pockets                                                        | — | S | S |
| —Visor pockets                                                           | S | S | S |
| Windows, power, lighted switches                                         | A | S | S |

### MECHANICAL:

|                                    |   |   |   |
|------------------------------------|---|---|---|
| Brakes, power four-wheel disc      | S | S | S |
| Exhaust system, dual               | — | — | S |
| —stainless steel                   | S | S | S |
| Front wheel drive                  | S | S | S |
| Heater, engine block               | S | S | S |
| Hood assets, gas shock             | S | S | S |
| Horns, dual                        | S | S | S |
| Steering power rack and pinion     | S | S | S |
| Suspension, four-wheel independent | S | S | S |
| —MacPherson strut                  | S | S | S |
| —permanently lubricated            | S | S | S |
| —tri-link design rear              | S | S | S |
| —sport                             | A | A | S |

S - Standard A - Available - - Not available

### DIMENSIONS

|                     | Grand Prix              |         |
|---------------------|-------------------------|---------|
|                     | mm                      | in.     |
| Wheelbase           | 2730                    | (107.5) |
| Length (overall)    | 4926                    | (193.9) |
| Width (overall)     | 1802                    | (70.9)  |
| Height              | 1353                    | (53.3)  |
| Tread—Front         | 1512                    | (59.5)  |
| —Rear               | 1472                    | (58.0)  |
| Usable Trunk space  | 430 litres 15.2 cu. ft. |         |
| Curb Weight         | 1378 kg (3038 lbs.)     |         |
| Headroom—Front      | 959                     | (37.8)  |
| —Rear               | 931                     | (36.7)  |
| Legroom—Front       | 1075                    | (42.3)  |
| —Rear               | 884                     | (34.8)  |
| Hiproom—Front       | 1324                    | (52.1)  |
| —Rear               | 1336                    | (52.6)  |
| Shoulder Room—Front | 1455                    | (57.3)  |
| —Rear               | 1456                    | (57.3)  |

### POWER TEAMS

| MODEL         | ENGINE                                | TRANSMISSION                                          |
|---------------|---------------------------------------|-------------------------------------------------------|
| Grand Prix    | 2.8 litre multi-port fuel-injected V6 | Automatic with overdrive (standard)<br>5-speed manual |
| Grand Prix LE | 2.8 litre multi-port fuel-injected V6 | Automatic with overdrive (standard)<br>5-speed manual |
| Grand Prix SE | 2.8 litre multi-port fuel-injected V6 | Automatic with overdrive (standard)<br>5-speed manual |

Pontiacs are equipped with engines produced at facilities operated by GM car groups, subsidiaries or affiliated companies worldwide

### MODEL LINEUP

Pontiac Grand Prix—2-Door Coupe  
Pontiac Grand Prix LE—2-Door Coupe  
Pontiac Grand Prix SE—2-Door Coupe

### EASY OPTION PACKAGES

|                                                                                | Grand Prix | LE      | SE  |
|--------------------------------------------------------------------------------|------------|---------|-----|
| PACKAGE CODE                                                                   | X06 X07    | X06 X07 | X06 |
| Cruise Control, electronic                                                     | X X        | X X     | S   |
| Lighting, Security (includes illuminated entry and automatic headlamps on-off) | X X        | S S     | S   |
| Mirrors LH & RH electric remote control                                        | —          | X X     | X   |
| —Rearview, tilt, dual reading lamps                                            | —          | X X     | X   |
| —Visor vanity, passengers, with lamps                                          | —          | X X     | X   |
| Power deck lid release                                                         | X X        | X X     | X   |
| —door locks                                                                    | —          | X S     | S   |
| —seat, 6-way, driver's                                                         | —          | —       | X X |
| —windows                                                                       | —          | X S     | S   |
| Remote entry lock control                                                      | —          | —       | X X |
| Steering wheel, tilt                                                           | X X        | X X     | S   |
| Wiper system, intermittent                                                     | X X        | X X     | S   |

S - Standard



# PONTIAC 6000

By now, the secret's out about Pontiac 6000. If you've been paying attention at all, you know that this model has been the traditional showcase for a literal carload of Pontiac automotive technology.

The 1989 models are no exception.

Proof of that is the tasteful STE making time across the pages below. Like all new 6000s, its redesigned roofline and rear end only hint at the engineering that's underneath.

In the case of STE, you'll find that all-wheel drive is now part of the standard package. That's street performance, handling-enhancing, use-it-every-day AWD—not the bone-jouncing variety you'll find in off-road vehicles.

For 6000S/E fans, those wonderful steering wheel-mounted radio controls that are so popular on STE can now be had on the S/E model. The LE's standard engine has a force balancer system for... wait a minute. Let's not get carried away. One at a time here, please.

## PONTIAC 6000 STE

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

### The Powertrain.

If your idea of all-wheel-drive is dotted with images of pickup trucks, balloon tires and tearing through the backwoods, forget it. The STE's system has nothing to do with any of that. What it offers instead is highly confident, yet visually subtle street performance that puts you in charge of road conditions almost anytime, anywhere.

To accomplish this, engineers created a special transfer case that

**The first human ever to ride a horse must have experienced the same sensations as those you get from an all-wheel-drive STE: Power. Agility. Speed and surefootedness. The longer you stay in the saddle, the more confident you become.**

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

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

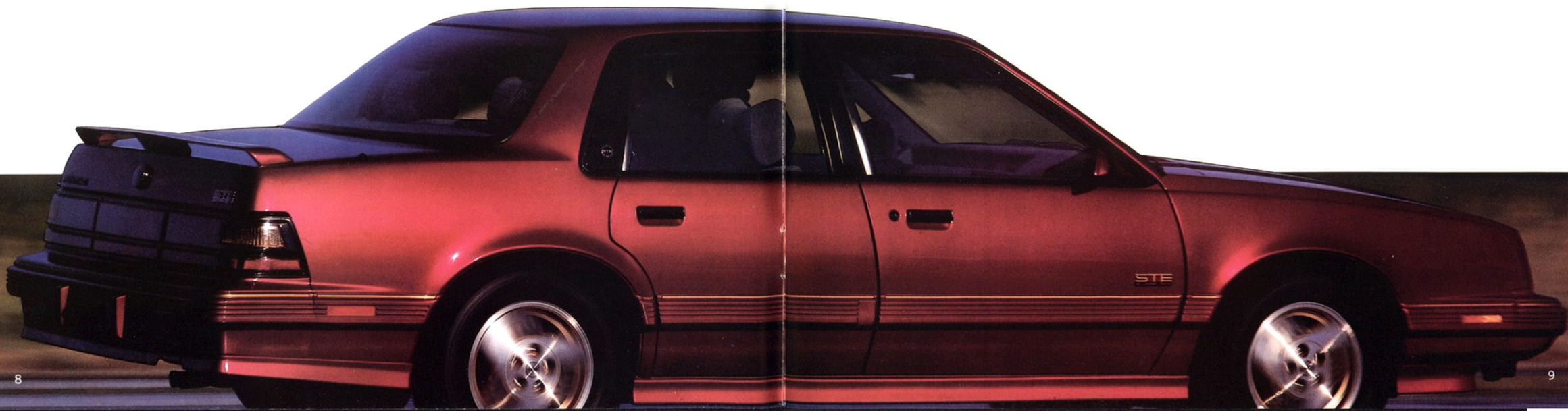
In the event you ever become stuck, there is a lock-up button on the dash. Push it, and you'll have power to at least one front and one rear wheel to help claw you out of whatever you're mired in.

