

P O N T I A C 1 9 8 8

B O N N E V I L L E  
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S A F A R I



# B O N N E V I L L E

## *SSE puts the bammer down.*

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

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

In another instant, your brain tells you that this ribbon of manicured macadam under the SSE's tires belongs somewhere in the Swiss Alps. The banks look right. The switchbacks are a ringer. Even the oceans of Rhododendron

seem to turn white and exude the delicate scent of edelweiss. That's when I made it a habit to glance down at the hub of the four-spoke leather-wrapped steering wheel. The name "Pontiac" would look right back at me, and there was no choice I had to snap back to reality. This *was* North Carolina. And it *was* the '88 Bonneville SSE that I was test driving, not some Teutonic "ride" of the Valkyries.

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

The monochromatic look tells you that. Anything that isn't glass or road rubber seems to be painted body colour. Bumpers, mirrors, grille,

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

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

the usual bank of switches and knobs associated with it all.

On the other hand, buttons and switches help make SSE's articulating front bucket seats a comfort and entertainment center rolled into one. A pod of switches on their front electrically position them in the fore-and-aft or forward-back tilt location you prefer. Another bank of buttons on the console offers three additional adjustments per seat for a full range of back and lumbar support. If you can't get comfortable with the 10-way adjustments in these chairs, there could be something wrong with your anatomy.

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



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

# B O N N E V I L L E

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

If that describes your mind set, then the SSE's Special Purpose suspension is bound to warm the cockles of your heart. We're talking specific springs, bushings, and calibration for openers. Then there's electronic

level control, quick-ratio steering and P215/60R16 Eagle GT + 4 all-weather radials with a "rolled edge" tread pattern that's handsome and functional. This hot-looking rubber is mounted on SSE-specific 16x7" body-colour cast aluminum wheels. Quite a combination.

But now it's time to mention the icing—antilock brakes on all four corners! Just the thing to give you important braking, handling and road-holding advantages under most any driving conditions.

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

Personally, I recommend it as one of the all time classics. Kind of like

that cassette of *Wagner's Greatest Hits* I'd picked up back in Greensboro. It was still thundering from the SSE's full-bore Delco ETR stereo system.

I love the sound of Wagner in the morning.

## Bonneville LE, Bonneville SE.

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

Call Bonneville LE the cutting edge. Its styling slices through the wind like a lance. Drag coefficient is .392 and test track 0-to-60 time runs 11.5 seconds with a 3.8 litre fuel-injected V6 and professional driver. Need we say more?



A new 3.8 litre 3800 Premium V6 engine (shown above) that features sequential port fuel-injection and 165-hp is available on the Bonneville SE (right). It's the same standard powerplant found in the SSE.



Above: Standard SSE power adjust seats with lumbar support and hi-tech instrumentation with radio controls in steering wheel.

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

There's also a lot to like about the Bonneville SE.

A Rally Tuned suspension with cast aluminum wheels and Goodyear Eagle GT-4 radials goes a long way to move SE even deeper into Pontiac's stable of non-nonsense road cars. So does a Premium 3.8 litre V6 engine

that uses sequential-port fuel injection to churn extra horsepower through a Special Performance final drive ratio. Pretty hot for starters...but not for the team at Pontiac. When they've got a car that's cooking, they add more spice. Like a flash-to-pass headlamp control system, controlled-cycle wipers, a leather wrapped tilt steering wheel, full gauge instrument cluster, specific ornamentation, dual outlet exhaust and body colour grille.

The recipe's so hot your automotive taste buds are going to tingle with delight at Bonneville SE



Above: Bonneville LE displays aerodynamic styling all its own plus an impressive list of standard features.

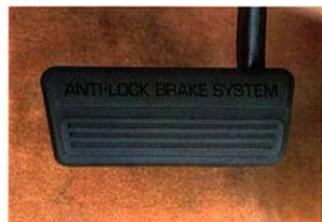
### TECH SUMMARY BONNEVILLE SSE: The Advantages of Anti-Lock Brakes.

