1983 PONTIAC

WE BUILD EXCITEMENT

The exciting new 1983 Pontiacs you are going to see and read about on the following pages were not created overnight.

On the contrary, they are the result of thousands of hours of thinking, planning and hard work by thousands of people who are dedicated to one goal:

TO BE KNOWN FOR CARS BUILT WITH INNOVATIVE STYLING AND ENGINEERING THAT OFFER EXCELLENT PERFORMANCE AND ROADABILITY.

To reach this goal, designers and engineers have worked closely together on a continuing basis to help ensure that each Pontiac model has maintained its character with the proper combination of acceleration, handling, comfort and efficiency.*

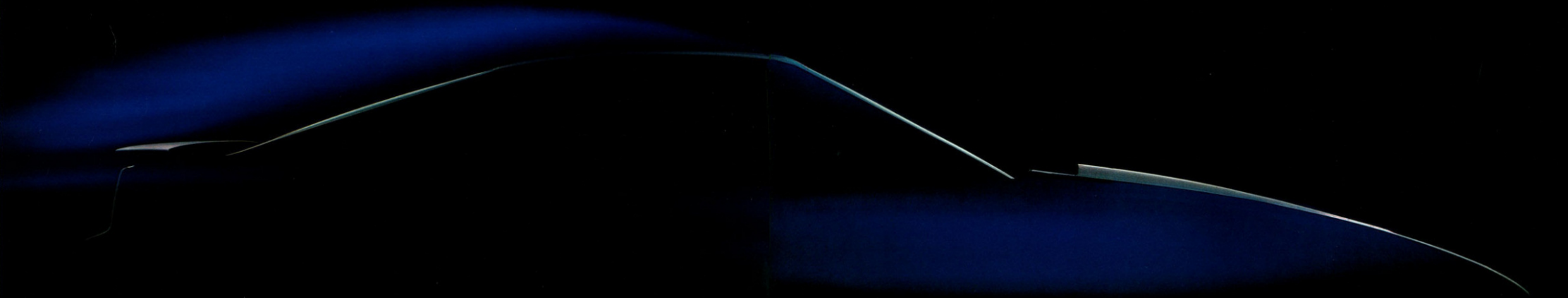
It's a concept we call "total performance." And it is basic to the Pontiac philosophy of driving excitement.

On the next few pages you will find an exciting explanation of the kind of work that goes into the development of every new Pontiac. How an idea becomes reality. What makes a car...a Pontiac.

So sit back and enjoy the ride. You're about to take a trip to excitement.

IMPORTANT: A WORD ABOUT THIS CATALOG. We have tried to make this catalog as comprehensive and factual as possible. Since the time of printing however, some of the information may have been updated. Some of the equipment shown or described is available at extra cost. Before ordering, you should be brought up to date. Pontiac Motor Divisio reserves the right to make changes at an time, without notice, in prices, colors, materials, equipment, specifications and models. Check with your Pontiac dealer for complete information.

*See Facts & Figures pages for fuel economy ratings.



PONTIAC BODY ENGINEERING AND AERODYNAMIC DESIGN

With Pontiac, a car begins as a concept, a dream to build an exciting automobile. This dream may be born in the mind of an engineer, a designer, or in the collective consciousness of many automotive wizards.

Wherever its birthplace, it is the job of Design Staff to grab hold of the dream and help it take shape.

In its incubation stage, the dream starts out as a series of fine line sketches, explorations of various configurations in which the total package could conceivably exist.

When a sketch appears that captures the essence of the car's objective, the next step is to tape it up full-scale. The trick here is to retain its character and engineering attitude while dramatically increasing its scale.

At this point, a two-dimensional dummy is introduced to incorporate human concerns, including seating comfort, visibility and control accessibility.

Once the designers have some of the proportions and contours roughed out, they can develop a small-scale model. Then the full-size clay model is shaped

by conventional methods on a rigid steel armature to which, if necessary, designers can attach wheels and chassis components.

When a design is final, the model is then scanned. An operator uses a digitized, light-beam measuring device to rapidly and accurately record thousands of points along the model's surface. This final record becomes the raw data input for an advanced computerized acquisition and control system called CADANCE.

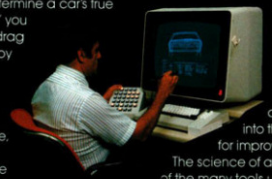
Complex mathematical formulas within CADANCE enable designers to smooth out and refine the raw data. This procedure replaces endless hours spent at drawing boards.

The mathematical model can now readily be assessed by design or engineering departments to determine if the design meets specific allowances, such as structural rigidity, wheel clearances and engine compartment requirements.

This refined data from the computer can then be programmed directly into the milling machine which recuts the new master model out of clay or wood for final surface rechecking and wind tunnel testing.

Many people think of aerodynamics strictly in terms of fuel efficiency, but that tells only half the story.

Certainly a low drag coefficient is necessary to help achieve fuel efficiency. But to determine a car's true "aero-efficiency" you must multiply its drag coefficient (Cd) by its frontal area (A^2). Or: Cd x A^2 = aero-efficiency. A bus, for example, has one of the lowest Cd's on the road, but its frontal area is so massive that its total aero-efficiency rating is worse than even the boxiest of cars.



At Pontiac, aerodynamics goes miles beyond fuel economy. Through our work at the GM wind tunnel, we've discovered that by redirecting the flow of air we can reduce wind noise, improve ventilation, maintain surface cleanness, enhance engine cooling and carburetion and more importantly, fine-tune vehicle ride and handling.

You see, after designers receive the aerodynamic data in the wind tunnel, they feed this information into a computer. The computer pinpoints high and low pressure zones along the vehicle surface. These zones determine how the vehicle will perform in typical driving situations, at high speeds, in crosswinds or while passing trucks. The Trans Am hood scoop, for instance, faces the windshield to exploit a high-pressure zone (shown in red in diagram below) and channels cool air into the induction system for improved performance.

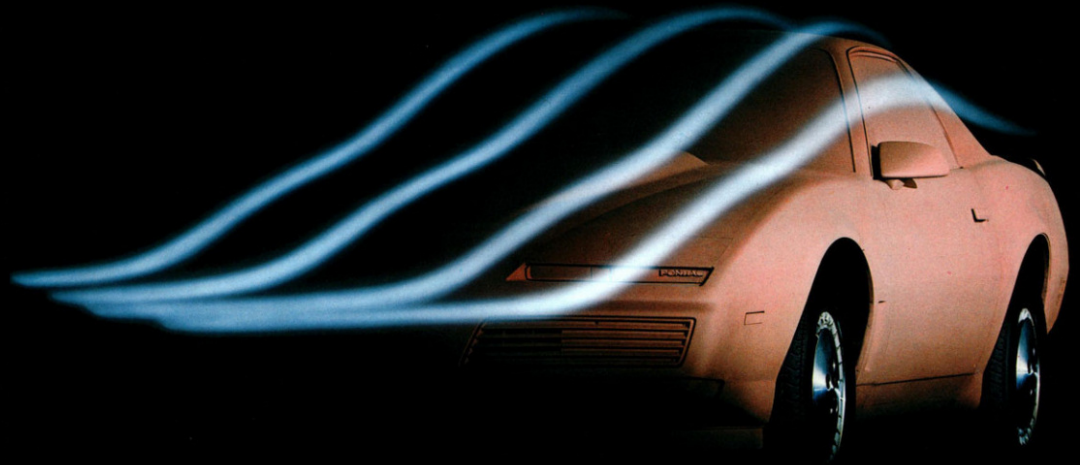
The science of aerodynamics is one of the many tools used in the design of Pontiac total performance. Our 1983 Trans Am is a clear indication that it will always be an important factor with us.

The hood scoop directs air into the induction system from a high-pressure zone at base of windshield.

Flow-thru side mirors help eliminate turbulence, reduce wind noise and help keep the glass clean.

Front and rear flush glass adds aero consistency to the body shape.

Rear aero-wing spoiler "raises" the trailing edge of the body to smooth out air turbulence leaving the car.



Concealed headlamps contribute to the overall flush body shape.

Front air dam directs air around the body, keeping lift forces to a minimum.

Front and rear wheel skirts channel air away from the wheel housings to keep it flush with the body.

Flush wheel covers help smooth out the air flow over wheels and tires.

DRIVER ENVIRONMENT DESIGN

To many drivers, a car is like a home away from home. To a lot of us at Pontiac, it's the same way. When we head out of the parking lot and take off down Wide Track Drive, we don't always take the shortest way home.

And because we spend so much time in our cars, a lot of long days and late nights are spent designing the driver environment of your Pontiac to make it as comfortable as possible.

But this is not the kind of comfort you'd find in your living room. It's the comfort of knowing you're in total control of your driving environment.

A big part of this control comes from being in touch with your car. In the past, it was popular to isolate the driver from road and engine noise. But through human factors research in the development of the Pontiac 6000 STE, we discovered that some sound frequencies can enhance driver awareness. So Pontiac engineers adjusted the acoustical insulation to alter the "character" of the sound. Lower frequencies are allowed to enter from the engine, and higher frequencies from the tires. These frequencies, though barely audible, open lines of communication between you, the powertrain and the road.

Another example of how Pontiac engineers put you in closer touch with your car is through a device known as the Driver Information Center. You'll find it on the instrument panel of every

Pontiac 6000 STE.

The Driver Information Center is a liquid crystal graphic display that tells you when the temperature is high, when the fuel, oil, coolant and washer fluid is low, when the hood or trunk is open, and when and which door is ajar. The Driver Information Center also allows you to check your headlights, hi-beams, turn signals, brakes and taillights, all from the driver's seat. It even reminds you when it's time to change your oil and filter, rotate the tires and tune up the engine.

One of the more vital aspects of the driver environment, and one of the most overlooked, is your car's heating and ventilation system. Stale air and

temperatures that are too warm or cold can cause fatigue and distraction while driving. So Pontiac engineers pay particular attention to the design of climate controls. The STE's heating, ventilation and air conditioning system (HVAC), for instance, uses advanced electrical controls with light-emitting-diode locators, so you

can accurately adjust the temperature of the air for a climate suited to you.