Horsepower to do this comes from an increased displacement

3.1L V6. The added "cubes" come from a longer stroke, which nets a 12% boost in horsepower and a 12% increase in torque over the 2.8L V6. The 3.1L is the most powerful engine available in the 6000 line.

### The Suspension.

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





# PONTIAC 6000

The new, completely redesigned, independent rear suspension of the '89 STE was especially created for this car and its AWD system. Each side features a control arm, held in place by a MacPherson strut and lateral toe link. Everything's cushioned by a transverse composite leaf spring, and stopping power is courtesy of standard anti-lock brakes. The result is a car with greatly improved handling characteristics... "more flingable in the entrances to turns and not disturbed by mid-bend changes in throttle position," according to Don Sherman of *Car and Driver*.

## The Design.

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

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

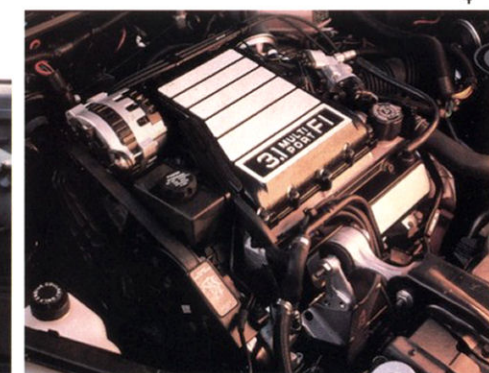
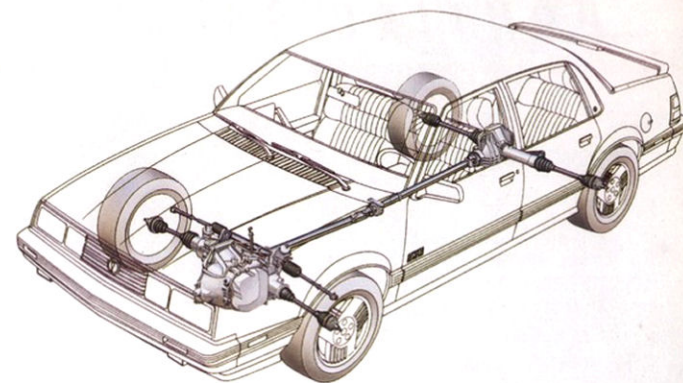
- 1 STE all-wheel drive sedan.
- 2 STE standard 45/45 seats
- 3 AWD features a special transfer case, two piece prop shaft.
- 4 3.1 litre V6 standard in STE.
- 5 STE instrument panel.

## The Ergonomics.

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

The instrument panel behind this hand-filling wheel is a benchmark of technology. Speed, oil pressure, temperature, volts and driver information are provided in a clear, almost aeronautical format. Considering the nature of STE, that's quite appropriate.

*Automobile* magazine considered the all-wheel-drive STE, "an all-weather interceptor that even civilians can fly." If you're ready to start logging hours, the ready room is as close as your Pontiac dealer.



Instruments in Canada are metric where required.





# PONTIAC 6000

## PONTIAC 6000 S/E

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

### The Powertrain.

At the heart of this new nature is a 2.8L V6 engine with multi-port fuel injection. It delivers 125 horsepower with the help of some very interesting powerplant technology including a special heart-shaped combustion chamber and a centrally-located spark plug to help achieve a fast, clean burn for the air/fuel mix.

### The Suspension.

In order to have road-sensitive balance, the rear suspension of S/E is designed with some special componentry to maintain a firm, yet smooth ride along with S/E's standard Level II suspension that features front and rear stabilizer bars, special springs and bushings.

### The Design.

Good things come in aero packages, and that means 6000 S/E. The air dam, skirts and deck lid spoiler help S/E negotiate the atmosphere like never before. What they do for the car's appearance would take a lot more adjectives to describe than we have room for.

### The Ergonomics.

The interior of S/E wasn't designed to put demands on your agility or your torso. Quite the contrary. The seats welcome you with an easy entry/easy exit design that also lends excellent driving support and riding comfort.

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

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

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

1 Pontiac 6000 SE sedan.

2 6000 SE sedan standard bucket seats

3 6000 LE sedan available 45/55 seats

4 Pontiac 6000 LE sedan.

## PONTIAC 6000 LE

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

### The Powertrain.

Item No. 1 on the list for some Excitement infusion was the 2.5L Tech IV engine in the LE.

The LE's optional engine, a 2.8L V6 with multi-port fuel injection, gives you even more underhood performance.

### The Design.

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

### The Ergonomics.

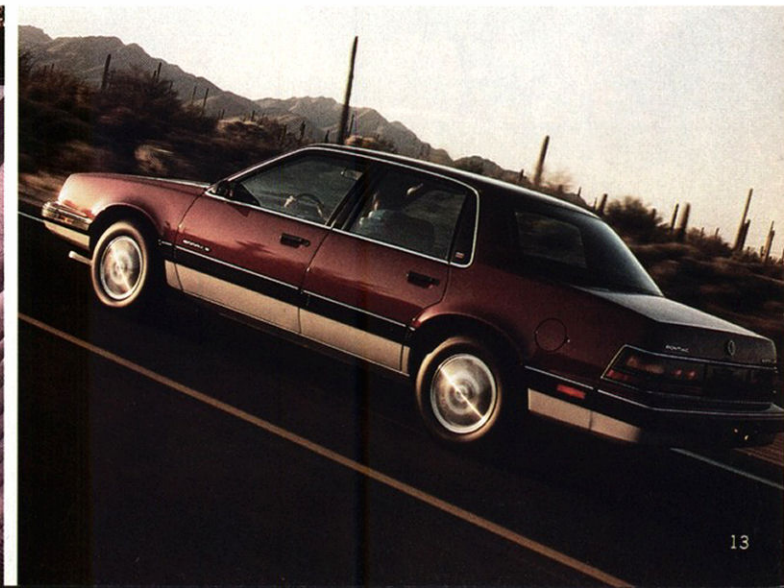
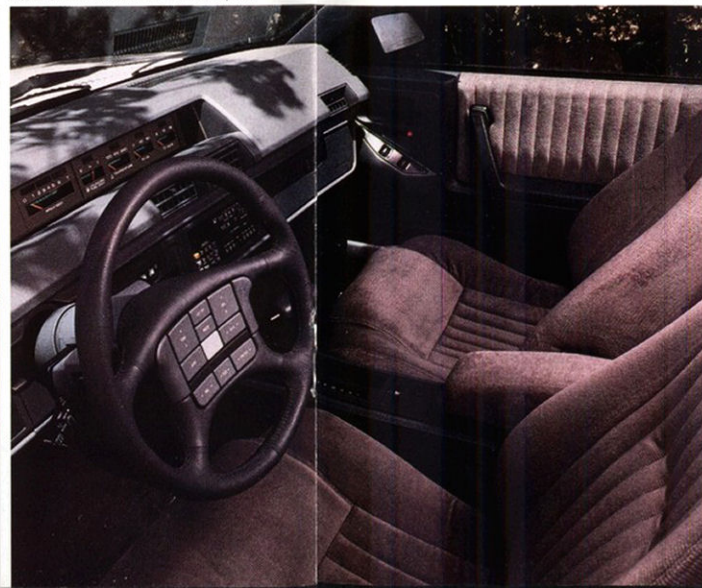
The code of conduct in this area



