

# 1990 PONTIAC GRAND PRIX SPORT SEDANS



# GRAND PRIX LE



The new Grand Prix Sport Sedan is designed and built with the same magic ingredients that make its two-door stablemate the benchmark for personal mid-size sport coupes. Rest assured. This is one Pontiac that's crafted to be a road car first, and a spaciouly comfortable four-door in the bargain.

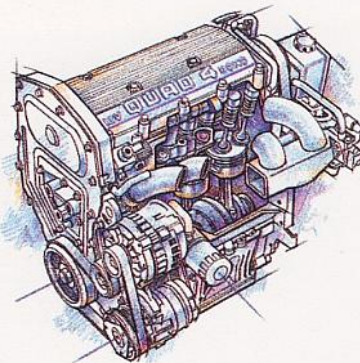
Highway credentials open with a 2.3L Quad 4® 16-valve engine with dual overhead cams and multi-port fuel injection. Refinements in the intake and exhaust systems of this critically acclaimed powerplant help it deliver 160 hp and 155 lbs-ft of torque. It's all managed by a 3-speed automatic transmission. If you appreciate alternatives, there's an available 3.1L V6 with multi-port fuel injection, cross-ram intake

manifold, fast-burn combustion chambers, and crank-triggered direct-fire ignition. A 4-speed automatic transmission handles the resulting horsepower. Consider it a powertrain that can be described in one word: "Quick." Very quick.

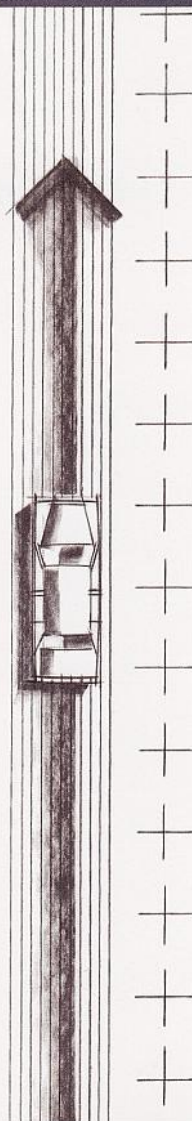
The mechanical picture is rounded out by 4-wheel independent suspension, 4-wheel disc brakes with optional computer-controlled anti-lock brake system, 28mm front and 12mm rear stabilizer bars, deflected-disc shocks and struts, a composite transverse rear leaf spring and all-season radial tires. When Pontiac puts a Road Car handling system together, they're serious.

From the outside, this Sport Sedan's artful profile can be prop-

*An anti-lock brake system (ABS) is available on all Sport Sedans, and standard on STE with turbo engine. This computer-controlled ABS system monitors each wheel as you brake, then, when needed, modulates each brake unit to help minimize wheel lock-up. Because your wheels keep turning, you gain additional directional and stopping control.*



*The acclaimed 2.3L Quad 4® engine is standard in Grand Prix Sport Sedan. It features 16 valves, dual overhead cams and a low-restriction exhaust system.*



# SPORT SEDANS



erly described as sleek, tasteful and aerodynamic. But keep this in mind: These attributes do not manifest themselves at the expense of true spaciousness. The Sport Sedan picks up an inch of headroom over the Coupe, plus an extra inch of rear leg and hip room all around.

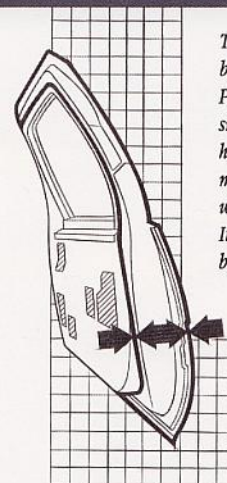
Speaking of extras, there's one dress option for your Grand Prix Sport Sedan that's worth a special mention. It's the Sport Appearance Package. Select this ensemble and you get special front and rear fascia, fog lamps, red-accented body side moldings, 15-inch Aluminum Sport Wheels, Rally gauge cluster, a Delco ETR® AM stereo/FM stereo radio with cassette and more. Think about it.

While you're at it, you may want

to mull over your color choices.