The entire time you are in your driving environment, you're sitting down. While you're there, the people who design Pontiac seats want to make you comfortable.

Again, this is not the kind of comfort you'd find in your sofa. Bio-engineers work closely with orthopedic consultants to design seats that offer you firm, secure support. Seats that conform to your spine and individual driving position to help provide optimum visibility and accessibility to driver controls. In fact, they're seats that fully adjust to conform to the driving positions of more than 90% of the drivers in America.

The standard driver's seat in the Pontiac 6000 STE has six separate body adjustments, including seat height and angle, backrest angle and headrest height and angle.

The seat also features thigh support to help reduce leg fatigue. And lumbar support to reduce back tension that can cause drowsiness.

Notice the concave shape of this seat. It's designed to help keep you comfortable as you round tight corners.

This is what we mean by the comfort of total control. If you're accustomed to more cushy, passive cars, we invite you to experience this feeling. We think you'll find it refreshing.

The articulating bucket seat, available on 1983 Firebirds and Pontiac 2000's, are bio-mechanically engineered to fit your body like a pair of designer jeans. The articulating seat conforms to your individual driving position through six different areas of adjustment.

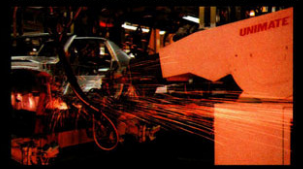
A. Seat angle.
B. Adjustable headrest.
C. Back and seat lateral support.
D. Thigh support.

The articulating bucket seats also feature fully adjustable lumbar support, not demonstrated here.

PONTIAC FIT AND FINISH

At Pontiac, we know that the best concept or design is useless without equally high standards of production quality. So to assure quality that will serve the total performance of your new Pontiac for thousands of miles, we employ some of the latest production technology.

Take a walk along the assembly line at the Norwood, Ohio facility, where some of our Firebirds are built, and you'll see this new technology in action. Electronic robots perform more than 2,000 intricate welds on each body. Computers analyze entire electrical systems and can pinpoint defects in even the smallest wire. Lasers scan front ends, door frames and tail assemblies to an accuracy of 3mm.



All this input is fed into the master computer to determine which areas are consistently turning out quality fit and construction, and to identify and rectify any recurring problems.

Before the first drop of paint is sprayed onto a Firebird body, the metal is sanded, rubbed, degreased and cleaned thoroughly. This fine finishing is necessary not only to give the paint its high-gloss luster, but more importantly, to provide stronger adherence of the primer coats to the metal for rust protection.

The primer coats are applied to the metal in a special bath called the Cathodic ELPO Dip. This is an electrophoteric paint process in which the body is given a negative charge and the primer paint is given a positive charge. When the car comes in contact with the paint, the two "poles" are magnetically attracted to each other and the primer is drawn into cavities and crevices we could never reach through spraying or other dipping methods.

Sealers are applied to the interior metal, then wax is injected into the body cavities to provide further anti-corrosion protection and to mute road noise.

Newly developed stone chip protection is sprayed along the underside of the exterior. This smooth urethane base coat helps protect the exposed paint surfaces against road salt and rocks.

Once the protective primer coats are applied, the body is ready to be painted. Every Firebird is then cleaned, painted with a top coat and baked. This process is repeated at least two more times. Not just to make your new Firebird look good, but to provide a thick shield that will keep your Firebird looking good even when it's not so new.

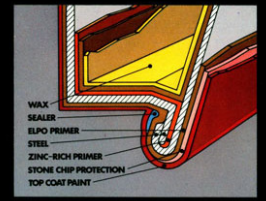
All metal parts of the car are painted together before they go to their different areas of assembly. The master computer tracks the parts and reunites them for their final assembly. This way the color of the hood, doors and body match precisely.

Until recently, paint was sprayed on manually, using high solvent/low solid paint. It was necessary to dilute this type of paint in order to maintain a fine, even spray and avoid streaks or runs. Today, by the use of robotics, we have achieved a consistently precise spray pattern.

We now also use what is known as a Turbo Bell Disc. This procedure employs centrifugal force to separate the paint. The disc spins at ultrahigh speeds, driving the paint off the disc's edge, into a fine mist which is then magnetically attracted to the car body. Again, the paint and body are given opposite electrical charges to assure the entire surface is covered. This process enables us to use high solid/low solvent enamel paints for a thicker, stronger high-gloss surface that helps resist chips and scratches.

Finally, before a model leaves the assembly line, the body is hand buffed and polished.

These new procedures and technologies exist not to speed up the mass production of the vehicles, but to assure consistent quality. So that every Firebird that rolls off the assembly line looks as great as the one before and performs as well as the one following. These advanced production techniques will help keep your Firebird performing for years down the road.



POWER AND DRIVETRAINS

In recent years, more and more of America's drivers found themselves facing a difficult question when selecting a new car: one with power, or one with efficiency?

It seemed you could only get one or the other, and it quickly became a problem.

Fortunately, this was the kind of problem that innovative engineers thrive on. And one that they've worked very hard to solve.

The beauty of Pontiac's concept of "total performance," is that every Pontiac model is designed and engineered to provide an exciting blend of power and efficiency that's not only right for today, but is also consistent with each model's character.

To achieve these proper combinations, engineers are constantly testing and experimenting with the engines and transmissions of today. With the knowledge they obtain from this work, and the use of advanced technology, they are seeking new ways to improve the design, quality, performance, efficiency and durability of the powertrains of tomorrow.

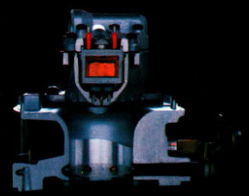
On the next few pages you will see how the engineers' hard work has paid off in the powertrains available in the 1983 Pontiacs.

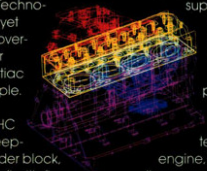
OVERHEAD CAM PERFORMANCE

To achieve "total performance," it is crucial to develop the kind of power-plants that are necessary to make this concept a reality.

Engines today must be light-weight, yet durable. Technologically advanced, yet efficient. The 1.8 liter overhead cam 4-cylinder engine in our '83 Pontiac 2000 is a prime example.

For strength and durability, this new OHC engine features a deep-skirted cast iron cylinder block, nodular iron crankshaft with five main bearings, nodular iron flywheel, hardened valve seat inserts, chrome-plated intake and exhaust valve stems, bi-metal exhaust valves with stellite faces, exhaust valve rotation caps, nodular iron exhaust manifold, and lightweight selected iron connecting rods, which also aid in reducing vibration. The deep-skirted cast iron block also helps in reducing noise and vibration. So does the balanced crankshaft with its eight counterweights, the five main bearings, balanced flywheel, and the ECIA (C system, which stands for "controlled compressor at idle," and which helps to eliminate engine cut-in and





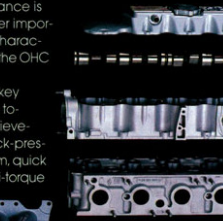
shake. Also aiding in quiet operation are the pistons, which are close-fitted to a bore clearance of 0-.020mm.

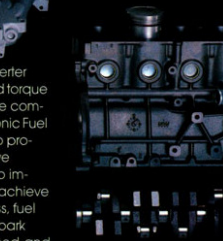
To help make the OHC engine lighter, its cylinder head, camshaft support, cam cover, oil pump housing, intake manifold and pistons are all made out of aluminum.

Smooth, responsive performance is another important characteristic of the OHC engine, and there are several key features that work together in this achievement. The low back-pressure exhaust system, quick opening throttle, hi-torque

transmission converter and good low end torque of the OHC engine combine with its Electronic Fuel Injection system to provide the responsive drivability that is so important today. To achieve this responsiveness, fuel delivery, engine spark advance, idle speed, and the torque converter clutch are all carefully controlled by the EFI system.

A horizontally mounted electronic spark timing (EST) distributor, directly driven by the camshaft, allows for precise spark control. In combination with the OHC's other performance features, the result is impressive drivability and fuel economy.





Quality is another outstanding characteristic of the new 1.8 liter overhead cam 4-cylinder engine. It's reached through the development of our modern engine manufacturing plants, which allow for critical inspections throughout the manufacturing process.

For example, every OHC engine receives two "loaded hot tests" before final approval. During assembly, key components

are automatically inspected on the line. The crankshaft itself receives 79 dimensional checks. The camshaft, 26 dimensional checks.

Other procedures to help achieve quality include the diamond honing of the crankshaft and cylinder bores, and the automatic torque monitoring of critical fasteners.

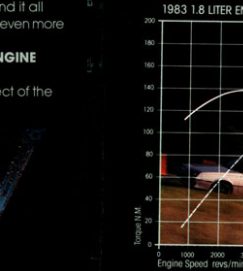
Serviceability, like quality, was another important consideration in the design of the OHC engine. Predetermined placement of such key features as the cam driven distributor, spark plugs, thermostat and fuel filter help to provide easy access and service. And it all helps make the OHC engine even more enjoyable.

COMPUTER MONITORED ENGINE CONTROLS

One other important aspect of the

Electronic Fuel Injection system in both the OHC engine and the 2.5 liter 4-cylinder engine, is the actual brain behind it.

It's an Electronic Control Module. A tiny on-board computer on every gasoline-powered Pontiac, ECM is designed to receive inputs from various sensing elements throughout the car. Upon receiving this information, which is updated many, many times per second, the Electronic Control Module monitors engine actuators such as the fuel injector, idle air control motor, EST distributor and torque converter clutch in a preprogrammed manner to help aid drivability. ECM is also largely responsible for monitoring the precise regulation of the engine's air/fuel mixture in all types of driving conditions, and at all altitudes. It allows for optimum conversion efficiency in the catalytic converter. And enables the 1.8 liter and

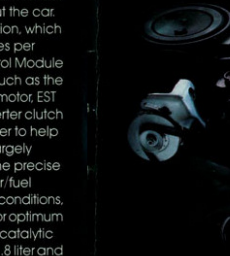


2.5 liter engines to meet all Federal and California exhaust emissions standards.