might well have been "if it feels good, use it." The 3-passenger notchback front seat of LE certainly qualifies for that description. It even has a fold-down center arm rest. On the seat back are a pair of "map pockets" that are convenient for holding most anything—even maps. You'll also find one of these pockets on the inside of both front doors.

The LE also comes with a day/night rearview mirror, righthand visor vanity mirror, tinted glass all-around and a new 4-spoke ergonomically-designed steering wheel.

That's a lot of equipment to take comfort in, and a lot of car to find it in.





# PONTIAC 6000

## PONTIAC 6000 LE WAGON

If you think Pontiac shies away from putting its Excitement stamp on station wagons, you just haven't driven a 6000 LE wagon. It will not only "tug the load"...but hug the road!

### The Design.

The clean, uncluttered lines of the 6000 LE wagon almost hide the fact that it's also highly functional. It features a dual-function tailgate: Twist the accessory key left to open just the window, or right to lift the entire gate, window and all.

On the roof, the wagon features a cargo rack and a rear window airflow deflector.

### The Suspension.

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

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

### The Ergonomics.

The front and rear seat room and comfort of the wagon is virtually identical to that of the 6000 sedan...very accommodating. But the pay-off for wagons is space versatility. That's where the LE really stands out.

The rear seat folds to open up over 2106 litres (74 cu. ft.) of cargo area. Have a few long items to carry? Maybe skis? Then fold only half the split rear seat. The other half stands ready for passenger seating. A third, rear-facing seat is standard.

That's the beauty of the 6000 LE wagon. It handles the job at hand, but does a pleasant about-face when it's time for less serious matters...because its as much fun to drive as any Pontiac road car.

- 1 Pontiac 6000 LE station wagon.
- 2 Standard storage arm-rest on LE models.
- 3 2.8 litre V6 multi-port fuel injected engine is available.

## 1989 PONTIAC 6000 FACTS AND FIGURES

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### FEATURES

|                                                                         | LE Sedan | LE Wagon | S/E Sedan | STE |
|-------------------------------------------------------------------------|----------|----------|-----------|-----|
| <b>EXTERIOR FEATURES</b>                                                |          |          |           |     |
| Aero Package                                                            | -        | -        | S         | S   |
| Composite headlamps                                                     | S        | S        | S         | S   |
| Front air dam (black-finished) (lower colour on S/E and S/E)            | S        | S        | S         | S   |
| Glass, Soft Ray tinted                                                  | S        | S        | S         | S   |
| Lamps, Daytime running and fog                                          | S        | S        | S         | S   |
| Locking fuel filler door                                                | S        | S        | -         | S   |
| <b>Mirrors</b>                                                          |          |          |           |     |
| Mirrors, Sport, Black, LH remote, RH manual                             | S        | S        | S         | -   |
| Electric-operated LH, RH (black-finish)                                 | -        | -        | -         | S   |
| Visor Vanity (illuminated on STE)                                       | S        | S        | S         | S   |
| <b>Mouldings</b>                                                        |          |          |           |     |
| Body side (LE - wide colour-keyed), (S/E and STE - specific moulding)   | S        | S        | S         | S   |
| Wheel opening (bright on black), (solid black on S/E)                   | S        | S        | S         | -   |
| Soft fascia front and rear bumpers and black rub strips (colour on S/E) | S        | S        | S         | S   |
| Power door locks (single-key system on STE)                             | A        | A        | A         | S   |
| <b>Tires (radials)</b>                                                  |          |          |           |     |
| P185/70R14 blackwall steel-belted                                       | S        | S        | -         | -   |
| P195/70R14 blackwall steel-belted                                       | -        | -        | S         | -   |
| P195/70R15 blackwall steel-belted                                       | -        | -        | -         | S   |
| Compact spare tire                                                      | S        | S        | S         | S   |
| <b>Wheels</b>                                                           |          |          |           |     |
| Tri-Lace wheel covers                                                   | S        | S        | -         | -   |
| Sport Cast Aluminum (colour-keyed) (RPO N78)                            | A        | A        | S         | -   |
| Specific STE cast aluminum (15") with wheel locks                       | -        | -        | -         | S   |

### INTERIOR FEATURES

|                                                                                            |   |   |   |   |
|--------------------------------------------------------------------------------------------|---|---|---|---|
| Accessory kit (flare, raincoat, first aid kit)                                             | - | - | - | S |
| Air Conditioning                                                                           | A | A | S | S |
| Custom seat/shoulder belts (colour-keyed)                                                  | S | S | S | S |
| Defroster, rear window                                                                     | S | S | S | S |
| Delco-GM AM/FM stereo                                                                      | S | S | - | - |
| Delco-GM AM/FM stereo, cassette, equalizer                                                 | A | A | S | - |
| Delco-GM AM stereo/FM stereo, graphic equalizer, cassette                                  | - | - | A | S |
| Floor mats, front and rear                                                                 | S | S | S | S |
| Door map pocket LH and RH                                                                  | S | S | S | S |
| Driver Information Centre (includes driver maintenance lights, odometer service reminders) | - | - | - | S |
| Headrest, rear seat                                                                        | - | - | - | S |
| Inflator system                                                                            | - | - | - | S |
| Instrument panel lighting, warm red                                                        | S | S | S | S |
| Instrumentation Rally gauges incl. tachometer                                              | A | A | S | - |
| Electronic Cluster                                                                         | - | - | - | S |
| Lamp Group                                                                                 | S | S | S | S |
| Map pocket on back of front seatbacks                                                      | S | S | S | S |
| Notchback front seat, 3-passenger, with fold-down centre armrest                           | S | S | - | - |
| Rear compartment courtesy lamps                                                            | - | S | - | - |
| Rear seat with fold-down centre armrest                                                    | - | - | - | S |
| Reclining front bucket seats                                                               | - | - | S | S |
| Side window defoggers                                                                      | S | S | S | S |
| Split folding second seat                                                                  | - | S | - | - |
| <b>Steering wheels</b>                                                                     |   |   |   |   |
| Deluxe four-spoke, vinyl                                                                   | - | - | - | - |
| Custom four-spoke                                                                          | S | S | - | - |
| S/E specific, leather-wrapped, three-spoke                                                 | - | - | S | - |
| STE specific four-spoke, leather-wrapped with integral radio controls                      | - | - | - | S |
| Tilt steering wheel                                                                        | A | A | S | S |
| Trunk/Tailgate release, remote control                                                     | A | A | S | S |
| Windows, power                                                                             | A | A | S | S |
| Windshield sunshade with pockets                                                           | - | - | - | S |
| Wiper System, intermittent                                                                 | A | A | S | S |