Anti-lock brakes are an advanced type of braking technology. They're aimed at preventing an automobile's wheels from locking-up and not turning altogether, or binding to the point where they begin to lose traction when you apply the brakes. Under either of these two conditions, a car can lose an important degree of stopping, capability or directional control.

Anti-lock brakes, like those on the SSE, help to avoid the problem by automatically "pumping" the car's brakes up to ten times per second. Actually, it's a bit more involved than that: There's an electronic sensor built into each wheel's brake system that tells a computer when the wheel is about to cross the lock-up or traction-loss threshold. The computer then applies and releases braking pressure at that wheel to help prevent trouble.

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

Although the anti-lock brakes you'll find on Bonneville SSE are a big step forward in automotive technology and performance, they should always be viewed as an aid to your own good driving practices. Remember, the most effective safety device in any car is you.



## 1988 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. Then ask your dealer about the

### FEATURES

EXTERIOR FEATURES	LE	SE	SSE
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
Moldings:			
Bodyside, wide	S	S	-
Bodyside, 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	A	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
Instrumentation:			
Warning lamps—check engine, brake system	S	S	S
Systems monitor—voltage, oil pressure, seat belt	S	S	S
Gauges, backlit dials, speedometer, fuel, and engine temperatures	S	S	S
Headlamps-on warning	S	-	-
Driver information centre	-	A	S
Rally gauges with tachometer and trip odometer	A	S	S
Twilight Sentinel	-	S	S
Lighting:			
Interior courtesy, front/rear doors	A	S	S
Dome, I/P ashtray, glove box 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	A	S
Flash-to-pass headlamp control	-	S	S
Mirrors:			
Inside, day/night	S	S	S
Visor vanity	S	S	S
Radios:			
AM/FM stereo ETR with clock and four extended range speakers	S	S	-
AM stereo/FM stereo, cassette, graphic equalizer	-	-	S
power antenna, steering wheel controls, six speakers	A	A	S
Side door fuel filler, electric	S	S	S
Seats:			
Notchback bench with armrest	S	-	-
45/55 split with armrest	A	S	-
45/45 split	-	A	S
Steering wheels:			
Four-spoke urethane	S	-	-
Four-spoke leather-wrapped	-	S	S
Tilt	A	S	S
Trunk lid release power	A	S	S
Windows, power	A	S	S

### MECHANICAL:

Body—frame integral construction	S	S	S
Brakes—power front disc/rear drum	S	S	S
Anti lock	-	-	S
Cruise control	A	S	S
Defroster, rear window	S	S	S
Electronic level control	-	-	S
Headlamp washers	-	-	S
Steering, power rack and pinion	S	S	S
Suspension, independent front/rear	S	S	S
Windshield wipers, controlled cycle	A	S	S

S-Standard A-Available -Not available

### DIMENSIONS

	Bonneville	
	mm	in.
Wheelbase	2815	(110.8)
Length (overall)	5047	(198.7)
Width (overall)	1832	(72.1)
Height	1410	(55.5)
Tread—Front	1532	(60.3)
—Rear	1518	(59.8)
Usable Trunk space	432	(15.25)
Curb Weight	1462	3250
Headroom—Front	988	(38.9)
—Rear	980	(38.2)
Legroom—Front	1076	(42.4)
—Rear	976	(38.4)
Hiproom—Front	1373	(54.1)
—Rear	1424	(56.1)
Shoulder Room—Front	1497	(58.9)
—Rear	1501	(59.1)

### POWER TEAMS

MODEL	ENGINE	TRANSMISSION
Bonneville LE & SE	3.8 litre sequential fuel-injected V6	automatic with overdrive (standard)
	3800 3.8 litre sequential fuel-injected V6	automatic with overdrive
Bonneville 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

PACKAGE NUMBER	Bonneville LE	
	1	2
Cruise Control, Electronic	X	X
Lighting, door-mounted Courtesy Lamps		X
Mirrors, LH and RH remote control		X
Visor Vanity, Passengers with Lamps	X	X
Power, Deck Lid Release	X	X
Door Locks		X
Windows		X
Steering Wheel, Comfortilt	X	X
Wiper System, Controlled Cycle	X	X

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

That's why when I was asked to test drive the high-tech Pontiac 6000 STE, I felt it was high time to do a real nuts and bolts comparison—cockpit to cockpit.

