

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 stagemate 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.

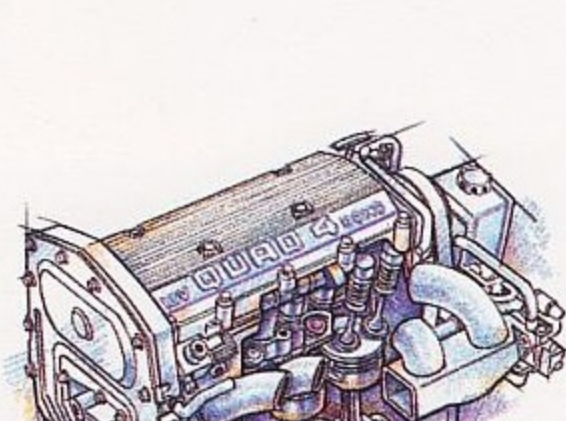
Highway credentials open with a 2.3L Quad 4* 16-valve engine with dual overhead cams and multi-port fuel injection. Refinements in the intake and exhaust systems of this critically acclaimed powerplant help it deliver 160 hp and 155 lbs-ft of torque. It's all managed by a 3-speed automatic transmission. 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.

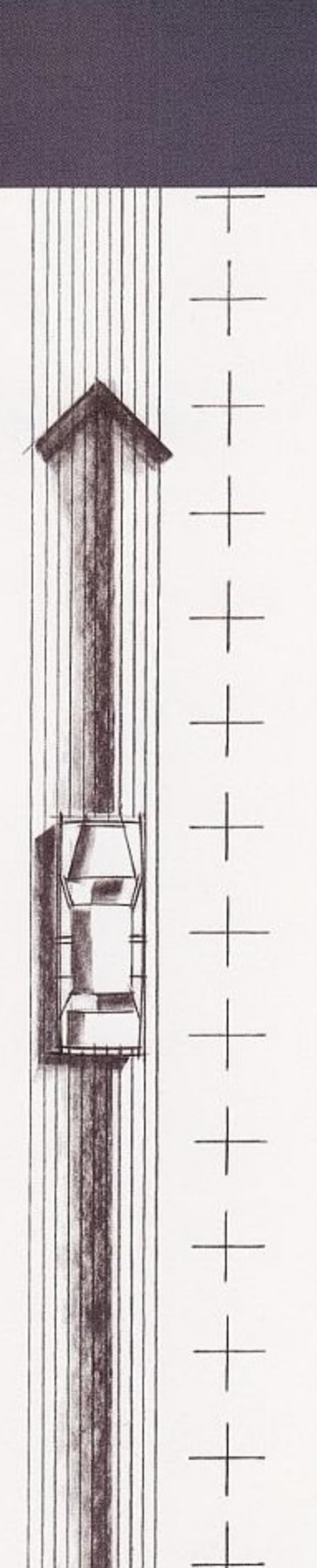
The mechanical picture is rounded out by 4-wheel independent suspension, 4-wheel disc brakes with optional computer-controlled anti-lock brake system, 28mm front and 12mm rear stabilizer bars, deflected-disc shocks and struts, a composite transverse rear leaf spring and all-season radial tires. When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



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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

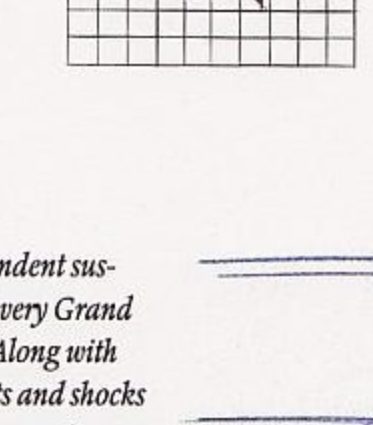
to mull over your color choices. They begin with eight standard, clear-coated monotoles for the LE. Six of these are available with the extra-cost Silver Metallic lower accent treatment. Sport-optioned LEs can choose from three monotoles—Slate Gray Metallic, Medium Red Metallic and White.

Behind the wheel, 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 you're wondering if any 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.