### MECHANICAL:

|                                                           |   |   |   |   |
|-----------------------------------------------------------|---|---|---|---|
| Cruise Control, Electronic                                | A | A | S | S |
| Delco-GM Freedom II Plus battery                          | S | S | S | S |
| Dual outlet sport exhaust                                 | - | - | S | S |
| Electronic ride control                                   | - | - | - | S |
| Engine coolant recovery system                            | S | S | S | S |
| Fluidic windshield washer system with dual nozzles        | S | S | S | S |
| Heater, Engine Block                                      | S | S | S | S |
| MacPherson strut front suspension                         | S | S | S | S |
| Power 4-wheel disc brakes with anti-lock system           | - | - | - | S |
| Power front disc/rear drum brake system                   | S | S | S | - |
| Power rack and pinion steering (increased ratio on STE)   | S | S | S | S |
| Trailing arm and beam rear suspension with stabilizer bar | S | S | S | S |

S - Standard A - Available - - Not available

### DIMENSIONS

|                                              | Sedan                     |         | Wagon                      |         |
|----------------------------------------------|---------------------------|---------|----------------------------|---------|
|                                              | mm                        | in.     | mm                         | in.     |
| Wheelbase                                    | 2664                      | (104.9) | 2664                       | (104.9) |
| Length (overall)                             | 4796                      | (188.8) | 4907                       | (193.2) |
| Width (overall)                              | 1828                      | (72.0)  | 1828                       | (72.0)  |
| Height (overall)                             | 1364                      | (53.7)  | 1373                       | (54.1)  |
| Tread - Front                                | 1492                      | (58.7)  | 1492                       | (58.7)  |
| Tread - Rear                                 | 1447                      | (57.0)  | 1447                       | (57.0)  |
| Useable Trunk Space                          | 460 litres (16.2 cu. ft.) |         | -                          |         |
| Curb Weight                                  | 1254 kg (2786 lbs.)       |         | 1315 kg (2922 lbs.)        |         |
| Headroom - Front                             | 980                       | (38.6)  | 980                        | (38.6)  |
| Headroom - Rear                              | 965                       | (38.0)  | 987                        | (38.9)  |
| Headroom - 3rd Seat                          | -                         | -       | 920                        | (36.2)  |
| Legroom - Front                              | 1070                      | (42.1)  | 1070                       | (42.1)  |
| Legroom - Rear                               | 910                       | (35.8)  | 882                        | (34.7)  |
| Legroom - 3rd Seat                           | -                         | -       | 737                        | (29.0)  |
| Hiproom - Front                              | 1338                      | (52.7)  | 1338                       | (52.7)  |
| Hiproom - Rear                               | 1346                      | (53.0)  | 1346                       | (53.0)  |
| Hiproom - 3rd Seat                           | -                         | -       | 1100                       | (43.3)  |
| Shoulder Room - Front                        | 1427                      | (56.2)  | 1427                       | (56.2)  |
| Shoulder Room - Rear                         | 1427                      | (56.2)  | 1427                       | (56.2)  |
| Shoulder Room - 3rd Seat                     | -                         | -       | 1125                       | (44.3)  |
| Load floor length behind front seat at floor | -                         | -       | 1914                       | (75.3)  |
| Load floor length behind second seat         | -                         | -       | 1029                       | (40.5)  |
| Load floor width between wheelhouses         | -                         | -       | 1100                       | (43.3)  |
| Rear entrance opening - height               | -                         | -       | 729                        | (28.7)  |
| Rear entrance opening - width at belt        | -                         | -       | 996                        | (39.2)  |
| Total Cargo Volume                           | -                         | -       | 2106 litres (74.4 cu. ft.) |         |

### POWER TEAMS

| MODEL    | ENGINE                                    | TRANSMISSION             |
|----------|-------------------------------------------|--------------------------|
| 6000 LE  | 2.5 litre fuel-injected 4 cyl. (standard) | Automatic (standard)     |
|          | 2.8 litre multi-port fuel-injected V6     | Automatic (standard)     |
| 6000 SE  | 2.8 litre multi-port fuel-injected V6     | Automatic with overdrive |
| 6000 STE | 3.1 litre multi-port fuel-injected V6     | Automatic                |

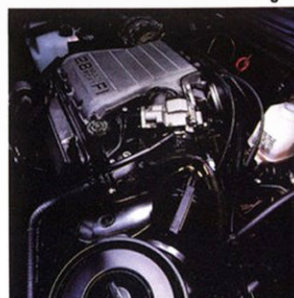
Pontiacs are equipped with engines produced at facilities operated by GM car groups, subsidiaries or affiliated companies worldwide.

### MODEL LINEUP

|                         |
|-------------------------|
| 6000 LE - 4-door Sedan  |
| 4-door Station Wagon    |
| 6000 SE - 4-door Sedan  |
| 6000 STE - 4-door Sedan |

### EASY OPTION PACKAGES

|                                                          | 6000 LE |     |     |     |
|----------------------------------------------------------|---------|-----|-----|-----|
| PACKAGE CODE                                             | X06     | X07 | X08 | X09 |
| Cruise Control, electronic                               |         | X   | X   | X   |
| Instrumentation, Cluster incl. tachometer, trip odometer |         |     | X   | X   |
| Lock, decklid, electric                                  | X       | X   | X   | X   |
| Mirror, inside rearview tilt, dual reading lamps         |         | X   | X   | X   |
| Mirror, visor vanity, passengers with lamps              |         | X   | X   | X   |
| Paint, two-tone Deluxe                                   |         |     | X   | X   |
| Power windows                                            |         |     |     | X   |
| doors                                                    |         |     |     | X   |
| Seat, 45/55 divided front                                |         | X   |     |     |
| 45/55 divided front, passenger & driver recliners        |         |     | X   | X   |
| Seat Equipment, 6-way power adjuster                     |         |     |     | X   |
| Steering wheel, comfortit                                | X       | X   | X   | X   |
| Windshield wipers, intermittent                          | X       | X   | X   | X   |





# BONNEVILLE

If any Pontiac could be said to lead a double life, Bonneville is it.

Both the LE and SE versions are outwardly cool and reserved as they demonstrate the impeccable manners of a full size touring sedan. Until you tickle the gas. Until you start urging them through a curve or two. Then they become something decidedly more assertive.

Their big V6 engine snarls with fuel injection; their rack-and-pinion steering claws for the perfect arc; and their available anti-lock brakes pulse with confidence.

For those of you who walk closer to that line than others, there is the Bonneville SSE as seen below.