After all, it wasn't a coincidence that

STE has been North America's performance sedan since it was introduced in '83. A mid-size car that's never been satisfied with just getting you there and back, STE also provides the driver with a rare combination of advanced engineering, space-age technology, performance and practicality.

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

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

than watch TV. And they usually do. One of them is Lee Herron.

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

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

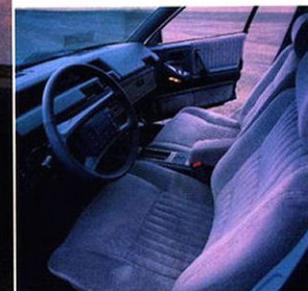
STE's renowned handling was also prominent even on straightaways.

It has an uncanny feel for the road from a suspension system built specifically for the car. It features hefty 24 mm front and 22 mm rear stabilizer bars, special springs and bushings. 16.0:1 quick ratio rack-and-pinion steering and new 15" aluminum wheels with P195/70R15 Eagle GT + 4 all season radial tires. But the crown jewel in this componentry has to be the Electronic Ride Control that automatically adjusts the suspension to maintain proper ride attitude under various load conditions.

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



*Instruments in Canada are metric where required.*



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

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

*Left: STE's high-tech interior features duplicate radio controls on the steering wheel.*

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

It was about this time when I was playing with the touch-control radio

that the "airport this way" sign popped up on the shoulder of the road. I followed the markings past buildings, hangars, and planes of every description before spotting Lee and his Long EZ on a closed-off runway.

"Is that the plane?"

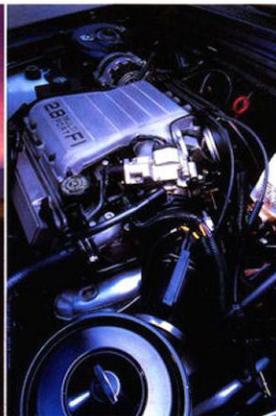
"Is that the car?"

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

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

"Nice looking car. You've got your fog lamps, air dam, this is gonna be fun."

As Lee was eyeballing the STE, I couldn't help but stare at his too. The Long EZ. A high-performance aerobatic plane put together by Lee in his spare



STE's powerful 2.8 litre V6 engine with aluminum cylinder heads, direct fire ignition and serpentine belt accessory drive.



#### TECH SUMMARY: Stopping Power Anti-Lock Brakes.

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

time. If you overlook the propeller it resembles some kind of prehistoric bird.

"Well, wanna take 'er up?"

"Love to."

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

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

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

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

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

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

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

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

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

"I've never known a car so designed around the driver. It simply allows me to concentrate on the experience. It points well. It goes where I want it to go. It has great ergonomics. It almost felt like the car was an extension of me. This STE is a terrific car."



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

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

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

Above: A standard MacPherson strut front suspension can be paired with Aluminum Sport wheels with locks on 6000.

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



Pontiac 6000, 6000 LE, 6000 S/E.

Pontiac 6000 is the backbone of this line. It runs on an electronically fuel-injected 2.5 litre Tech IV engine that's linked to a 3-speed automatic. This engine receives new counter rotating balance shafts that reduce engine vibration for smoother performance at all operating speeds.

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

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

Both cars offer an AM/FM stereo sound system, tinted glass, colour-keyed wheel covers and a choice of six new available exterior colours.

They include light and dark blue metallic, camel, dark brown metallic, medium maroon metallic and medium rosewood metallic. If you'd like to add more performance, a 2.8 litre multi-port fuel-injected V6 is available on either 6000 or 6000 LE.