MORE IMPRESSIVE PERFORMANCE

The 2.5 liter 4-cylinder engine, available in several of our '83 models, is another exciting marvel of advanced technology.

Like the OHC engine, the 2.5 liter 4-cylinder engine is designed for smooth, responsive operation. Standard Electronic Fuel Injection is utilized to precisely control such engine functions as fuel delivery, idle speed and engine

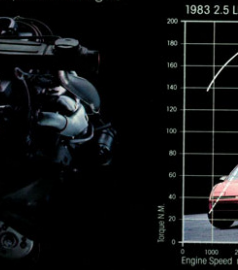


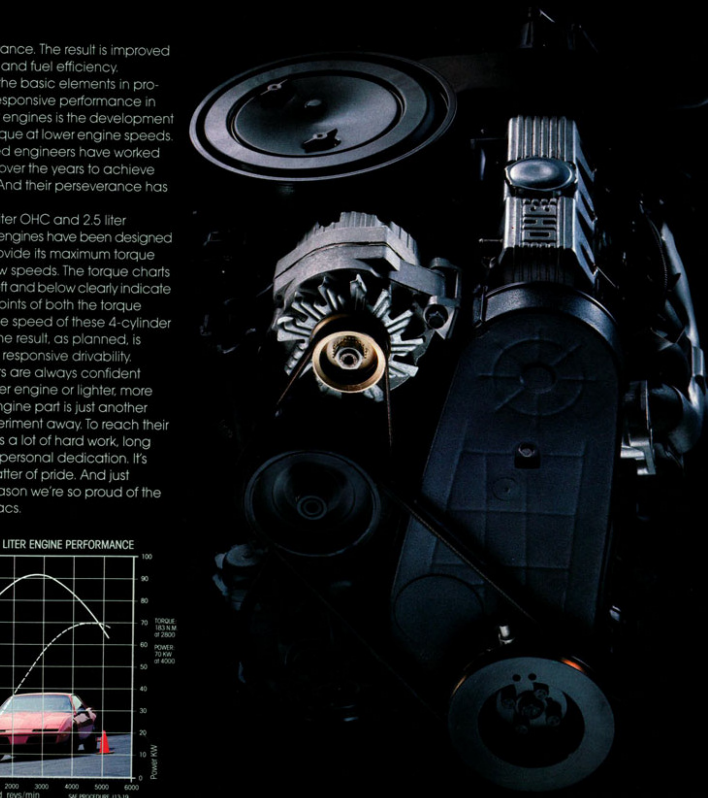
spark advance. The result is improved drivability and fuel efficiency.

One of the basic elements in producing responsive performance in 4-cylinder engines is the development of high torque at lower engine speeds. Determined engineers have worked very hard over the years to achieve this goal. And their perseverance has paid off.

The 1.8 liter OHC and 2.5 liter 4-cylinder engines have been designed to help provide its maximum torque even at low speeds. The torque charts at upper left and below clearly indicate the high points of both the torque and engine speed of these 4-cylinder engines. The result, as planned, is consistent, responsive drivability.

Engineers are always confident that a better engine or lighter, more durable engine part is just another test or experiment away. To reach their goals takes a lot of hard work, long hours and personal dedication. It's really a matter of pride. And just another reason we're so proud of the 1983 Pontiacs.





GETTING THE POWER TO THE ROAD

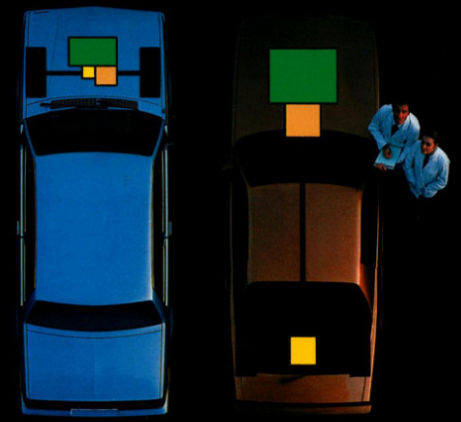
Whether a car should have front-wheel drive or rear-wheel drive is a question engineers spend a great deal of time analyzing. It is not an easy decision because each system has its own advantages.

For example, front-wheel drive provides a trimmer car with more interior space, while a car with rear-wheel drive may offer better overall balance.

The main thing is that the engineers always make this decision with the character of each model in mind.

Another feature that can add to a car's character, and to your driving enjoyment, is its transmission. Simply put, a difficult transmission can make you dislike an otherwise nifty car, while a smooth transmission can easily make a car a lot more fun than you ever thought.

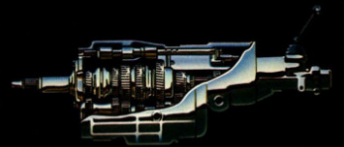
The new standard 5-speed manual transmission in our '83 Firebird S/E and Trans Am is an absolute delight. It's smooth and easy. With gear ratios that have been specially matched to the performance of both the High Output V-6 and 5.0 liter V-8 engines. The beauty is that the fifth gear overdrive helps improve highway fuel efficiency and acceleration, while reducing engine noise and wear.



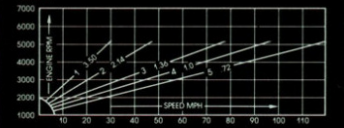
The 4-speed automatic available in our '83 Firebirds is another overdrive transmission you're going to appreciate. Ease of driving, smooth operation and increased efficiency are all a result of its torque converter clutch, which helps to combine the best features of an automatic with those of a manual.

Our Pontiac 2000 also has a new transmission for 1983. It's a standard 5-speed manual with the electronically fuel-injected OHC engine. Designed with a performance level 3.83 final drive ratio, it's both easy to use and fun to drive.

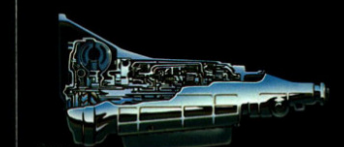
5-SPEED MANUAL
(Firebird)



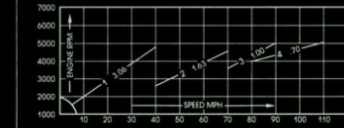
2.5 Liter Five-Speed Manual



4-SPEED AUTOMATIC
(Firebird)

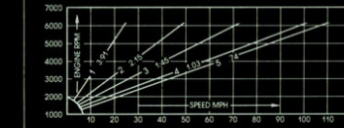


5.0 Liter Four-Speed Automatic



5-SPEED MANUAL
(Pontiac 2000)

1.8 Liter OHC Five-Speed Manual



The engines described here are just a few of the many powerplants available within the 1983 Pontiac lineup. They're the kinds of engines we feel are necessary to achieve our goal of "total performance."

	SPECIFICATIONS	ORDERING CODE	MODEL	TRANS-MISSION	AXLE RATIO
1.8 liter overhead cam (OHC) 4-cylinder engine with electronic fuel injection	Horsepower: 84 @ 5200 RPM Torque: 102 ft. lbs. @ 2800 RPM Compression ratio: 9.0 Bore x stroke: 3.34 x 3.13 Cylinder block & head: Cast iron Intake manifold: Aluminum Crankshaft: Nodular cast iron Exhaust manifold: Nodular cast iron Exhaust system: Single, with catalytic converter	LH8	Pontiac 2000	5-speed manual	3.83
2.5 liter 4-cylinder engine with electronic fuel injection	Horsepower: 94 @ 4000 RPM Torque: 134 ft. lbs. @ 2800 RPM Compression ratio: 8.2:1 Bore x stroke: 4.00 x 3.00 Cylinder block & head: Cast iron Intake manifold: Aluminum Crankshaft: Nodular cast iron Exhaust manifold: Stainless steel Exhaust system: Single, with catalytic converter	LQ9 LR8 LR8 LQ9	Firebird, Phoenix, LJ Pontiac 6000 Firebird S/E (Available)*	4-speed manual Automatic 5-speed manual	3.42 3.32 2.39 3.73
2.8 liter High Output V-6 engine	Horsepower: 135 @ 5400 RPM Torque: 145 ft. lbs. @ 2400 RPM Compression ratio: 8.9:1 Bore x stroke: 3.50 x 2.99 Cylinder block & head: Cast iron Intake manifold: Aluminum Crankshaft: Nodular cast iron Exhaust manifold: Cast iron Exhaust system: Single, with catalytic converter	LH7 LH7 LL1	Pontiac 6000 STE Phoenix SJ Firebird S/E	Automatic 4-speed manual 5-speed manual	3.33 3.32 3.73
5.0 liter V-8 engine with cross-fire injection	Horsepower: 145 @ 4000 RPM Torque: 240 ft. lbs. @ 1600 RPM Compression ratio: 8.6:1 Bore x stroke: 3.74 x 3.48 Cylinder block & head: Cast iron Intake manifold: Aluminum Crankshaft: Nodular cast iron Exhaust manifold: Cast iron Exhaust system: Single, with catalytic converter	LG4	Trans Am (Available)	Automatic	2.93

*credit delete option

SUSPENSION DESIGN AND DEVELOPMENT

One of the most important roles in creating a new Pontiac is played by the suspension design and vehicle development engineers.

When you think about it, the single most important factor in determining a car's character is the "feel" you experience when you grip the steering wheel and set off down the road. How a car reacts in lane change situations, over rough roads, and in freeway driving has a profound effect on how you perceive it, and often, whether or not you will become an owner.

Excelling at developing this special road "feel" has been a Pontiac tradition for the past 25 years. Which is why Pontiac has been responsible for some of the most exciting driver's cars America has ever produced.