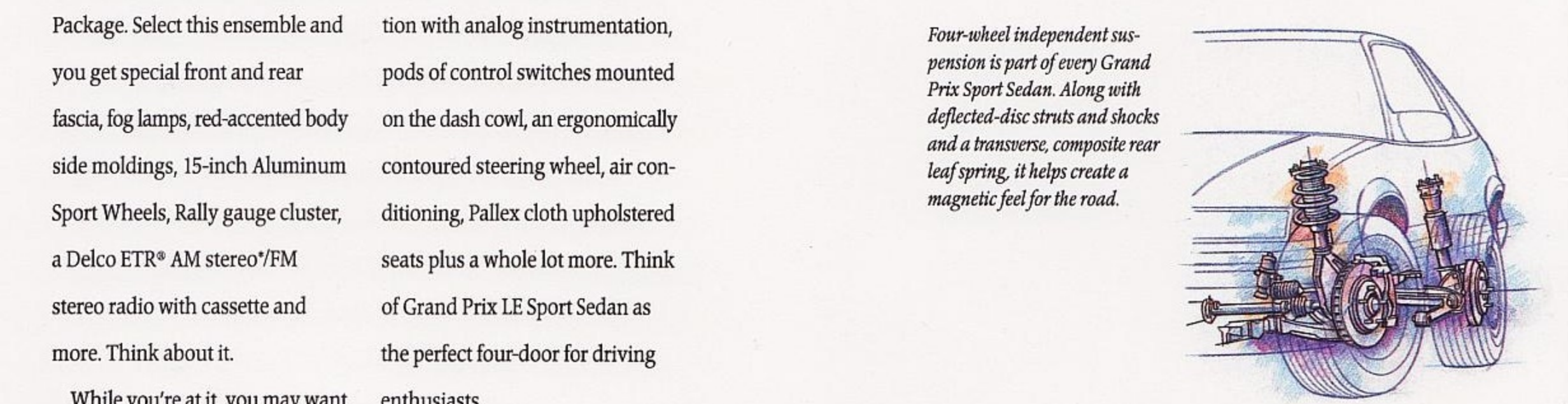
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Instrumentation for STE is full analog. That includes a turbo boost gauge if the available GM Multi* injectors is chosen. Pods of function switches are fingertip accessible, left and right, and the Delco sound system offers duplicate controls in the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

Performance provisions for the 3.1L Turbo include high-rate GM Multi* 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

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 performance converter and a special torque-calibrated shift points.

A glance at the hood of a turbo-equipped STE will reveal its specially lowered to help improve underhood airflow and offer heat a ready escape route after shut-down.

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

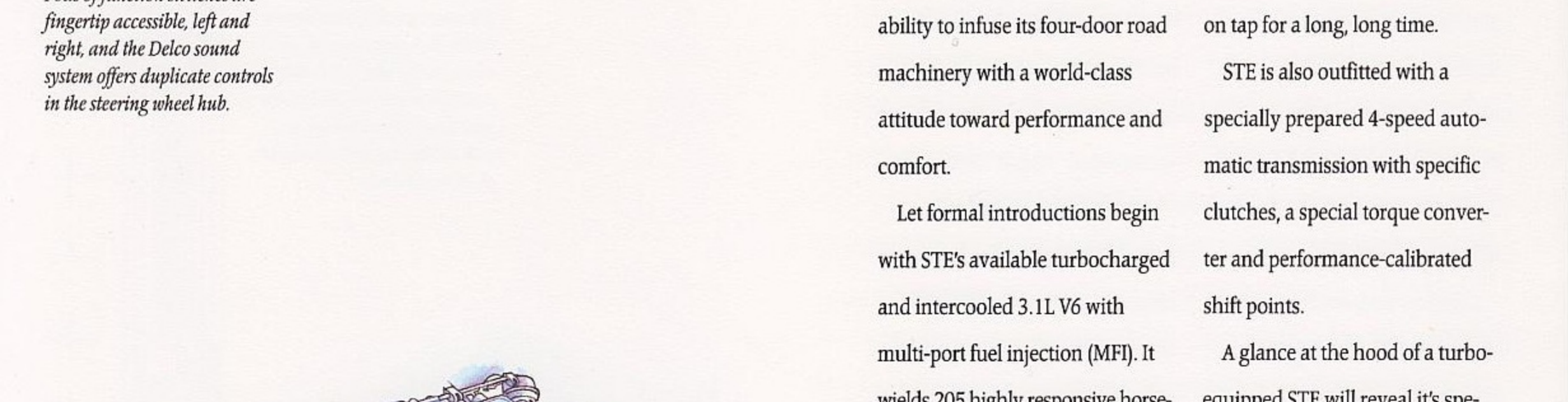
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The front seats of STE are power articulating. Rear seats are contoured for comfort and style. Leather trim for the seating areas and door panel inserts is optional. In case you're wondering, there's over a year's of legroom for rear passengers.