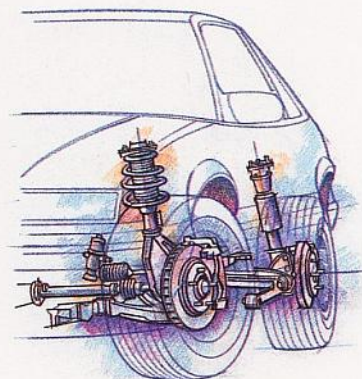
They begin with eight standard, clear-coated monotoners for the LE. Six of these are available with the extra-cost Silver Metallic lower accent treatment. Sport-optioned LEs can choose from three monotoners—Slate Gray Metallic, Medium Red Metallic and White.

Behind the wheel, the LE Sport Sedan maintains the Grand Prix tradition of form following function with analog instrumentation, pods of control switches mounted on the dash cowl, an ergonomically contoured steering wheel, air conditioning, Pallex cloth upholstered seats plus a whole lot more. Think of Grand Prix LE Sport Sedan as the perfect four-door for driving enthusiasts.

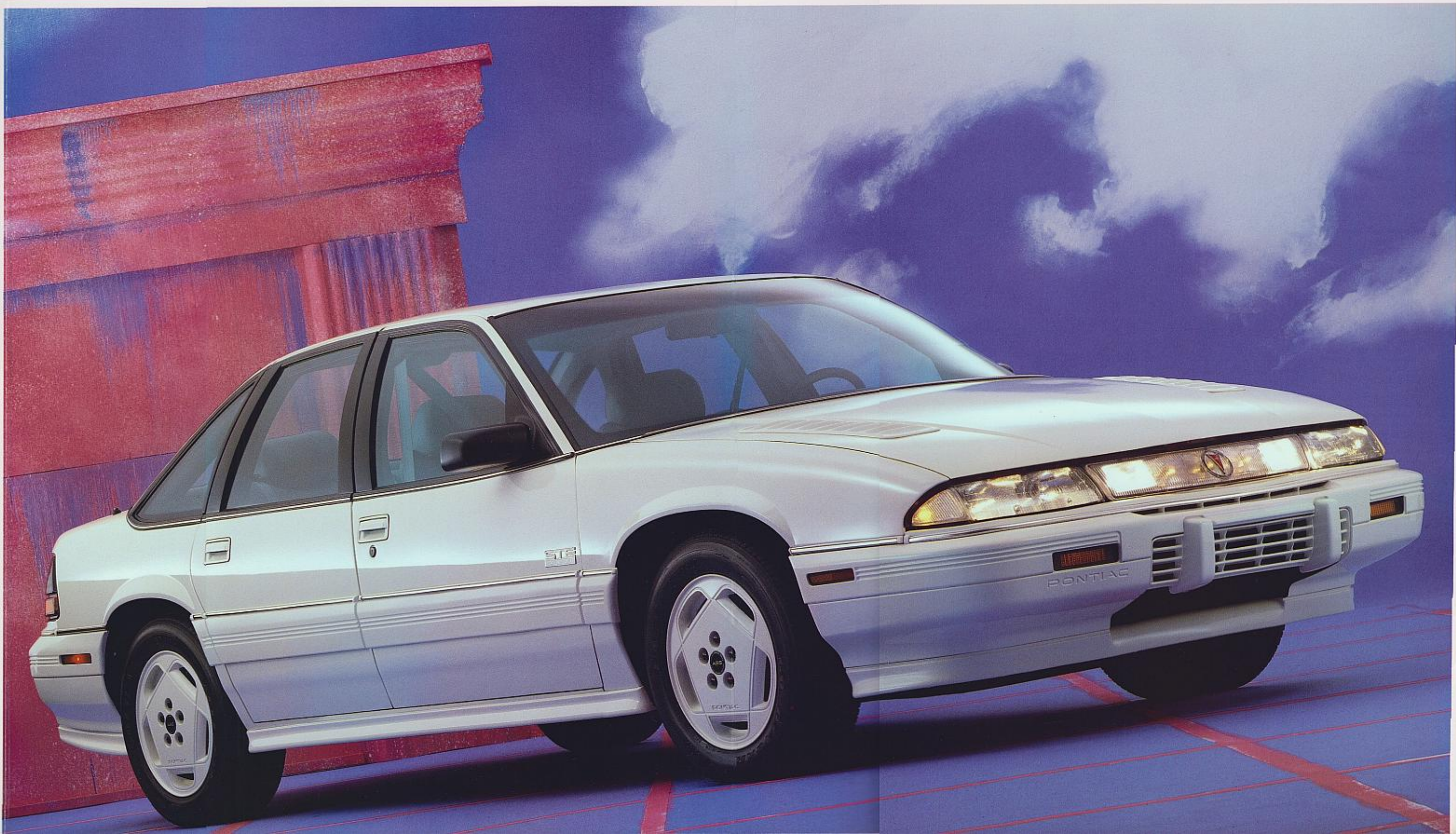


*Two-sided galvanized steel body components help Grand Prix Sport Sedans fight corrosion. Inside, the zinc fends off hidden rust. Outside, it minimizes oxidation that can begin with stone chips or scratches. It's part of the unseen quality built into every Grand Prix.*