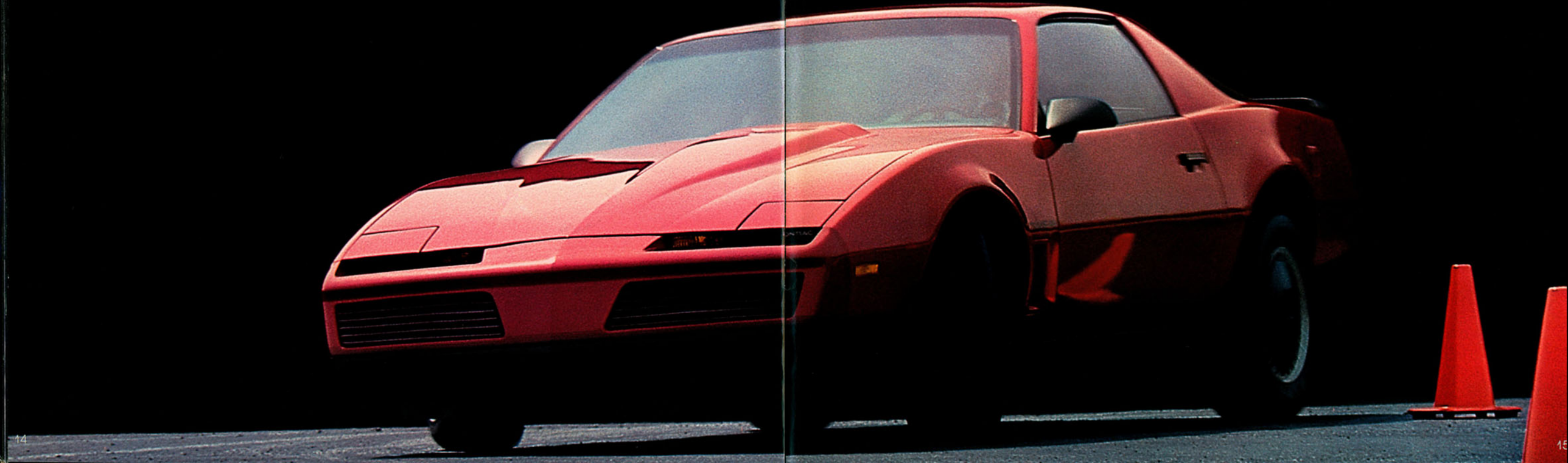
Suspension design and vehicle development is as much an art as it is a science, as much human touch and evaluation as it is computer models and laboratory tests. The "design tools" of a suspension engineer are computer programs that model the actual suspension geometry, which determines the requirements of the suspension components. Finite element stress analysis is used to project input loads of a suspension model on a computer screen to analyze the stress capability of the system.

The "analytical tools" of the suspension designer include laboratory fatigue tests on prototypes which will indicate their ultimate strength and durability. The finished suspension design is then measured on prototypes at the GM Proving Grounds to see that it meets all durability requirements under normal use, as well as abusive use. Componentry is then altered, redesigned, or refined from this data.

When suspension development engineers take over, they perform the critical task of evaluating the suspension package within the constraints of the vehicle design. They are responsible for "tuning" the vehicle's suspension components to see that all goals are met.

As you can see, suspension design and vehicle development is much more than just "springs and shocks." From Pontiac 1000 to Bonneville, the vehicle must satisfy its own ride and handling requirements.

But above all, it must ride and drive like a Pontiac—which is really what it's all about.

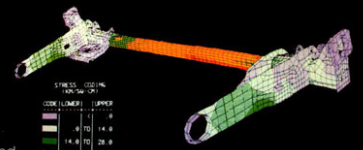


FRONT-WHEEL DRIVE: THE CONCEPT

When Pontiac's suspension development engineers set out to "tune" the components for the new Pontiac 6000 STE, they accepted a tremendous challenge. The STE would be one of America's first front-wheel-drive luxury performance sedans, and the most technically advanced Pontiac ever built.

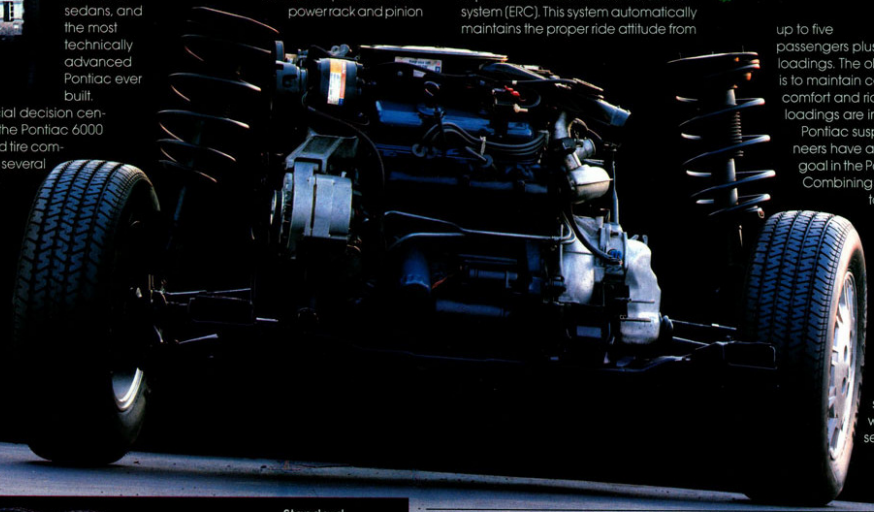
The first crucial decision centered around the Pontiac 6000 STE's wheel and tire combination. After several high-performance radials were evaluated, Goodyear Eagle GT's were selected. To complement these thoroughbred tires, the first "pore-free" die cast aluminum wheels ever offered on a production car in the U.S. were developed specifically for the STE. Their light weight and extreme strength underline their functional beauty.

The shock absorber valving and spring rates of the Pontiac 6000 STE are tuned for stability without sacrificing comfort. The front stabilizer diameter is increased and the addition of a rear stabilizer keeps the cornering attitude as level as possible. The power rack and pinion steering gear ratio is improved for fast steering response and added sensitivity to driver input. And the ventilated power front disc brakes are helped by finned aluminum rear drums, for consistent performance.



The most dramatic suspension feature of the Pontiac 6000 STE is its sophisticated Electronic Ride Control system (ERC). This system automatically maintains the proper ride attitude from up to five passengers plus cargo loadings. The objective of ERC is to maintain consistency in comfort and ride as the loadings are increased.

Pontiac suspension engineers have achieved their goal in the Pontiac 6000 STE. Combining the contradictory elements of ride comfort *and* exhilarating driver-oriented performance, the STE reaches a plateau in ride sophistication formerly reserved for some of the world's costliest sedans.



Standard Performance Wheels

Pontiac 6000 STE	Phoenix SJ (Y99)	Pontiac 2000 SE (Y99)
Specific "pore-free" die-cast aluminum	Sports cast aluminum	Turbo finned cast aluminum

	Front Stabilizer Bar (mm)	Rear Stabilizer Bar (mm)	Front Spring Rate (N/mm)	Rear Spring Rate (N/mm)	Steering Gear Ratio	Tire Size	Wheel Size
Pontiac 6000 STE	24.0	22.0	16.0	26.9	16:1	195/70R14	14"x6"
Phoenix SJ (Y99)	28.0	22.0	19.5	32.0	17.5:1	195/70R14	14"x6"
Pontiac 2000 SE (Y99)	28.0	19.0	16.0	Variable Rate	14:1	195/70R13	13"x5.5"

REAR-WHEEL DRIVE: THE PERFORMANCE

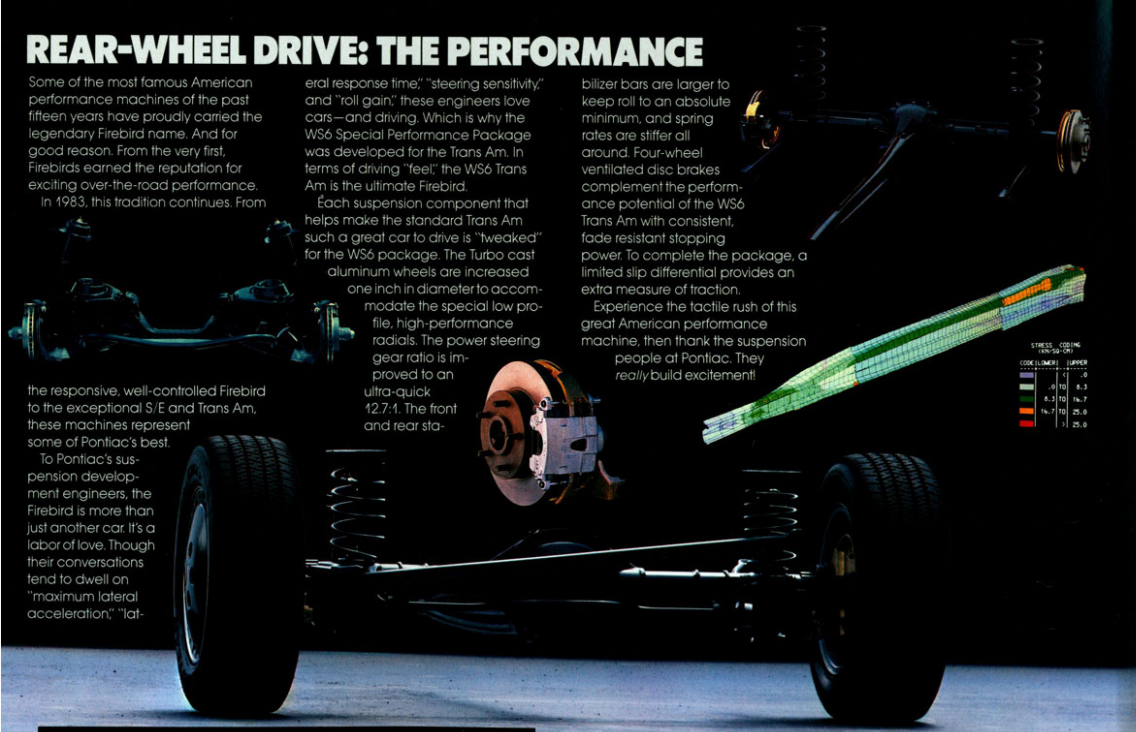
Some of the most famous American performance machines of the past fifteen years have proudly carried the legendary Firebird name. And for good reason. From the very first, Firebirds earned the reputation for exciting over-the-road performance.