## BONNEVILLE SSE.

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

## The Powertrain.

You'll exit with a flourish, courtesy of a 3.8L 3800 V6 and 165 fuel-injected horsepower. Components

geared to turning it out include roller valve lifters, lightweight alloy pistons and a crank-triggered triple-coil ignition. A specifically calibrated four-speed automatic transmission handles the engine's output with authority.

## The Suspension.

An array of road-sensing technology provides SSE with sure footing on highway or byway. Central to it all is a special Road Car Suspension that includes deflected disc struts with specific valving that has been refined even further for '89. Special springs, bushings, stabilizer bars and variable ratio rack-and-pinion steering are also part of the set-up. What's "variable ratio"? Simply, a type of power steering that reduces its amount of assist as vehicle speed increases. That means you get plenty of help to parallel park, and a lot more feel for the road at highway speeds.

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

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

## The Design.

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

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

## The Ergonomics.

According to *Car and Driver* magazine, "the SSE's interior is as relaxing as its exterior is intimidating." No argument there. The power articulating seat offers proof with individual adjustments to embrace your body in comfort and

control. Passengers in back can take their ease in a pair of head-rest-equipped 45/45 contoured seats with the added convenience of a fold-away storage armrest between them.

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

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





# BONNEVILLE

## BONNEVILLE SE.

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

### The Powertrain.

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

### The Suspension.

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

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

### The Design.

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

The lower body accent colors are a prime example. They play off upper body hues in perfect

- 1 Bonneville SSE sedan.
- 2 Bonneville SSE interior.
- 3 Bonneville SE available 45/45 seats.
- 4 Electronic steering wheel. Controls for air conditioning and radio available on the SSE.
- 5 Bonneville SE sedan.

harmony. The body colour grille also strikes a special chord. Even the halogen headlamps blend into the car's symphonic lines like a first chair violin. No doubt about it. Bonneville SE is music for the soul.

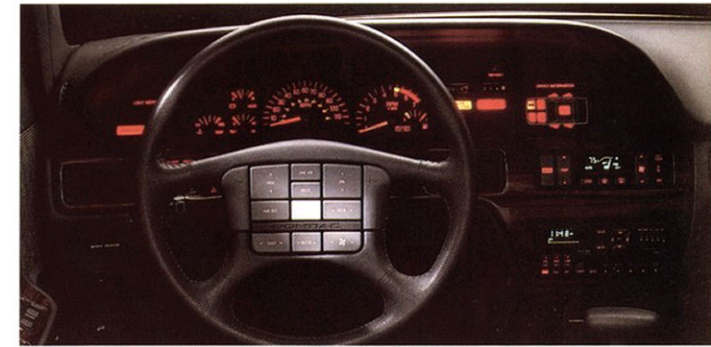
### The Ergonomics.

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

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



3



Instruments in Canada are metric where required.

4



1



2



5



# BONNEVILLE

## BONNEVILLE LE.

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

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

## The Powertrain.

The 3.8L 3800 V6 is the LE powerplant. That means a full 10% boost in horsepower over the previous 3.8L V6 and an extra measure of smoothness.

## The Suspension.

This time let's start with the frosting: anti-lock brakes! Yes, they are available on the LE, too. All you've got to do is ask.

## The Design.

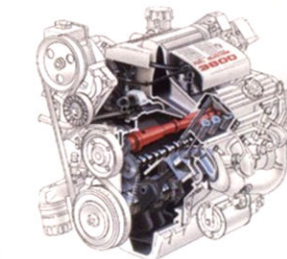
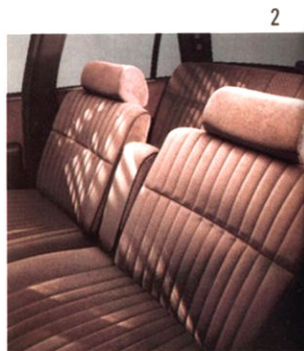
It isn't easy to improve on the uncluttered styling of LE, but the car's appearance takes a turn for the better this year with available 15" Diamond-Spoke wheels. They're cast aluminum alloy for high strength and low unsprung weight, and they're an inch larger in diameter than before. That means better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

1 Bonneville LE sedan.

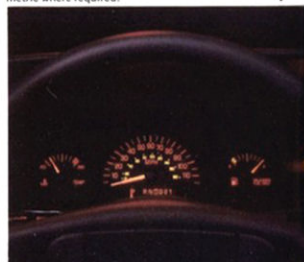
2 Bonneville LE 45/55 divided seat.

3 3800 V6 features a gear-driven balance shaft to help eliminate vibration.

4 Bonneville steering wheel and gauge cluster work in unobstructed harmony.



Instruments in Canada are metric where required.



## 1989 PONTIAC BONNEVILLE FACTS AND FIGURES

There's plenty of excitement in every new Pontiac. Take time to study Bonneville's long list of standard and available equipment, some of which are shown below.

Then ask your dealer about the Easy Option Packages (shown below) that group a selection of popular options into one easy-ordering package for your convenience.

## FEATURES

|                                           | LE | SE | SSE |
|-------------------------------------------|----|----|-----|
| <b>EXTERIOR FEATURES</b>                  |    |    |     |
| Antenna, fixed mast, black, rear          | S  | S  | -   |
| Bumper rub strip, front/rear, gray        | S  | S  | S   |
| Fog lamps                                 | -  | A  | S   |
| Headlamps, Tungsten halogen               | S  | S  | S   |
| Mirror, Sport, LH remote, RH manual       | S  | -  | -   |
| Electric, LH & RH remote (heated on SSE)  | -  | S  | S   |
| <b>Moldings:</b>                          |    |    |     |
| Body-side, wide                           | S  | S  | -   |
| Body-side, aero extensions                | -  | -  | S   |
| Soft Ray tinted glass                     | S  | S  | S   |
| Spoiler, rear deck                        | -  | -  | S   |
| Tires, P205/75R14 steel-belted, blackwall | S  | -  | -   |
| P215/65R15 steel-belted, blackwall        | A  | S  | -   |
| P215/60R16 steel-belted, blackwall        | -  | -  | S   |
| Compact spare, with cover                 | S  | S  | S   |
| Wheels: Aero torque wheel covers          | S  | -  | -   |
| Tri port cast aluminum wheels             | A  | S  | -   |
| Aero cast aluminum wheels                 | -  | -  | S   |