*Four-wheel independent suspension is part of every Grand Prix Sport Sedan. Along with deflected-disc struts and shocks and a transverse, composite rear leaf spring, it helps create a magnetic feel for the road.*

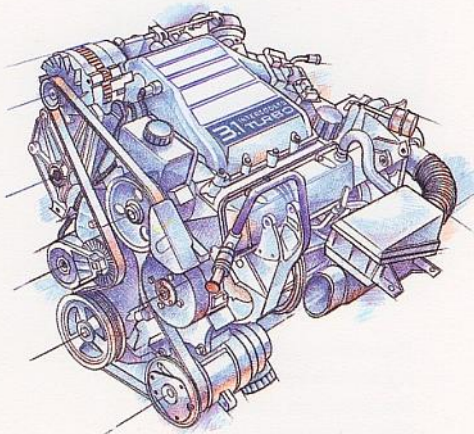


GRAND PRIX STE TURBO SPORT SEDAN





*Instrumentation for STE is full analog. That includes a turbo boost gauge if the available turbocharged engine is chosen. Pods of function switches are fingertip accessible, left and right, and the Delco sound system offers duplicate controls in the steering wheel hub.*



*Performance provisions for the 3.1L turbo include high-rate GM Multec® injectors for added fuel flow under power. The compression ratio is optimized at 8.75 to 1, and the turbo's center bearing is pressure oiled and water cooled.*

The Special Touring Edition of the Grand Prix Sport Sedan is positive proof of Pontiac's unique ability to infuse its four-door road machinery with a world-class attitude toward performance and comfort.

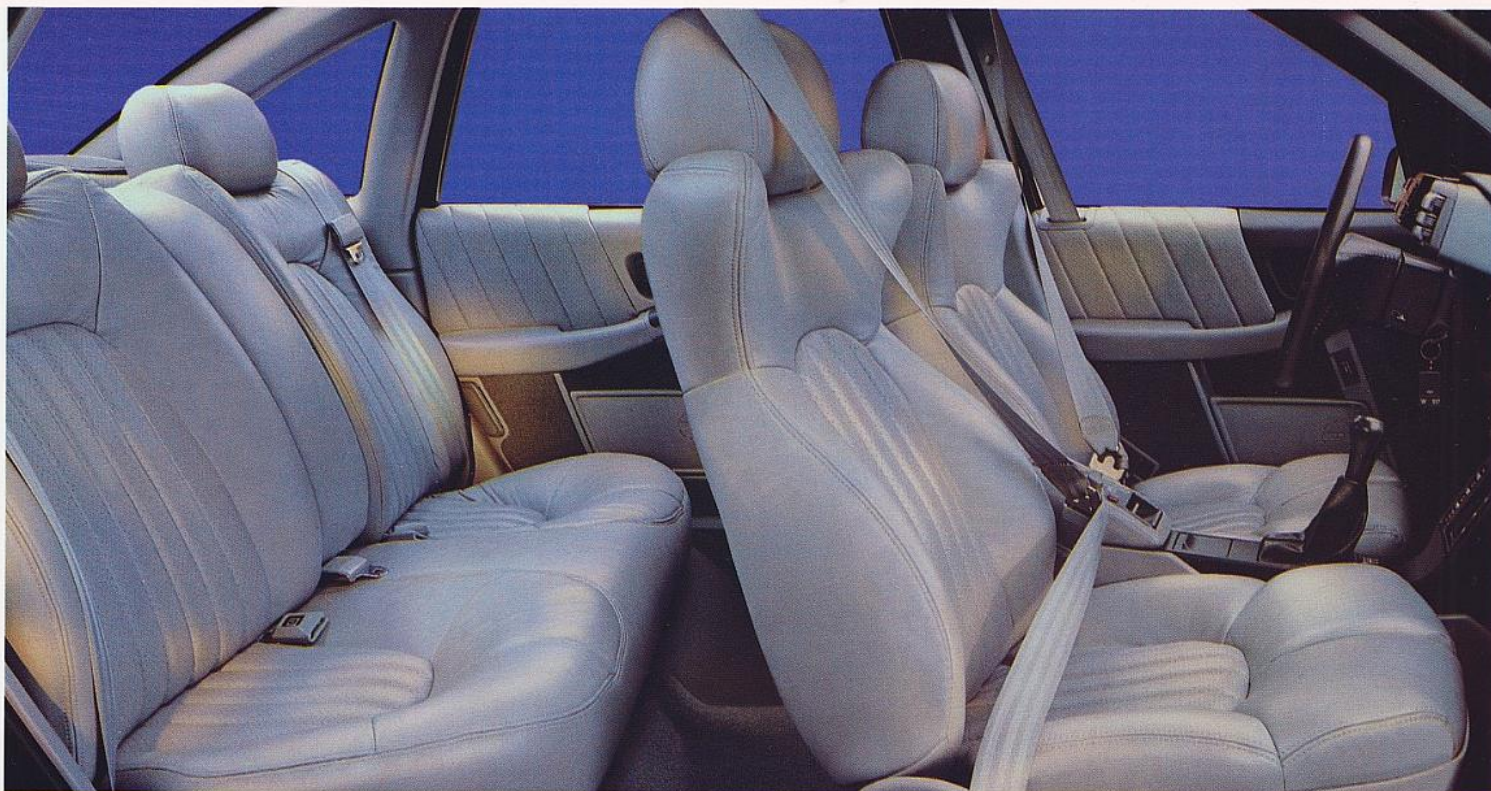
Let formal introductions begin with STE's available turbocharged and intercooled 3.1L V6 with multi-port fuel injection (MFI). It wields 205 highly responsive horsepower and 220 lbs-ft of torque while pushing the boost needle to 7.5 psi. Intake pressure is delivered by a specific Garrett turbo. In other words, there's no waiting on pedal No. 1. There is also little anxiety. Close-tolerance assembly plus a specific crank, high-capacity oil