In 1983, this tradition continues. From the responsive, well-controlled Firebird to the exceptional S/E and Trans Am, these machines represent some of Pontiac's best.

To Pontiac's suspension development engineers, the Firebird is more than just another car. It's a labor of love. Though their conversations tend to dwell on "maximum lateral acceleration," "lateral response time," "steering sensitivity," and "roll gain," these engineers love cars—and driving. Which is why the WS6 Special Performance Package was developed for the Trans Am. In terms of driving "feel," the WS6 Trans Am is the ultimate Firebird.

Each suspension component that helps make the standard Trans Am such a great car to drive is "tweaked" for the WS6 package. The Turbo cast aluminum wheels are increased one inch in diameter to accommodate the special low profile, high-performance radials. The power steering gear ratio is improved to an ultra-quick 12.7:1. The front and rear stabilizer bars are larger to keep roll to an absolute minimum, and spring rates are stiffer all around. Four-wheel ventilated disc brakes complement the performance potential of the WS6 Trans Am with consistent, fade resistant stopping power. To complete the package, a limited slip differential provides an extra measure of traction.

Experience the tactile rush of this great American performance machine, then thank the suspension people at Pontiac. They *really* build excitement!



Available Firebird Wheels*

Firebird (Y99), Trans Am, S/E (WS6)	Firebird
Turbo Finned Cast Aluminum	Cast Aluminum

*Also available on other selected 1983 Pontiac models.

	Front Stabilizer Bar (mm)	Rear Stabilizer Bar (mm)	Front Spring Rate (N/mm)	Rear Spring Rate (N/mm)	Steering Gear Ratio	Tire Size	Wheel Size
Firebird	28.0	None	58.0* 64.0**	18.0	15/13:1 (variable rate)	195/75R14	14"x6"
S/E, Trans Am (Y99)	30.0	12.0	64.0† 70.0**	18.0	14:1	205/70R14	14"x7"
S/E, Trans Am (WS6)	32.0	21.0	96.0	23.0	12.7:1	215/65R15	15"x7"

*With 2.5 liter L4 (LQ9). †With 2.8 liter High Output V-6 (LH7). **With 5.0 liter V-8 (LG4).

To a lot of people, the only thing better than owning an exciting car is knowing where there's a stretch of highway that twists and turns and seems to go on foreve

At Pontiac, we know what this feeling is all about. It's the same love of driving we have. And over the years, it's guided us in the design and development of all new Pontiacs.

Our determination to offer exciting cars is as strong as ever. But we know it's also important to provide performance that's right for today. Not the kind that use to be measured in seconds and horse-power. But the kind that offers a beautiful balance of acceleration, handling and efficiency.

For 1983, Pontiac excitement begins with our trio of Firebirds and drives on in Pontiac 6000, the great new Pontiac 60 STE, Grand Prix, Bonneville, Phoenix, Pontiac 2000 and Pontiac 1000.

Thirty-one great reasons in all to take on a turn. And to start turning pages.

FIREBIRD

For 1983, Pontiac's commitment to building excitement has resulted in an overall balance of styling, comfort, handling, acceleration and efficiency,* every quality working harmoniously to make the total driving experience a visual, sensual and emotional rush. It has resulted in three new Pontiacs designed, engineered and built for excitement: Trans Am, S/E and Firebird.

TRANS AM. Not too long ago, many believed a drag coefficient lower than .35 could only be achieved by the aerodynamic exercises of Italian design schools.

Pontiac has put an end to that misconception. With a drag coefficient of .31, the smooth, sculptured shape of our Trans Am slips through the wind almost undetected.

But advanced aerodynamics isn't the only technology applied to this new road performer. To accelerate its sleek sheet metal down the straightaway, Trans Am offers you a vigorous 5.0 liter 4-barrel V-8 engine, a new standard 5-speed manual transmission with overdrive and a cool air induction hood.

Now go find a road. Any road. You've got standard power steering, MacPherson front struts and torque arm rear suspension working for you.

Order the WS6 Special Performance Package and get 12.7:1 quick steering gear ratio, 32mm front/21mm rear sway bars, four-wheel vented disc brakes, turbo cast aluminum wheels and 15" Goodyear Eagle GT steel-belted high performance radials.

*See Facts and Figures page for fuel economy ratings.

FIREBIRD S/E. Our 1983 Firebird S/E was designed to add a little sophistication to an exciting performance machine.

Its sleek, serene design will surely appeal to your sense of good taste. Just as its new available Lear Siegler adjustable bucket seats will appeal to your sense of comfort. And its strategically placed instrumentation will appeal to your sense of logic.

Yet for all its sophistication, with its standard 2.8 liter High Output V-6 engine and new 5-speed manual transmission, S/E is ready for assertive drivers. There's also a new available 4-speed automatic transmission and available hatch roof for even more excitement.

And because the S/E has the same suspension componentry as our Trans Am, it can play a curve like a fine instrument.

FIREBIRD. For what you'd pay for an ordinary car, you could be driving pure excitement.

Because while you'll find many exciting features in our 1983 Firebird, like MacPherson front struts, power steering and four-on-the-floor, you'll also find the Firebird to be quite affordable.

And although it's built for exciting performance, Firebird hasn't forgotten one critical aspect of total performance: efficiency. The standard 2.5 liter electronically fuel-injected engine, slippery shape and GM's Computer Command Control all contribute to make Firebird one efficient performer. So the time you spend at the pump won't spoil the exciting times in between.

The Trans Am interior is the right place to be when all the excitement happens.

Standard interior features include side window defoggers, integral console and full cut-pile carpeting.

Among the available options shown are new Lear Siegler adjustable bucket seats and a leather map pocket.

Standard electronically controlled retractable halogen headlamps help the aerodynamics on all Firebirds.

The induction hood scoop provides high-density air intake for heavy breathing excitement. Standard on Trans Am.

The new available louvered sunshade shields the rear area from glare and heat.

Trans Am instrumentation includes tachometer. Also shown is the available leather-wrapped Formula wheel, integral console with 4-speed automatic transmission, and Delco-GM ETR AM/FM cassette stereo with seek and scan and 5-band graphic equalizer.

The new 5-speed manual transmission with overdrive helps you get to highway speeds faster and requires less fuel while you're there. It's standard on the S/E and Trans Am, available on Firebird.

The all-new available Lear Siegler adjustable driver's seat conforms to your individual driving position through six different areas of adjustment: bottom and back lateral support, lumbar support, thigh support, seat angle and 4-way adjustable headrest.

PONTIAC 6000

SPECIAL TOURING EDITION. Our most exciting high-performance front-wheel-drive sedan is an eloquent rebuttal to those who think driver's sedans are the private domain of Europe.

The subtle but striking tone-on-tone paint highlights the Pontiac 6000 STE's sophisticated character. Four halogen headlamps, two inboard-mounted driving lamps and the front air dam contribute to its serious road stance. The 195/70R14 Goodyear Eagle GT's are mounted on ventilated cast aluminum wheels. An STE exclusive, these new wheels minimize unsprung weight and aid in brake cooling. Shock absorbers, springs, bushings, front and rear stabilizers and the power rack and pinion steering were precisely tuned to take advantage of the tire capabilities and extract an impressive combination of ride and handling.

The result is nothing short of a revelation. Its responsive steering allows you to exploit its agility to the fullest. And the Pontiac 6000 STE handles road imperfections with aplomb, keeping its composure even over the harshest surfaces.

A refined 2.8 liter High Output V-6, combined with a three-speed automatic, imparts smooth effortless response, eagerly propelling STE down the road.

Pontiac 6000 STE. Possibly the most exciting high-performance sedan to hit America's streets in a long, long time!

The Pontiac 6000 STE interior promotes driver efficiency with a comfortable environment. The fully reclining driver's seat adjusts manually six ways, featuring lumbar support and separate headrest. STE standard features include air conditioning, power door locks and windows, electrically controlled mirrors and cruise control.

The Driver Information Center graphically monitors important engine functions and lamp operation. It also allows you to program service interval reminders for oil and filter changes, tire rotations and tune-ups.

The rear seat of the Pontiac 6000 STE features a center armrest and headrests for passenger convenience.

The heating, ventilation and air conditioning system (HVAC) uses advanced electronics with LED locators for accurate climate control.

The sophisticated look of the Pontiac 6000 STE extends to the rear-mounted power antenna, blacked-out tail lamps and the dual outlet, stainless steel exhaust trumpets.

Dominating the Pontiac 6000 STE's instrument panel is a finely crafted sport steering wheel, eye-catching instrument graphics and optically soothing red lighting. STE's standard high-performance sound system is a Delco-GM ETR AM/FM stereo cassette and 5-band graphic equalizer.*

*Credit delete option

PONTIAC 6000. In just one year, Pontiac 6000 has established itself as one of the most exciting new cars in Pontiac's history.