## INTERIOR FEATURES

|                                                                                                        |   |   |   |
|--------------------------------------------------------------------------------------------------------|---|---|---|
| Air conditioning - manual                                                                              | S | S | - |
| Automatic                                                                                              | - | - | S |
| Armrest, front seat centre                                                                             | S | S | S |
| Rear seat, pull down                                                                                   | - | S | - |
| Rear seat, with storage                                                                                | - | - | S |
| Ashtrays - instrument panel/toe bar rear                                                               | S | - | - |
| Instrument panel/door armrests (except driver's door)                                                  | - | S | S |
| Console, front compartment floor                                                                       | - | A | S |
| Door locks, power                                                                                      | A | S | S |
| <b>Instrumentation:</b>                                                                                |   |   |   |
| Warning lamps - check engine, brake system                                                             | S | S | S |
| Systems monitor - voltage, oil pressure, seat belt                                                     | S | S | S |
| Gauges, backlit dials, speedometer, fuel, engine temp., trip odometer                                  | S | S | S |
| Headlamps on warning                                                                                   | S | S | S |
| Driver information centre                                                                              | - | - | S |
| Rally gauges with tachometer and trip odometer                                                         | A | S | S |
| Twilight Sentinel                                                                                      | - | S | S |
| <b>Lighting:</b>                                                                                       |   |   |   |
| Interior courtesy, front/rear doors                                                                    | A | S | S |
| Dome, I/P ashtray, glove box, engine and trunk                                                         | S | S | S |
| Stop lamp, high mounted                                                                                | S | S | S |
| Front header, dual reading                                                                             | S | S | S |
| Quarter panel, upper courtesy                                                                          | S | S | S |
| Sail Panel reading                                                                                     | S | S | S |
| Illuminated entry system                                                                               | - | A | S |
| Flash-to-pass headlamp control                                                                         | - | - | S |
| <b>Mirrors:</b>                                                                                        |   |   |   |
| Inside, day/night                                                                                      | S | S | S |
| Visor vanity                                                                                           | S | S | S |
| <b>Radios:</b>                                                                                         |   |   |   |
| AM/FM stereo ETR with clock, cassette and four extended range speakers                                 | S | S | - |
| AM stereo/FM stereo, cassette, graphic equalizer, power antenna, steering wheel controls, six speakers | - | A | S |
| Side door fuel filler, electric                                                                        | S | S | S |
| <b>Seats:</b>                                                                                          |   |   |   |
| Notchback bench with armrest                                                                           | S | - | - |
| 45/55 split with armrest                                                                               | A | S | - |
| 45/45 split                                                                                            | - | A | S |
| <b>Steering wheels:</b>                                                                                |   |   |   |
| Four-spoke urethane                                                                                    | S | - | - |
| Four-spoke leather-wrapped                                                                             | - | S | - |
| Tilt                                                                                                   | A | S | S |
| Trunk lid release power                                                                                | A | S | S |
| Windows, power                                                                                         | A | S | S |
| <b>MECHANICAL:</b>                                                                                     |   |   |   |
| Body - frame integral construction                                                                     | S | S | S |
| Brakes - power front disc/rear drum                                                                    | S | S | S |
| Anti lock                                                                                              | A | A | S |
| Cruise control                                                                                         | A | S | S |
| Defroster, rear window                                                                                 | S | S | S |
| Electronic level control                                                                               | - | - | S |
| Headlamp washers                                                                                       | - | - | S |
| Heater, engine block                                                                                   | S | S | S |
| Steering, power rack and pinion                                                                        | S | S | S |
| Suspension, independent front/rear                                                                     | S | S | S |
| Theft deterrent system                                                                                 | - | - | S |
| Windshield wipers, controlled cycle                                                                    | A | S | S |

S - Standard A - Available - - Not available

## DIMENSIONS

|                       | Bonneville |         |
|-----------------------|------------|---------|
|                       | mm         | in.     |
| Wheelbase             | 2815       | (110.8) |
| Length (overall)      | 5048       | (198.8) |
| Width (overall)       | 1832       | (72.1)  |
| Height                | 1410       | (55.5)  |
| Tread - Front         | 1532       | (60.3)  |
| - Rear                | 1518       | (59.8)  |
| Usable Trunk space    | 437        | (15.4)  |
| Curb Weight           | 1498       | (3302)  |
| Headroom - Front      | 989        | (39.0)  |
| - Rear                | 970        | (38.2)  |
| Legroom - Front       | 1076       | (42.4)  |
| - Rear                | 994        | (39.0)  |
| Hiproom - Front       | 1373       | (54.1)  |
| - Rear                | 1424       | (56.1)  |
| Shoulder Room - Front | 1509       | (59.4)  |
| - Rear                | 1514       | (59.5)  |

## POWER TEAMS

| MODEL                   | ENGINE                                     | TRANSMISSION             |
|-------------------------|--------------------------------------------|--------------------------|
| Bonneville LE, SE & SSE | 3800 3.8 litre sequential fuel-injected V6 | Automatic with overdrive |

Pontiacs are equipped with engines produced at facilities operated by GM car groups, subsidiaries or affiliated companies worldwide.

## MODEL LINEUP

Bonneville LE - 4-door Sedan  
Bonneville SE - 4-door Sedan  
Bonneville SSE - 4-door Sedan

## EASY OPTION PACKAGES

|                                             | Bonneville LE |     | Bonneville SE |
|---------------------------------------------|---------------|-----|---------------|
| PACKAGE CODE                                | X06           | X07 | X06           |
| Cruise Control, Electronic                  | X             | X   | S             |
| Lighting, door-mounted Courtesy Lamps       |               | X   | S             |
| Fog Lamps                                   |               |     | X             |
| Illuminated Entry System                    |               |     | X             |
| Mirrors, LH and RH remote control, Electric |               | X   | S             |
| Visor Vanity, Passengers with Lamps         | X             | X   | S             |
| Power, Deck Lid Release                     | X             | X   | S             |
| Door Locks                                  |               | X   | S             |
| Windows                                     |               | X   | S             |
| Seat, 6-way driver's and passenger's        |               |     | X             |
| Speakers, 6 with rear extended range        |               | X   | X             |
| Steering Wheel, Comfortilt                  | X             | X   | S             |
| Wiper System, Intermittent                  | X             | X   | S             |

S - Standard



# SAFARI

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

## The Powertrain.

Safari's engine room is filled with a 4-barrel 5.0 litre V-8. The standard 4-speed automatic transmission has a lock-up torque converter that can send power on a direct mechanical path to the rear wheels in third or fourth gear, depending on vehicle speed and load. Top gear is overdrive for reduced highway rpm's and relaxed cruising.

## The Suspension.

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

## The Ergonomics.

Inside, the Safari is comfortable, spacious...and quiet. Seating is three across in front and back, with a standard 2-person rear-facing jumpseat. The front seat is a split 55/45 seat, covered in durable, breathable Pallex cloth. The rear seats can fold to give up to 2488 litres (87.9 cu. ft.) of cargo space. If a Safari's starting to sound good, why not take one...surfin' or anywhere else.



Instruments in Canada are metric where required.



2

3

1 Pontiac Safari wagon with available woodgrain siding.

2 Safari split front seat with armrest

3 Safari opens wide to accommodate up to 2488 litres (87.9 cu. ft.)

## 1989 PONTIAC SAFARI WAGON FACTS AND FIGURES

There's plenty of excitement in every new Pontiac. Take time to study Safari Wagon's long list of standard and available equipment, some of which are show below.

Then ask your dealer about the Easy Option Packages (shown below) that group a selection of popular options into one easy-ordering package for your convenience.