pump, specific injectors, oil cooler and heavy-duty radiator help see to it that STE's performance stays on tap for a long, long time.

STE is also outfitted with a specially prepared 4-speed automatic transmission with specific clutches, a special torque converter and performance-calibrated shift points.

A glance at the hood of a turbo-equipped STE will reveal it's specially louvered to help improve underhood airflow and offer heat a ready escape route after shutdown.

For those who prefer a less brash exercise of power, STE's standard 3.1L V6 with MFI makes its point with reassuring response. This



engine is teamed with a crisply gated 5-speed manual or optional 4-speed automatic transmission.

The STE's 4-wheel independent suspension includes Sport-effort power rack-and-pinion steering, 30mm front and 12mm rear stabilizer bars, specific 16" cast aluminum wheels, Goodyear Eagle GT+4 radials and power 4-wheel disc brakes with available anti-lock brake system (std. on turbo STE).

The STE's front end has a specific light bar theme that integrates headlamps, fog lamps and turn signals into a single unit for a unique styling statement. It also sets off the specific front and rear fascia, wide-rib body side molding and lower body aero skirts.

STE lives up to its Touring promise with standard power articulating front bucket seats that also include 8-way power adjustment for the driver. Instrumentation is complete white-on-black analog with lit pointers for night readouts. There's also a leather-wrapped wheel and shift knob and an STE-specific sound system that includes an AM stereo\*/FM stereo radio with cassette, duplicate steering wheel controls, and eight speakers, counting the sub-woofer.

Should your enthusiasm for STE overcome your patience, visit your dealer. And drive the newest member of Pontiac's Autobahn Society Hall of Fame.

*The front seats of STE are power articulating. Rear seats are contoured for comfort and style. Leather trim for the seating areas and door panel inserts is optional. In case you're wondering, there's over a yard of legroom for rear passengers.*

*The view most often seen by STE's competition features tail lamps which combine turn signals, running lamps and back-up lamps into one unit. Special dual exhaust trumpets and rear fascia help complete the picture.*



## Models Available

Grand Prix LE Sport Sedan, Grand Prix STE. (For details on Grand Prix Coupes, see Full-Line Catalog or your dealer.)