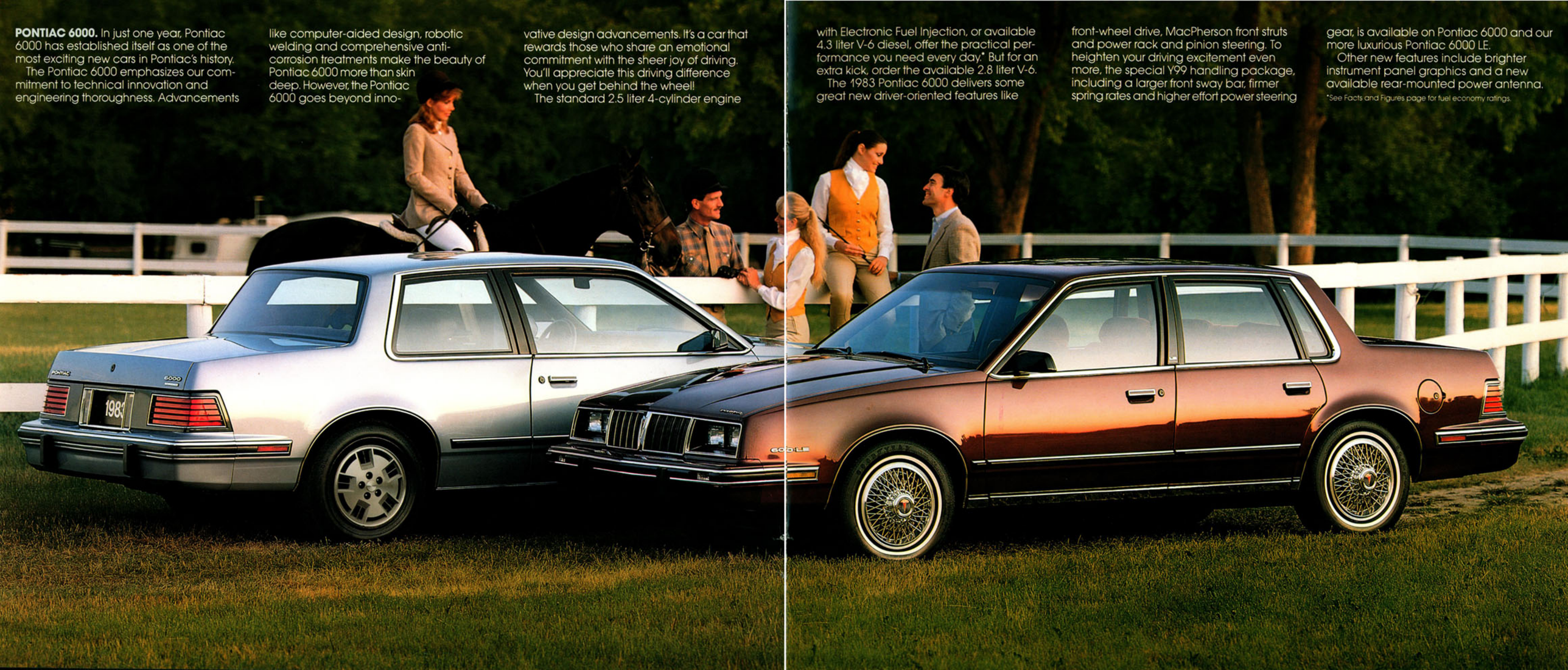
The Pontiac 6000 emphasizes our commitment to technical innovation and engineering thoroughness. Advancements like computer-aided design, robotic welding and comprehensive anti-corrosion treatments make the beauty of Pontiac 6000 more than skin deep. However, the Pontiac 6000 goes beyond innovative design advancements. It's a car that rewards those who share an emotional commitment with the sheer joy of driving. You'll appreciate this driving difference when you get behind the wheel!

The standard 2.5 liter 4-cylinder engine with Electronic Fuel Injection, or available 4.3 liter V-6 diesel, offer the practical performance you need every day.* But for an extra kick, order the available 2.8 liter V-6.

The 1983 Pontiac 6000 delivers some great new driver-oriented features like front-wheel drive, MacPherson front struts and power rack and pinion steering. To heighten your driving excitement even more, the special Y99 handling package, including a larger front sway bar, firmer spring rates and higher effort power steering gear, is available on Pontiac 6000 and our more luxurious Pontiac 6000 LE.

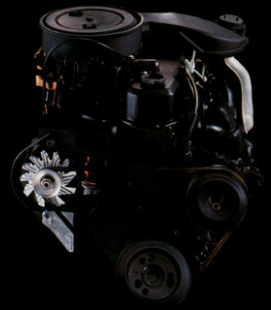
Other new features include brighter instrument panel graphics and a new available rear-mounted power antenna.

*See Facts and Figures page for fuel economy ratings.



Pontiac 6000 stereo systems include Delco-GM ETR AM/FM radios. Shown is the available seek and scan, cassette and 5-band graphic equalizer.

Conveniently placed controls for the power windows and door locks are on the door panels.



The standard 2.5 liter 4-cylinder engine with Electronic Fuel Injection gives you the responsive performance you need every day.

Pontiac 6000 interior excitement. Among the available features shown are console and bucket seats.

The Pontiac 6000 LE interior (left) stresses the business of driving without ignoring the importance of comfort. The available 45/45 split seats feature new international-style separate headrests. Available features also shown include a Formula steering wheel, full instrumentation, console, power windows and door locks, cruise control, air conditioning and Delco-GM ETR AM/FM stereo radio.

GRAND PRIX

Its name is legend. Its standard of excellence expected. Its level of excitement self-evident.

Grand Prix is a car that doesn't need flash to fire excitement. And for 1983, the excitement is yours to enjoy in three ways: Grand Prix, Grand Prix LJ and Grand Prix Brougham.

GRAND PRIX LJ. There's simply no mistaking LJ as our sportiest Grand Prix.

Body-colored sport mirrors plane crisply from its sides. While slick-looking tail lamps follow up its sporty styling and leave behind an image worthy of a closer look.

Step inside Grand Prix LJ and step into a luxury sport. Then start the engine and get ready for your first dose of '83 Grand Prix LJ driving excitement.

For an even sportier slant on excitement, order the available hatch roof and front buckets. For extra go-power, there's an available 5.0 liter V-8 engine this year. And for extra fuel economy, there's an available 5.7 liter diesel V-8 engine.*

GRAND PRIX. Exciting to look at, affordable to own. That's Pontiac Grand Prix for 1983.

Grand Prix highlights its exterior good looks with a distinctive grille, formal roofline and rear quarter windows.

Then Grand Prix brings its good looks into a spacious environment that seats six adults. With thick cut-pile carpeting. New soft-cloth front seats. And a rich-looking instrument panel with electric clock. Grand Prix also offers you standard power steering and brakes.

*See Facts and Figures page for fuel economy ratings.

GRAND PRIX BROUGHAM. Some people define luxury with a few well-chosen words. Grand Prix Brougham defines it with special touches that make luxury a way of life.

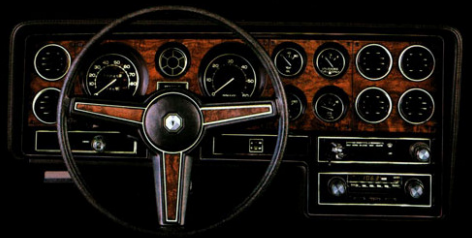
The exterior lines travel gracefully along its length, outlining a car of elegance.

And its interior appointments support that image with sophisticated comfort.

Plush carpeting greets you the moment you enter Brougham's luxurious domain. Soft, 60/40 notchback front seats in cloth, or with available leather in the seating areas, embrace you with undeniable comfort. And luxurious door trim panels surround you with functional beauty.

For an even more distinguished look, add the available Brougham Landau Package. Then drive away in the lap of luxury!

This year there is an available 5.0 liter V-8, to help power you through miles of Grand Prix excitement.



Available rally gages make keeping an eye on your engine very easy to do.

Available buckets with 6-way power driver's seat will put you in the best possible position to enjoy Grand Prix's comfortable inner environment.

The standard 60/40 cloth seats add a rich touch to Grand Prix Brougham.

BONNEVILLE

People who buy luxury cars for extra comfort, added room and a measure of prestige, would be satisfied with just about any luxury car.

But if you're serious about driving, Bonneville is for you.

BONNEVILLE BROUGHAM. At Pontiac, we believe elegance should be exciting. As exciting as a Palm Beach polo match or an opening night on Broadway.

It was with this attitude that we designed our Bonneville Brougham.

The first time you encounter Bonneville Brougham, you'll be taken by its impressive styling. Distinctive grille. And formal roofline. You'll also see that this car, while classically styled, is poised for excitement. Because when you head for the highway, you'll feel this excitement as the standard 3.8 liter V-6 engine and three-speed automatic transmission take you smoothly up to cruising speeds. There's also an available 5.0 liter V-8 for more power. And an available diesel V-8 for more efficiency.*

And as you travel down that forgotten back road, you'll be glad Bonneville has power steering and brakes, full coil suspension and a front stabilizer bar to help you negotiate twists and turns.

So look. No matter if you're going to work on a Monday morning or going to town on a Saturday night, you'll appreciate the exciting elegance that puts Bonneville Brougham in a class by itself.

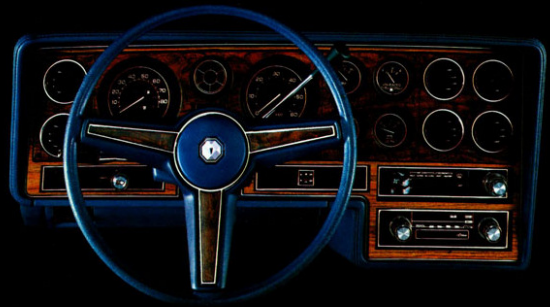
*See Facts and Figures page for fuel economy ratings.

BONNEVILLE. Elegant, exciting, affordable. This may seem an unlikely combination of words to describe a luxury car, but actually they're some of the best words to describe the 1983 Bonneville Sedan.

Because while our new Sedan offers you striking styling, comfort for six and many of the features you'd expect from a luxury car, it also delivers the kind of driving excitement you expect only from a Pontiac.

The Bonneville Sedan is designed to answer the challenge of the open road. With driving features like a responsive 3.8 liter V-6 engine and 3-speed automatic transmission with torque converter clutch. Power steering and brakes. Full coil suspension. And available cruise control.

And for all its elegance and excitement, this new 1983 Pontiac Bonneville is surprisingly affordable. Not only to purchase, but to maintain…with extensive anti-corrosion protection and 30,000 miles between recommended spark plug changes, under normal operating conditions.



When you open the door to Bonneville Brougham, you open the door to a world of driving comfort that includes luxurious 60/40 split front seats with fold-down center armrest. You also get thick cut-pile carpeting. Luxury door trim. And subtle chimes to remind you of keys, seat belts and headlamps.