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 trapezoids and rear fascia help complete the picture.

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GRAND PRIX STE TURBO SPORT SEDAN



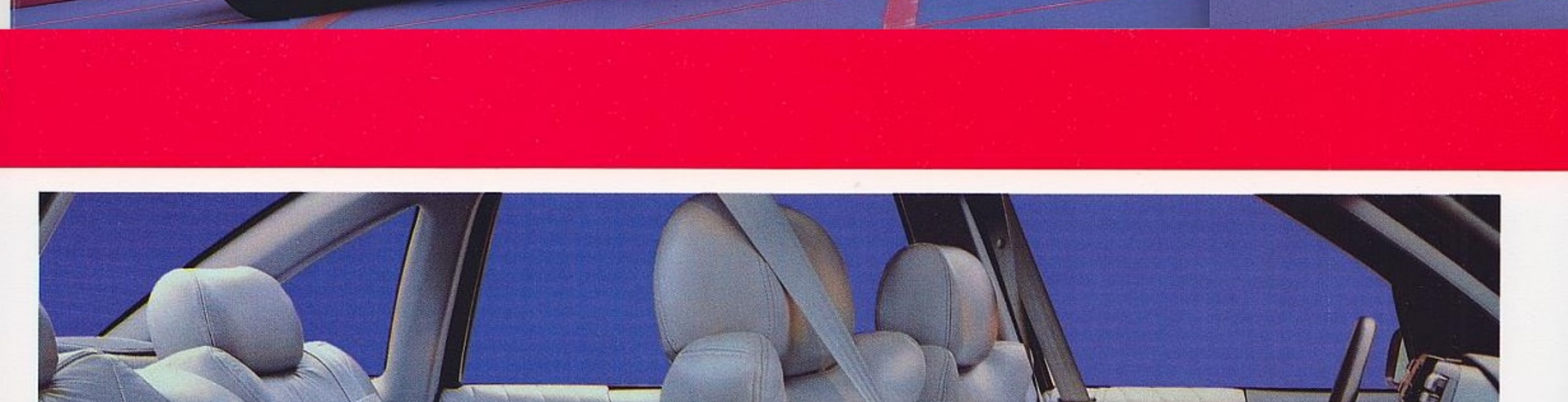
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