## Colors Available

White, Bright Red, Medium Blue Metallic, Light Blue Metallic, Medium Red Metallic, Silver Metallic, Slate Gray Metallic, Black Metallic.

Lower Accent Colors: Silver Metallic (LE), Slate Gray (STE).

## Engines

**2.3L Quad 4\*** 16-valve 4-cyl: 160 hp, 155 lbs-ft torque; multi-port fuel injection; high-flow cylinder head; crank-triggered, direct-fire ignition system.

**3.1L V6:** 135 hp, 180 lbs-ft torque; multi-port fuel injection; fast-burn combustion chambers; direct-fire ignition.

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

## Engine/Transmission Teams

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

## Chassis

### Front suspension

Fully independent with MacPherson strut; Level I, 28mm stabilizer bar; Level II, 30mm.

### Rear suspension

Fully independent with tri-link design and MacPherson strut; Level I and II, 12mm stabilizer bar.

Weight distribution, f/r: 64/36

### Brakes, f/r

Power, four-wheel disc with vented 10.5" front and solid 10.1" rear rotors. Anti-lock brake system available. (Standard on Grand Prix STE w/turbo.)

### Steering type, ratio

Power rack-and-pinion, 15.7:1 on LE; 15.7:1 Sport-effort on STE.

Turns, lock-to-lock: 2.89 LE; 2.6 STE.

Turning circle: 38.9 ft dia. LE; 40.5 STE.

## Tires

Level I, P195/75R14 all-season radials or optional P205/65R15 Touring radials; Level II, P215/60R16 Goodyear Eagle GT+4 radials (STE only).

## Key Numbers

Wheelbase: 107.5" Overall length: 194.8"

Width: 70.9" Overall height: 54.3" Curb weight: 3250 to 3491 lbs. Tank: 16 gal.

Trunk: 15.5 cu ft.

## Road Performance Figures

(Grand Prix STE w/3.1L turbo-intercooled V6 engine, 4-speed auto and 3.33:1 axle ratio)

0-60 ..... 8.0 sec.  
Lateral acceleration, g's ..... .84  
Weight/horsepower ratio ..... 16.8:1

## Interior

Headroom, f/r ..... 38.7/37.8"  
Legroom, f/r ..... 42.4/36.2"  
Shoulder room, f/r ..... 57.2/57.3"  
Hip room, f/r ..... 53.1/53.9"

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

\*Delco ETR® AM stereo/FM stereo radio receives C-Quam® AM stereo broadcasts. Most AM stereo stations across the country broadcast in C-Quam® but some do not. Check with your local stations for compatibility in your area.

\*\*Turbo system manufactured by ASC Inc.

## A word about this catalog

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

## A word about engines

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

## A word about assembly of Pontiacs

Pontiacs are assembled by different operating units of General Motors, its subsidiaries or suppliers to GM worldwide. Pontiacs incorporate thousands of components produced by different operating units of GM, its subsidiaries or suppliers to GM worldwide. We sometimes find it necessary to produce Pontiacs with different or differently sourced components

than originally scheduled. All such components have been approved for use in Pontiacs and will provide the quality performance associated with the Pontiac name. Since some options may be unavailable when your vehicle is assembled, we suggest that you verify that your vehicle includes the equipment you ordered, or if there are changes, that they are acceptable to you.

## A word about updated service information

Pontiac regularly sends its dealers useful service bulletins about Pontiac products. Pontiac monitors product performance in this field. We then prepare bulletins for servicing our products better. Now you can get these bulletins, too. Ask your dealer. To get ordering information, call toll-free 1-800-551-4123.

## A word about warranty

The GM 3-year/50,000-mile BUMPER TO BUMPER PLUS WARRANTY covers repairs for any new Pontiac, including labor and parts, to correct any defects in material or workmanship occurring during the

warranty period. The complete vehicle (except tires, which are covered by their manufacturer) will be covered for 3 years or 50,000 miles, whichever comes first. After the first year or 12,000 miles, there is a \$100 deductible per repair visit. Body sheet metal rust-through from corrosion is covered for 6 years or 100,000 miles, whichever comes first. There is no deductible for rust-through repairs. See your Pontiac dealer for terms of this limited warranty.

## A word about corrosion protection

Pontiacs are designed and built to resist corrosion. All body sheet metal components are warranted against rust-through corrosion for 6 years/100,000 miles. Application of additional rust-inhibiting materials is not required under the corrosion coverage, and none is recommended.

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