We've put a dash of excitement into Bonneville's handsome interior with available rally gages, Delco-GM AM/FM ETR stereo cassette with seek and scan, rear window defogger and air conditioning. All of Bonneville's instruments and controls are clearly visible and easily reached, so as not to distract you from the excitement ahead.

PHOENIX

Get ready. Your year to drive the excitement of Pontiac Phoenix has arrived.

For 1983, our front-wheel-drive Phoenix sports a new look. Crisp. Clean. And refined. Yet it continues to make a solid commitment to value—a quality you'll find more than evident in every Phoenix.

PHOENIX SJ. You're looking at a car that's dedicated to people who demand excitement in the cars they drive.

There's an aggressive blacked-out grille up front. A black-finished rear spoiler flaring up from behind (Coupe only). And black-finished taillights that keep a low profile. All adding up to a look that means business.

Under the hood? A standard 2.8 liter High Output V-6 engine for quick acceleration and surprising efficiency.* MacPherson strut front suspension and rack and pinion steering for smooth, responsive handling. And front and rear stabilizer bars to help straighten out curves.

Inside Phoenix SJ you get body-hugging reclining front bucket seats to buckle into. A Formula steering wheel to grip. A floor-mounted 4-speed stick to play with. And a rally gage cluster with a tach for you to view. All standard in either Coupe or Hatchback versions.

PHOENIX. Solid value is what Phoenix is all about. It features a 2.5 liter 4-cylinder engine with Electronic Fuel Injection to help offer good fuel economy and drivability. And a full coil suspension to help deliver a smooth, comfortable ride.

Inside, there's a full-width front seat. Room for five passengers. Thick, cut-pile carpeting. A deluxe cushion steering wheel. And a Delco-GM AM radio with dual front speakers.† All standard for 1983. And all ready to make your Phoenix fun to own.

*See Facts and Figures page for fuel economy ratings.
†Credit delete option.

PHOENIX LJ. For mid-size versatility, look into Phoenix LJ Hatchback. With the rear seat folded down, you'll find over 40 cubic feet of cargo space. And thanks to the removable cargo cover, valuables stay hidden from curious eyes.

Now slip inside and discover the substance of LJ style. Experience the luxury notchback front seats. Appreciate the luxury cushion steering wheel. And enjoy deep, cut-pile carpeting throughout.

For a more formal feel of the road, Phoenix LJ Coupe is the way to go. Custom wheel covers add a classic touch. A new aerodynamic mirror cuts cleanly through the wind. And the handsome available Landau top (Coupe only) will help further the look of distinction your Phoenix offers you.

A 2.8 liter High Output V-6 engine provides the power that moves Phoenix SJ.

To personalize your Phoenix, order available rally gages with tach, Delco-GM AM/FM stereo, cassette and air conditioning, all operating out of the racy instrument panel.

Shift up to excitement with the floor-mounted 4-speed in the center console

A full array of available power options will help make your Phoenix LJ interior as convenient as it is comfortable.

PONTIAC 2000

If you're looking for pure driving excitement in a trim, efficient size, you've come to the right car. You'll know it the instant you rev up the 4-cylinder overhead cam engine with Electronic Fuel Injection and drop the 5-speed into gear—this front-wheel-drive performer has what it takes.

PONTIAC 2000 HATCHBACK. Your instincts tell you the slick SE Hatchback is designed to be driven. Slip behind the wheel and your instincts are confirmed.

The rally gages and tach in front of you are standard this year. So are power rack and pinion steering and the Formula steering wheel. A glance in the rearview mirror reveals the functional spoiler in back. It's also standard for '83.

Now take Pontiac 2000 SE to the street and feel the excitement as the taut rally handling suspension does its stuff. Exhilarating is the only word for it. Yet with all this driving excitement built into the Pontiac 2000 SE Hatchback, the choice is yours to make it even more exciting. A glass-hinged sunroof, power windows and a new hatch sunshade are among the options available. And to cradle you firmly through the tightest curves, new Lear Siegler front bucket seats are available with separately adjustable leg, thigh and lumbar supports.

To make your Pontiac 2000 SE really cool, you can also select available air conditioning and cruise control. Then, to round out your driving environment, choose from the great lineup of Delco-GM sound systems you can order.

PONTIAC 2000 SEDAN. Here's a sedan dedicated to the delightful proposition that a spirited driver's car should not be austere. Indeed, the LE Sedan is a thoughtful blend of performance, style and comfort you're sure to appreciate. A look inside tells the exciting LE story.

The handsome instrument panel that monitors the lively 4-cylinder overhead cam engine features bold new graphics and lighting. Come nightfall, a flick of the headlight switch bathes the tastefully designed gage cluster in a soft red glow.

The standard Pontiac 2000 LE interior is handsomely done. With thoughtful touches like passenger assist straps, luxury cushion steering wheel and side window defoggers.

While a 5-speed gearbox is standard, you may want to opt for the available 3-speed automatic transmission. Either way, you get a floor-mounted gearshift and handy console.

For even more comfort and convenience, you'll find air conditioning, power windows, cruise control and tilt steering wheel among the many amenities available.

Yet beneath all the plush and comfort, Pontiac 2000 LE Sedan is every bit a driver's car. With the same superb rack and pinion steering, front-wheel drive, power front disc brakes and MacPherson front strut suspension components that distinguish all Pontiac 2000 models. And with that kind of road chemistry at work, you've got a sedan that's at home on any boulevard or back road.

PONTIAC 2000 COUPE. The looks alone are enough to convince most people Pontiac 2000 Coupe is anything but dull. But if you need even more proof, check out the remarkable response and efficiency* of the standard 1.8 liter overhead cam engine with Electronic Fuel Injection.

Fully reclining front bucket seats and cut- pile carpeting are standard. Or, you can order a new custom interior.
PONTIAC 2000 SUNBIRD CONVERTIBLE.** First the good news. Top-down fun returns to Pontiac with the exciting new Sunbird Convertible. It comes complete with power-assisted top, windows and steering. What's the bad news? Production is very limited, so they will not be at all dealerships. See your Pontiac dealer for information on availability.

*See Facts and Figures page for fuel economy ratings.
**Available in Spring of 1983.

Grab hold of this standard 5-speed stick and shift your driving excitement into high gear.

Available rally gages, tach (standard on SE Hatchback) and Delco-GM ETR AM/FM stereo radio with cassette give Pontiac 2000 a dash of excitement.

Electronic Fuel Injection and an overhead cam are among the reasons why this standard 4-cylinder engine is both responsive and efficient.

Available louvered sunshade helps you and your Pontiac 2000 Hatchback be cool.

Set your own standards of comfort with soft adjustable front bucket seats. They're yours to enjoy on the Pontiac 2000 SE Hatchback, LE Sedan, Coupe and Wagon.

PONTIAC 1000

The new Pontiac 1000 is a car with something for just about every kind of driver. Its got plenty of practicality. Lots of excitement.-And, perhaps best of all, the lowest price of any '83 Pontiac.

3-DOOR HATCHBACK. The nifty little number you're looking at here is the Pontiac 1000 3-door Hatchback.

It's fun. It's fresh. And for 1983, it's featuring a slick new look, both front and rear. There's also a new appearance package you can order this year, to make Pontiac's 1000 3-door Hatchback even sportier.

Okay, now let's hop inside. Ease back in the standard reclining front buckets and you're ready to enjoy the view around you. The spoke steering wheel is standard, but there's an available Formula wheel if you wish. The floor-mounted 4-speed stick is there on your right, the handy multi-function lever is there on your left. And both are ready to do their thing.

When you're ready to do *your* thing, and head for the highway, this little beauty will show you a great time. Its rack and pinion steering and full coil suspension help to take care of just about any bend or bump. Very nicely.

Feeling pretty cool in your Pontiac 1000? Well maybe it's because you've got the available swing-out rear windows open (3-door only). Or the available custom air conditioning turned on. Then again, maybe it's because you're driving one neat little car. The exciting Pontiac 1000 3-door Hatchback. Go for it!

Available features shown.

5-DOOR HATCHBACK. Like the 3-door, our 5-door Hatchback is another great way to have a great time.

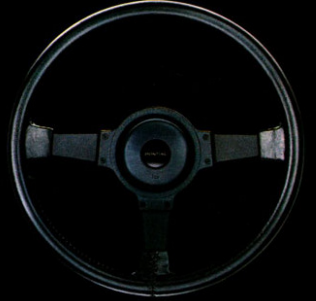
A 4-speed is standard, but there's an available automatic transmission to help make your trips even smoother.

Under the hood there's a 1.6 liter overhead cam 4-cylinder engine that's designed to be both responsive and fuel efficient.* Under the hatch, there's 28.6 cubic feet of cargo space with the rear seat down, to help you carry a few things across town or across the country. Carpeted, of course.

You also get reclining front bucket seats. Sporty steering wheel. And full cut-pile carpeting. All standard!

*See Facts and Figures page for fuel economy ratings.

Pontiac 1000's gages help you keep a close watch on the action.



Get a grip on the excitement with the available Formula steering wheel.

Available 5-speed manual transmission, with 3-door only (not available in California).

Standard reclining front buckets, shown in soft, available fabric.

PONTIAC WAGONS

For 1983, Pontiac proves once again you don't have to give up the fun of driving to get the versatility of a wagon.

BONNEVILLE. Larger families with larger needs will really appreciate our '83 Bonneville Wagon.

There's plenty of comfort for six adults. A handsome notchback front seat. And cut-pile carpeting all around.

Powering our Bonneville Wagon is a responsive 3.8 liter V-6 engine. For even more power there's an available 5.0 liter V-8. Or for more efficiency, there's an available 5.7 liter V-8 diesel.* Power steering, brakes and automatic transmission are standard. And to make all your trips a breeze, air conditioning is available.

PONTIAC 2000. The new 2000 LE Wagon is the latest in a long line of exciting Pontiac wagons.