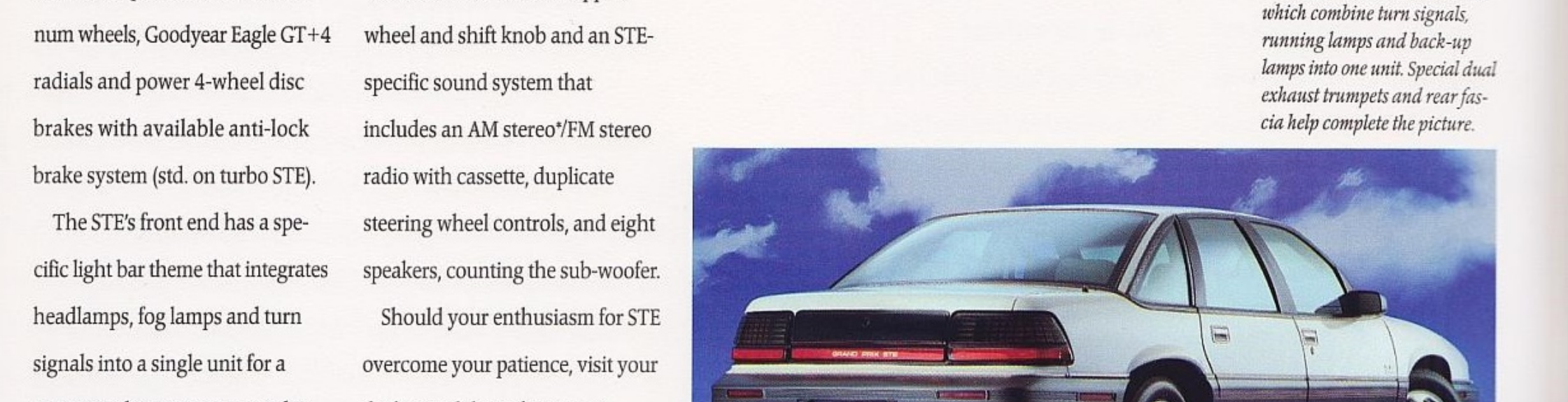
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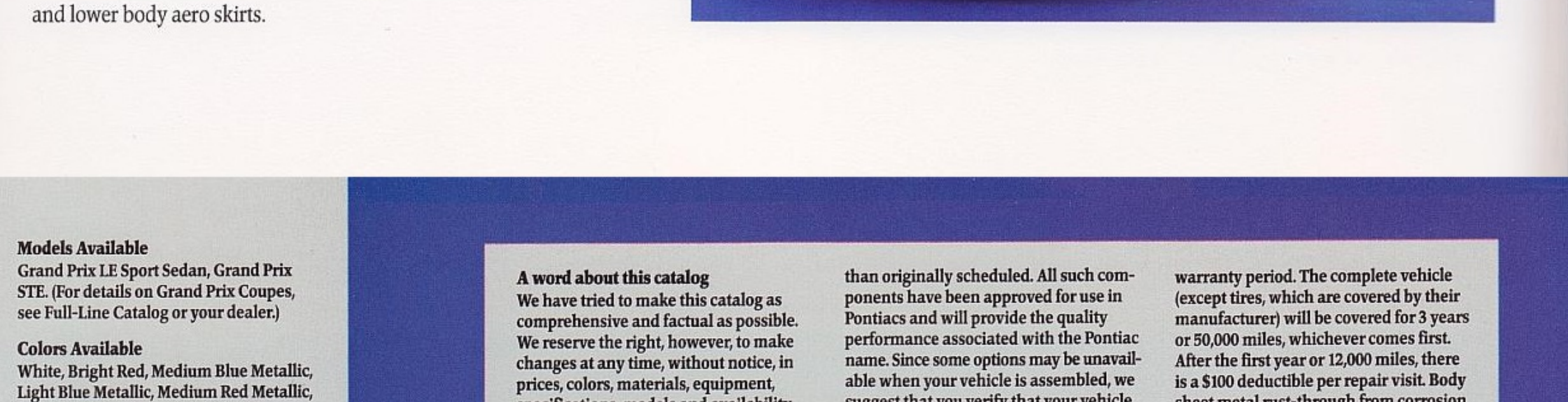
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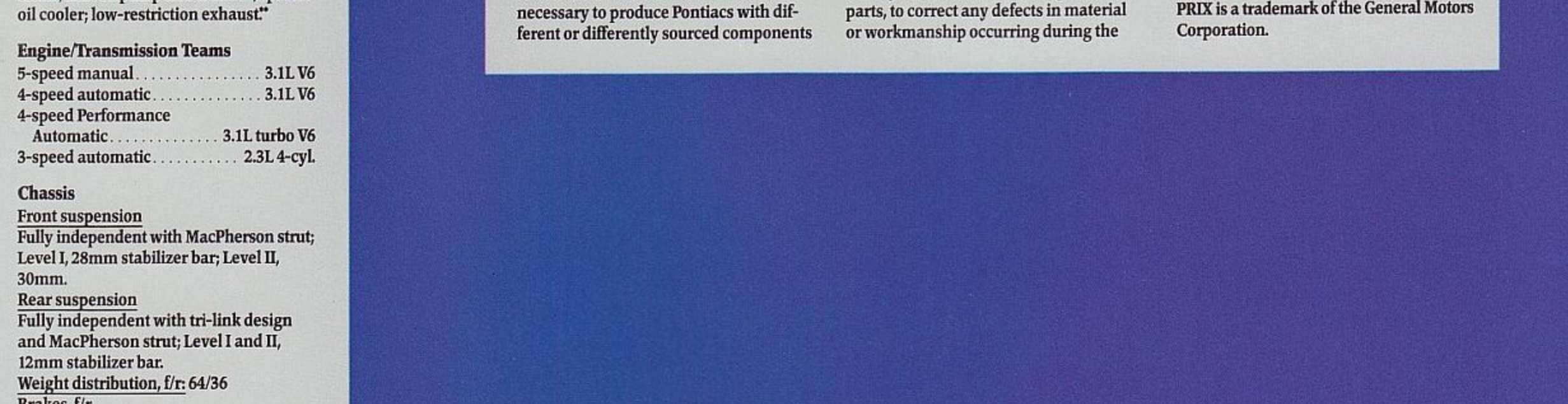
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