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



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

1988 PONTIAC 6000 FACTS AND FIGURES

There's plenty of excitement in every new Pontiac. Take time to study 6000'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	Sedan		LE Wagon		S/E STE	
	Sedan	Wagon	LE Sedan	LE Wagon	S/E Sedan	STE
<b>EXTERIOR FEATURES</b>						
Composite headlamps	S	S	S	S	S	S
Front air dam (black-finished) (lower colour on STE and S/E)	S	S	S	S	S	S
Glass, Soft Ray tinted	S	S	S	S	S	S
Locking fuel filler door	-	-	S	S	-	S
Mirrors:						
Mirrors, Sport, Black, LH remote, RH manual	S	S	S	S	S	-
Electric-operated LH, RH (black-finish)	-	-	-	-	-	-
Visor Vanity (illuminated on STE)	S	S	S	S	S	S
Mouldings:						
Body side (LE - wide colour-keyed), (S/E and STE - specific moulding)	S	S	S	S	S	S
Wheel opening (bright on black - Inc. B5T) (solid black on S/E)	A	A	S	S	S	-
Soft fascia front and rear bumpers and black rub strips (colour on S/E)	S	S	S	S	S	S
Paint, lower accent two-tone	-	-	S	S	-	S
Power door locks (single-key system on STE)	A	A	A	A	A	S
Tires (radials):						
P185/75R14 blackwall steel-belted	S	S	S	S	-	-
P195/70R14 blackwall steel-belted	-	-	-	-	S	-
P195/70R15 blackwall steel-belted	-	-	-	-	-	S
Compact spare tire	S	S	S	S	S	S
Wheels:						
Tri-Port wheel covers	S	S	S	S	-	-
Sport Cast Aluminum (colour-keyed) (RPD N7B)	A	A	A	A	S	-
Specific STE cast aluminum (15") with wheel locks	-	-	-	-	-	S
<b>INTERIOR FEATURES</b>						
Accessory kit (flare, raincoat, first aid kit)	-	-	-	-	-	S
Air Conditioning	A	A	A	A	A	S
Custom seat/shoulder belts (colour-keyed)	S	S	S	S	S	S
Defroster, rear window	S	S	S	S	S	S
Delco-GM AM/FM stereo	S	S	S	S	S	-
Delco-GM AM stereo/FM stereo, graphic equalizer, cassette	A	A	A	A	A	S
Floor mats, front and rear	-	-	-	-	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	S	S
Instrumentation Rally gauges	A	A	A	A	S	-
Electronic Cluster	-	-	-	-	A	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	S	S	-	-
Rear compartment courtesy lamps (Wagons)	-	S	-	S	-	-
Rear seat with fold-down centre armrest	-	-	-	-	-	S
Reclining front bucket seats	A	A	-	-	-	S
Side window defoggers	S	S	S	S	S	S
Split folding second seat	-	S	-	S	-	-
Steering wheels:						
Deluxe four-spoke, vinyl	S	S	-	-	-	-
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	A	A	S	S
Tailgate release, remote control	-	A	-	A	-	-
Windows, power	A	A	A	A	A	S
Windshield sunshade with pockets	-	-	-	-	-	S
Wiper System, controlled cycle	A	A	A	A	S	S
<b>MECHANICAL:</b>						
Delco-GM Freedom II Plus battery	S	S	S	S	S	S
Dual outlet sport exhaust	-	-	-	-	S	S
Electronic ride control	-	-	-	-	-	S
Engine coolant recovery system	S	S	S	S	S	S
Fluidic windshield washer system with dual nozzles	S	S	S	S	S	S
MacPherson strut front suspension	S	S	S	S	S	S
Power 4-wheel disc brakes with anti-lock system	-	-	-	-	-	S
Power front disc/rear drum brake system	S	S	S	S	S	S
Power rack and pinion steering (increased ratio on STE)	S	S	S	S	S	S
Trailing arm and beam rear suspension with stabilizer bar	S	S	S	S	S	S

S - Standard A - Available - Not available

EASY OPTION PACKAGES	Sedan 6000		Wagon		Sedan LE		Wagon		SE Sedan
	1	2	1	2	1	2	1	2	1
<b>PACKAGE NUMBER</b>									
Carrier, luggage roof			X	X			X	X	
Cruise Control, electronic		X		X		X		X	X
Deflector, rear window air			X	X			X	X	
Lighting, lamp group	X	X	X	X					
Mouldings, wheel opening, rocker panel	X	X	X	X					
Power, deck lid release	X	X			X	X			
door locks			X			X			X
windows		X		X	X	X			X
Steering wheel, tilt	X	X	X	X	X	X	X	X	X
Wiper system, controlled cycle	X	X	X	X	X	X	X	X	X