### FEATURES

|                                                                        | Safari Wagon |
|------------------------------------------------------------------------|--------------|
| <b>EXTERIOR FEATURES</b>                                               |              |
| Bumpers, chrome (front/rear)                                           | S            |
| Bumper Guards, front and rear                                          | S            |
| Bumper rub strips, white accent (front/rear)                           | S            |
| Carrier, roof luggage                                                  | S            |
| Deflector, rear window air                                             | S            |
| Door handle tape inserts (colour-keyed)                                | S            |
| Dual rectangular headlamps, tungsten halogen                           | S            |
| Fixed mast antenna                                                     | S            |
| Glass, Soft Ray                                                        | S            |
| Mirrors body colour, Sport, LH remote RH manual                        | S            |
| Mouldings:                                                             |              |
| Rocker panel, narrow, bright (except with simulated woodgrain RPO BX3) | S            |
| Wheel openings, bright                                                 | S            |
| Body side, colour-keyed (wood tone on wagons with RPO BX3)             | S            |
| Door windowsill moulding, bright                                       | S            |
| Hood windsplitt moulding                                               | S            |
| Roof drip, bright                                                      | S            |
| Rear window reveal, bright                                             | S            |
| Stand-up hood ornament                                                 | S            |
| Tailgate, belt and weatherstrip, bright                                | S            |
| Tailgate, window opening, bright                                       | S            |
| Windshield reveal                                                      | S            |
| Tires                                                                  |              |
| P225/75R15 whitewall steel-belted radials                              | S            |
| Wheels:                                                                |              |
| Custom wheel covers                                                    | S            |

### INTERIOR FEATURES

|                                                                    |   |
|--------------------------------------------------------------------|---|
| Acoustical insulation                                              | S |
| Air conditioning, Custom                                           | S |
| Ash trays, front (illuminated)/rear                                | S |
| Carpeted lower door panels                                         | S |
| Carpets: Load floor area                                           | S |
| Cigar lighter                                                      | S |
| Cloth headliner                                                    | S |
| Courtesy lamps: Front door                                         | S |
| Custom safety belts, colour-keyed                                  | S |
| Delco AM/FM stereo with clock and cassette                         | S |
| Day/night rearview mirror                                          | S |
| Door lamp switches (front/rear)                                    | S |
| Glove compartment, with lock and light                             | S |
| Headrest, front seat                                               | S |
| Inside hood release                                                | S |
| Instrument panel with simulated woodgrain trim                     | S |
| Lighting, dome, engine, courtesy, dual reading headlamp-on warning | S |
| Mats, floor, carpeted, front and rear                              | S |
| Mirror, visor vanity with lamps                                    | S |
| Luxury door trim panels with pull strap                            | S |
| Multi-function control lever                                       | S |
| Rear courtesy light                                                | S |
| Seats:                                                             |   |
| 55/45 split seat with centre armrest                               | S |
| Passenger recliner                                                 | S |
| Rear facing third seat                                             | S |
| Tilt Steering wheel, three-spoke                                   | S |
| Tailgate release, power                                            | S |
| Tailgate window switch                                             | S |

### MECHANICAL:

|                                                         |   |
|---------------------------------------------------------|---|
| Cruise Control, Electronic                              | S |
| Defroster - rear window                                 | S |
| Delco GM Freedom II Plus battery                        | S |
| Delcotron generator with built-in solid-state regulator | S |
| Dual horns                                              | S |
| Engine coolant recovery system                          | S |
| Extensive anti-corrosion protection                     | S |
| Fluidic windshield washer system (dual nozzles)         | S |
| Front stabilizer bar                                    | S |
| Full coil suspension                                    | S |
| Full perimeter frame                                    | S |
| Heater, Engine Block                                    | S |
| Load carrying springs                                   | S |
| Power front disc/rear drum brake system                 | S |
| Power steering                                          | S |
| Rear wheel drive                                        | S |
| Side-lift frame jack                                    | S |
| Windshield wipers, systems intermittent                 | S |

S - Standard A - Available - - Not available

### DIMENSIONS

|                                                                               | mm          | Wagon in.      |
|-------------------------------------------------------------------------------|-------------|----------------|
| Wheelbase                                                                     | 2945        | (116.0)        |
| Length (overall)                                                              | 5464        | (215.1)        |
| Width (overall)                                                               | 2014        | (79.3)         |
| Height                                                                        | 1457        | (57.4)         |
| Tread - Front                                                                 | 1576        | (62.1)         |
| - Rear                                                                        | 1629        | (64.1)         |
| Curb Weight                                                                   | 1849 kg     | (4109 lbs.)    |
| Headroom - Front                                                              | 1005        | (39.6)         |
| - Rear                                                                        | 999         | (39.3)         |
| - 3rd Seat                                                                    | 948         | (37.3)         |
| Legroom - Front                                                               | 1072        | (42.2)         |
| - Rear                                                                        | 946         | (37.2)         |
| - 3rd Seat                                                                    | 782         | (30.8)         |
| Hiproom - Front                                                               | 1400        | (55.1)         |
| - Rear                                                                        | 1398        | (55.0)         |
| - 3rd Seat                                                                    | 1109        | (43.7)         |
| Shoulder Room - Front                                                         | 1546        | (60.9)         |
| - Rear                                                                        | 1548        | (60.9)         |
| - 3rd Seat                                                                    | 1240        | (48.8)         |
| Load floor length behind front seat at floor                                  | 2290        | (90.2)         |
| behind second seat (2-seat)                                                   | 1407        | (55.4)         |
| Load floor width between wheel houses                                         | 1224        | (48.2)         |
| Rear entrance opening - height                                                | 755         | (29.7)         |
| - width at belt                                                               | 1224        | (48.2)         |
| Total cargo volume not including hidden compartment of 170 litres (6 cu. ft.) | 2488 litres | (87.9 cu. ft.) |

### POWER TEAMS

| MODEL  | ENGINE                | TRANSMISSION             |
|--------|-----------------------|--------------------------|
| Safari | 5.0 litre 4 barrel V8 | Automatic with overdrive |

Pontiacs are equipped with engines produced at facilities operated by GM car groups, subsidiaries or affiliated companies worldwide.

### MODEL LINEUP

Safari Wagon - 4-Door Station Wagon

### AVAILABLE OPTIONS

- ☐ Cooling Heavy Duty, Engine and Transmission
- ☐ Radio - AM stereo/FM stereo with seek and scan, digital readout, graphic equalizer and cassette stereo tape player
- ☐ Superlift shock absorbers
- ☐ Wire wheel covers with locks
- ☐ Woodgrain siding

### EASY OPTION PACKAGE

| PACKAGE CODE                   | X06 |
|--------------------------------|-----|
| Instrumentation, gauge package | X   |
| Lighting, cornering lamps      | X   |
| Power - door locks             | X   |
| - windows                      | X   |
| - seat, 6-way driver's         | X   |