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)
-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)
-Rear	965	(38.0)	987	(38.9)
-3rd Seat	-	-	920	(36.2)
Legroom - Front	1070	(42.1)	1070	(42.1)
-Rear	910	(35.8)	862	(34.7)
-3rd Seat	-	-	737	(29.0)
Hiproom - Front	1338	(52.7)	1338	(52.7)
-Rear	1346	(53.0)	1346	(53.0)
-3rd Seat	-	-	1100	(43.3)
Shoulder Room - Front	1427	(56.2)	1427	(56.2)
-Rear	1427	(56.2)	1427	(56.2)
-3rd Seat	-	-	1125	(44.3)
Load floor length behind front seat at floor	-	-	1914	(75.3)
behind second seat	-	-	1029	(40.5)
Load floor width between wheelhouses	-	-	1100	(43.3)
Rear entrance opening - height	-	-	729	(28.7)
-width at belt	-	-	996	(39.2)
Total Cargo Volume	-		2106 litres (74.4 cu. ft.)	

POWER TEAMS		
MODEL	ENGINE	TRANSMISSION
6000 & 6000 LE	2.5 litre fuel-injected 4 cyl. (standard)	automatic (standard)
	2.8 litre multi-port fuel-injected V6	automatic (standard) automatic with overdrive
6000 SE & STE	2.8 litre multi-port fuel-injected V6	5-speed manual automatic with overdrive (standard)

MODEL LINEUP
Pontiac 6000 - 4-door Sedan 4-door Station Wagon
6000 LE - 4-door Sedan 4-door Station Wagon
6000 SE - 4-door Sedan
6000 STE - 4-door Sedan

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

# S A F A R I

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

The full-size Safari Wagon is a prime example. Its powerful 5.0 litre V8 is teamed with a 4-speed automatic transmission and an improved 2.93 standard axle ratio for increased performance. Inside, new sun visors,

pedals and power seat controls bring the ergonomics up to new levels. There are also two new interior trim colours: dark blue and camel. Outside, you can choose five new exterior colours: light blue metallic, dark blue metallic, camel metallic, dark brown metallic and medium red metallic.

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

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



Right: The third, rear-facing seat of the Safari Wagon is standard equipment and boosts seating capacity to eight.

# 1988 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. Then ask your dealer about the

Group Packages and the many other features not indicated below. Your dealer will also advise you of the availability of the various items on the model of your choice.

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
<b>Mouldings:</b>	
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 wind sill moulding, bright	S
Hood wind split 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
<b>Wheels:</b>	
Custom wheel covers	S
<b>INTERIOR FEATURES</b>	
Acoustical insulation	S
Air conditioning, Custom	S
Ash trays, front (illuminated)/rear	S
Carpeted lower door panels	S
Carpeting, 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	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, vigor vanity with lamps	S
Luxury door trim panels with pull strap	S
Multi-function control lever	S
Rear courtesy light	S
<b>Seats:</b>	
55/45 split seat with centre armrest	S
Passenger recliner	S
Rear facing third seat - Hartford vinyl	S
Tilt Steering wheel, three-spoke	S
Tailgate release, power	S
Tailgate window switch	S
<b>MECHANICAL:</b>	
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
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, concealed	S
S-Standard A-Available --Not available	

DIMENSIONS	Wagon	
	mm	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 behind second seat (2-seat)	2290	(90.2)
Load floor width between wheel houses	1407	(55.4)
Rear entrance opening - height	1224	(48.2)
-width at belt	755	(29.7)
	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

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## MODEL LINEUP

Safari Wagon - 4-Door Station Wagon

## AVAILABLE OPTIONS

- Cooling Heavy Duty, Engine and Transmission
- Cruise Control, Electronic
- Radios - AM/FM stereo with seek and scan, digital readout and cassette stereo tape player
- AM stereo/FM stereo with seek and scan, digital readout, graphic equalizer and cassette stereo tape player
- Automatic power antenna
- Seat, 6 way power, driver's side
- Superlift shock absorbers
- Wire wheel covers with locks
- Woodgrain siding

## EASY OPTION PACKAGE

PACKAGE NUMBER	1
Cruise Control, electronic	X
Instrumentation, gauge package	X
Lighting, cornering lamps	X
Power - door locks	X
-windows	X

# Built with a feel for the road...

## The science of movement.

Let's face it. Pontiac's a different kind of car division. They've never been satisfied with four tires, a frame and some bodywork. For them, cars have to perform with certain kinetic dynamics.

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

It introduced Wide-Track Pontiacs. They held the road the way Rocky Marciano held the title—unshakeable footing. Today, Pontiacs like the '88 Fiero carry on the tradition with a suspension completely revised for solid, precision handling.

And let's not forget the "H" word. Horsepower has been a part of every true Pontiac for a long, long time. If you don't remember the fuel-injected Bonneville of 1958, then the Tri-Power Grand Prix and Ram Air GTOs of later years are sure to jog your memory.

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

## The relationship of man and machine.

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

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

Electronic instruments and climate controls are right there on the option list. Articulating seats with ten different comfort and position adjustments are also available. Duplicate radio controls on the steering wheel hub can also be had. So can electronic ride control, automatic air conditioning and heated power mirrors: the kind of stuff that was drawing gasps and whistles in concept cars just a few years ago.

## The art of design.

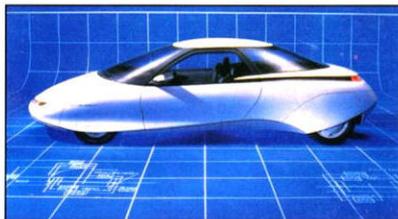
Time is the only true judge of automotive design. And Pontiac has fared well over the years. There's just something about the '65 GTO, '66 Bonneville 2+2 and the '70 Trans Am that grabs your sense of aesthetics and won't let go.

The '88 Grand Prix will get the same kind of grip on you. Its shape defines the word aerodynamic. Even its door handles have been sculpted into the door pillar for trimmer airflow and a cleaner look. The paint on the new Grand Prix is also an expression of technology and style. Its paint is applied with a basecoat/clearcoat technique that produces a lustre you'd swear was an inch deep.

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

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

In case you're wondering, that means you.



Pontiac's Pursuit concept car exemplifies the bold new design direction that Pontiacs may take in decades to come.



A view of the Pursuit's interior—and maybe a view to the ergonomics of tomorrow.

## 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 safety belts or manual lap/shoulder safety belts, outboard rear seat positions (Tempest, Bonneville, Grand Prix, Safari)
- 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).

### ACCIDENT AVOIDANCE

Side marker lights and reflectors • Parking lamps that illuminate with headlamps • 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 mouldings, 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.

### THEFT DETERRENCE

Audible reminder for ignition key removal • Theft deterrent steering column lock • Visible vehicle identification number • Marked body parts (where applicable).



While there are many service contracts available on the market today, **there is only one which gives you an agreement directly with General Motors.** It is the one with the GM Protection Plan logo shown above. This logo on all Plan material assures you that the service contract you are buying is the GM Plan. We believe it is the finest such program available to GM owners. 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 6-year/100,000 km Powertrain Limited Warranty and 6-year/160,000 km Corrosion Protection Limited Warranty is included on every 1988 General Motors vehicle built in North America. Including fleet vehicles. See your GM Dealer for limited terms and conditions.

### COMMITMENT TO



General Motors recognizes that taking delivery of your new vehicle is a significant event. To ensure that your delivery experience contributes to your overall satisfaction, we have implemented a "Commitment to Excellence" Delivery Procedure. This procedure includes a thorough new vehicle inspection by both the service technician and salesperson, and a follow-up survey to determine your satisfaction with the delivery experience.

General Motors' "Commitment to Excellence" is yet another excellent reason to "Look at GM Today."

## A WORD ABOUT CORROSION PROTECTION

Your 1988 GM passenger car was designed and built to resist corrosion. It comes with a standard 6-year/160,000 kilometres corrosion performance 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.

## A WORD ABOUT THIS CATALOGUE

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