# Welcome to Over Three Decades of Pontiac Performance, Innovation...and Excitement!

*There's a "Little GTO" in everything we build.*

|             |                                                                                       |             |                                                                                                          |             |                                                                                                                                  |
|-------------|---------------------------------------------------------------------------------------|-------------|----------------------------------------------------------------------------------------------------------|-------------|----------------------------------------------------------------------------------------------------------------------------------|
| <b>1956</b> | Pontiac's Safari sports wagon shows style and available dual-quad V8 power.           | <b>1968</b> | The Motor Trend Car-of-the-Year gets whacked with a wrecking bar to demonstrate the first "Endura" nose. | <b>1980</b> | Trans Am introduces the first turbo V8 in a production automobile, and paces the Indy 500.                                       |
| <b>1957</b> | Fuel injection introduced on the limited edition Bonneville.                          | <b>1969</b> | Trans Am numero uno. Blue stripes on white, and red-hot with a Ram Air IV 400 V8.                        | <b>1981</b> | Computer Command Control is standard equipment on all Pontiacs.                                                                  |
| <b>1958</b> | Tri-power Pontiacs pace Indy, and pound the streets.                                  | <b>1970</b> | Pontiac introduces the 455 V8. It's the torque of the town.                                              | <b>1982</b> | Firebird Trans Am sets a C <sub>1</sub> record of .34; the lowest to date for any GM-tested production automobile.               |
| <b>1959</b> | Pontiac introduces Wide Track; wins Motor Trend Car-of-the-Year.                      | <b>1971</b> | New polycast "Honeycomb" wheels are a Pontiac first.                                                     | <b>1983</b> | The 6000 STE takes first of three Car and Driver "10-Best" awards.                                                               |
| <b>1960</b> | Pontiac-powered Challenger I runs 406 mph at Bonneville.                              | <b>1972</b> | "Unitized Electronic Ignition" becomes a Trans Am option.                                                | <b>1984</b> | Fiero is introduced, wins a Car and Driver "10-Best" and paces the Indy 500.                                                     |
| <b>1961</b> | The new Tempest wins Motor Trend Car-of-the-Year.                                     | <b>1973</b> | Pontiac announces the Grand Am to rave reviews.                                                          | <b>1985</b> | Grand Am is reintroduced and marches on the imports.                                                                             |
| <b>1962</b> | Grand Prix is introduced with buckets, console, and a 303 hp Trophy V8.               | <b>1974</b> | Banshee III show car hints of Firebird styling advances to come.                                         | <b>1986</b> | Specialty-modified GT-P L Fiero debuts; 7 pole or fast qualifier positions and 3 wins. Quite a track record for a rookie season. |
| <b>1963</b> | Stacked headlights start a trend on the '63 Pontiacs.                                 | <b>1975</b> | All Grand Prix ride steel-belted radials and the first Radial Tuned Suspension.                          | <b>1987</b> | The new Bonneville makes Car and Driver's "10-Best" list.                                                                        |
| <b>1964</b> | The Great One is born. GTO shrinks time and distance with a tri-power 389 V8.         | <b>1976</b> | Pontiac introduces the Sunbird Coupe and Hatchback.                                                      | <b>1988</b> | The all-new Grand Prix wins Motor Trend Car-of-the-Year honours.                                                                 |
| <b>1965</b> | All Pontiacs win Motor Trend Car-of-the-Year honors, as "Little GTO" tops the charts. | <b>1977</b> | The newest Pontiacs since Wide-Track are introduced, creating a template for the industry.               | <b>1989</b> | With that behind us, you know there's a lot to look forward to. If you want even more Excitement, '89 is comin' right up!        |
| <b>1966</b> | The revolutionary Overhead Cam Six is introduced for the Tempest and LeMans.          | <b>1978</b> | The legendary WS6 Performance Suspension arrives as an option for Trans Am and Formula.                  |             |                                                                                                                                  |
| <b>1967</b> | The first flight of the "Magnificent Five" Firebirds.                                 | <b>1979</b> | The 10th Anniversary Trans Am paces the Daytona 500.                                                     |             |                                                                                                                                  |

## STANDARD FEATURES ON ALL PONTIACS

### OCCUPANT PROTECTION

Manual lap/shoulder safety belts for driver and right front passenger, driver side includes visual and audible warning system • Manual lap/shoulder safety belts, outboard rear seat positions • Manual lap safety belts, centre front/rear seat positions, where applicable • Energy absorbing steering column • Energy absorbing instrument panel • Energy absorbing seat back tops, front • Laminated safety windshield glass • Safety interlocking door latches • Side-guard door beam • Passenger-guard inside door lock handles • Inertia-locking, folding front seat backs, two door models (manual release on Firefly) • Safety armrests • Head restraints, driver and right front passenger (adjustable or integral).

Tempered safety glass, side windows; also rear windows (plastic rear in Sunbird convertibles) • Pressure lock radiator cap • Dual sun visors.

### ACCIDENT AVOIDANCE

Side marker lights and reflectors • Parking lamps that illuminate with headlights • Four-way hazard warning flasher • Back-up lights • Centre high-mounted stop lamp • Directional signal control with lane change feature • Windshield defroster, washer and multi-speed wipers • Inside rearview mirror • Outside left rearview mirror (Right mirror where applicable) • Brake system with dual master cylinder and warning light • Starter safety switch • Dual action hood latch (front opening hood vehicles) • Low glare finish on inside windshield moldings, wiper arms and blades, metallic steering wheel surfaces • Illuminated heater and defroster controls • Illuminated windshield wiper and washer controls (if on instrument panel) • Tires with built-in tread wear indicators • Safety road wheel rims • Audible brake lining wear indicators, disc brakes • Self-adjusting feature, brakes • Pressure relief fuel cap (pressure relief fuel system on Firebird).

## THEFT DETERRENCE

Audible reminder for ignition key removal • Theft deterrent steering column lock • Visible vehicle identification number • Marked body parts (where applicable). Remote inside hood release • Theft deterrent key system (separate ignition key, except Firefly).



### Protection Plan

Why not take a good thing and make it better. Your GM Total Warranty provides

superb coverage. The General Motors Protection Plan is just more of a good thing.

When considering an extended service contract look for the logo above; there are many extended service contracts available on the market today but there is only ONE that comes from General Motors. The General Motors Protection Plan is part of the GM family and provides coverage for up to 6 years or 150,000 kilometres.

The GM Protection Plan provides additional protection during and after the new vehicle limited warranties. Ask your General Motors dealer for details and information about the genuine GM Protection Plan.

GM's 3 year/80,000 km new vehicle warranty covering the entire vehicle (except tires which are covered by tire manufacturer) is included on every 1989 GM passenger car (except Allante) and light duty trucks.

A \$100 deductible per repair visit applies after the first 12 months or 20,000 km. See your GM dealer for terms and conditions of the Total™ GM Warranty.



## A WORD ABOUT CORROSION PROTECTION

Your 1989 GM passenger car was designed and built to resist corrosion. It comes with a standard 6-year/160,000 kilometres corrosion perforation limited warranty. Application of additional rust-inhibiting materials is not necessary or required under the 6-year/160,000 kilometre corrosion coverage. Ask your dealer for details.

## GM LEASING

The smart option...GM's easy-to-lease plan. Ask your dealer for details.

## A WORD ABOUT ENGINES

Pontiacs are equipped with engines produced at facilities operated by GM car groups, subsidiaries or affiliated companies worldwide.

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