It's sporty. And spunky. And designed to be as much fun to drive as it is hard-working. Just slip behind the luxury cushion wheel and you'll see what we mean.

Reclining custom front bucket seats, a floor-mounted 5-speed, side window defoggers and rack and pinion steering are just a few of the features you'll love.

Up ahead you've got front-wheel drive and a 1.8 liter overhead cam 4-cylinder engine with Electronic Fuel Injection. And in back, there's room for three more people.

*See Facts and Figures page for fuel economy ratings

PONTIAC 2000. You'll be amazed at how much cargo space is available in the Pontiac 2000 Wagon.

With the rear seat folded down, you get 64.4 cubic feet of room for hauling the kinds of things a family needs to carry. From boxes to bags to baseball equipment.

The floor is carpeted, of course. And a remote tailgate release button is available.

BONNEVILLE. Bigger families obviously need a lot more room for their gear. With our '83 Bonneville Wagon there's room to spare. Just fold down the rear seat and you'll find a whopping 71.8 cubic feet of handy cargo space. It's carpeted throughout. And the tailgate opens up high and wide to take in just about anything a large family needs to haul.

FIREBIRD FACTS & FIGURES

Now that you've decided on a Pontiac, take your time and study Pontiac's long list of standard and available features. Then see your dealer about the exciting Premium Packages available on selected 1983 Pontiacs. And about buying or leasing.

EXTERIOR FEATURES:	Firebird	Trans Am	Firebird S/E
Air dam, front	S	S	S
Air extractors, front fender	–	S	–
Bumpers, body-colored, one-piece resilient endura front panel and front/rear bumper	S	S	S
Fuel filler door, locking	A	A	S
Glass, wraparound tinted liftback glass	S	S	S
Mirrors: Black-finished, RH manual convex, LH manual	S	–	–
Sport, LH remote control, RH manual convex	A	S	S
Moldings, body-colored, body side	–	–	S
Paint, lower accent with striping	–	S	S
Spoiler, rear deck aero wing	A	S	A
Tail lamps, full-width black	–	S	S
Tires (radials): 195/75R14 glass-belted blackwall	S	–	–
205/70R14 steel-belted blackwall	A	S	S
Compact spare tire	S	S	S
Trim, luxury interior group	A	A	S
Washer/wiper, rear hatch	A	A	S
Wheels: Rally (14 x 6) with black cap and lug nuts	S	–	–
Turbo cast aluminum with center cap (black-finished on Trans Am; body-colored on S/E)	–	S	S
INTERIOR FEATURES:			
Carpeting: Cargo area	S	S	S
Cut-pile, floor	S	S	S
Console, front integral with instrument panel	S	S	S
Control lever, multi-function	S	S	S
Defoggers, side window	S	S	S
Gages, instrumentation including tachometer and trip odometer	A	S	S
Hatch release, electric-operated	A	A	S
Hood release, inside	S	S	S
Map pocket, leather (included with luxury interior)	A	A	S
Seats: Folding rear seat	S	S	–
Folding split back rear seat (included with luxury interior)	A	A	S
Reclining front buckets	S	S	S
Steering wheel, Formula	S	S	S
Storage compartment, lockable (in left rear quarter panel)	S	S	S
MECHANICAL			
Brake system, power, front disc/rear drum	S	S	S
GM Computer Command Control	S	S	S
Steering, power	S	S	S
Suspensions: MacPherson strut front	S	S	S
Rally tuned suspension includes 205/70R14 tires, 14" x 7" turbo aluminum wheels, larger front and added rear stabilizer bars (tinned turbo cast aluminum wheels on Firebird, available on S/E and Trans Am)	A	S	S
Torque arm/track bar rear	S	S	S
Windshield washer system, fluidic with dual nozzles	S	S	S

S=STANDARD A=AVAILABLE –=NOT AVAILABLE

MAJOR OPTIONS:	Firebird	Trans Am	Firebird S/E
Air conditioning (requires Soft Ray glass)	A	A	A
Antenna, power	A	A	A
Axle, limited slip differential	A	A	A
Brakes, power, 4-wheel disc	–	A	A
Cargo security screen, roll-up	A	A	A
Clock, digital quartz (located in radio)	A	A	A
Cruise control, resume-speed feature	A	A	A
Defogger, electric rear window	A	A	A
Door locks, power	A	A	A
Exterior group, custom. Includes bright windowsill moldings, pillar and roof drip moldings, body-color door handle tape inserts and sport mirrors	A	–	–
Generator, heavy-duty	A	A	A
Glass, Soft Ray all windows (required with air conditioning)	A	A	A
Hatch roof, removable glass panels	A	A	A
Lamps: Dome reading	A	A	A
Lamp group. Includes instrument panel courtesy lamp, luggage compartment lamp, "headlamp on" warning system and tone generator (seat belts, keys)	A	A	A
Mirrors, sport, dual electric-operated	A	A	A
Moldings, body side, black	A	A	–
Performance package, special. Includes special handling package, 15 x 7 aluminum wheels, power four-wheel disc brakes, limited slip axle, 215/65R15 steel-belted blackwall tires and inflatable spare tire	–	A	A
Radio equipment: Delco-GM AM	A	A	A
Delco-GM AM with digital clock	A	A	A
Delco-GM ETR AM/FM stereo radio w/o clock(A)	A	A	A
Delco-GM ETR AM/FM stereo w/digital clock(A)	A	A	A
Delco-GM ETR AM/FM stereo with cassette tape player and digital clock(A)	A	A	A
Delco-GM ETR AM/FM stereo radio with cassette tape player, digital clock, seek and scan and 5-band graphic equalizer(A)	A	A	A
Speakers, dual front and rear (available with Delco-GM AM radio only)(A)	A	A	A
Seats: Lear Siegler adjustable custom bucket (luxury interior group required)	A	A	A
6-way, power, driver	A	A	A
Steering wheels: Leather-wrapped Formula	A	A	A
Tilt	A	A	A
Sunshade, louvered	A	A	A
Tires (radials): 195/75R14 glass-belted whitewalls	A	–	–
195/75R14 steel-belted blackwalls	A	–	–
195/75R14 steel-belted whitewalls	A	–	–
195/75R14 steel-belted white-lettered	A	–	–
205/70R14 steel-belted white-lettered	–	A	A
215/65R15 steel-belted blackwalls (with special performance package only)	–	A	A
215/65R15 steel-belted white-lettered (with special performance package only)	–	A	A
Wheels: Cast aluminum (14 x 6)	A	–	–

MAJOR OPTIONS (CONT.):	Firebird	Trans Am	Firebird S/E
Finned turbo cast aluminum in gold or silver (14 x 7; 15 x 7 with special performance package only), 14 x 7 available on Firebird with handling package	A	A	A
Rally V wheel trim	A	–	–
Wheel locking package	A	A	A
Wire wheel covers with locking package	A	–	–
Windows, power	A	A	A
Windshield wipers, controlled cycle	A	A	A

(A)Includes performance sound acoustically matched response speakers.

ENGINES/TRANSMISSIONS

Engine Ordering Code	Engine	Avail.	Trans.	Hwy. Est.	EPA Est. MPG	Firebird	Trans Am	Firebird S/E
LQ9 (1)	2.5 liter (151 CID) 4-cyl. with electronic fuel injection	Fed./Calif.	4-Man.	†	†	S	–	–
		Fed./Calif.	5-Man.	38	(24)	A	–	A*
		Fed./Calif.	3-Spd. Auto.	35	(23)	A	–	A*
LC1 (2)	2.8 liter (173 CID) V-6 2-bbl.	Fed./Calif.	5-Man.	†	†	A	–	–
		Fed./Calif.	3-Spd. Auto.	†	†	A	–	–
LL1 (2)	2.8 liter (173 CID) High Output, V-6 2-bbl.	Fed./Calif.	5-Man.	†	†	–	–	S
		Fed./Calif.	4-Spd. Auto.	†	†	–	–	A
LG4 (2)	5.0 liter (305 CID) V-8 4-bbl.	Fed./Calif.	5-Man.	†	†	–	S	A
		Fed./Calif.	4-Spd. Auto.	†	†	A	A	A
LU5 (3)	5.0 liter (305 CID) V-8 with cross-fire injection	Fed./Calif.	4-Spd. Auto.	†	†	–	A	–

†Not available at time of printing. See dealer for details.
Produced by GM. (1) Pontiac; (2) Chevrolet; (3) Chevrolet-GM Canada.
Use estimated mpg for comparison. Your mileage may differ depending on speed, distance, weather. Actual highway mileage lower.
*Credit delete option.

DIMENSIONS	Firebird Mm. (in.)
Exterior: Wheelbase	2566 (101.0)
Overall length	4823 (189.8)
Width	2007 (79.0)
Overall height	1287 (50.7)
Tread, front	1541 (60.7)
Tread, rear	1564 (61.6)
Interior—front: Head room	940 (37.0)
Leg room	1092 (43.0)
Shoulder room	1466 (57.7)
Hip room	1430 (56.3)
Interior—rear: Head room	905 (35.6)
Leg room	727 (28.6)
Shoulder room	1430 (56.3)
Hip room	1087 (42.8)
Cargo index volume with rear seat up (liters/cu. ft.)	312 (11.0)
Cargo index volume with rear seat down (liters/cu. ft.)	875 (30.9)
Fuel tank capacity (liters/gallons)	60.5 (16.0)

Published dimensions are for a base Pontiac Firebird without optional equipment or accessories. Additional accessories or equipment ordered at the customer's option can result in a minor change in these dimensions.

GRAND PRIX FACTS & FIGURES

EXTERIOR FEATURES:	Grand Prix	Grand Prix LJ	Grand Prix Brougham
Bumper guards, black, front/rear	S	S	S
Bumper rub strips, front/rear with bright accents integral with fascia	S	S	S
Grille, distinctive with extensions below bumper, low profile for refined aerodynamic styling	S	S	S
Headlamps, dual rectangular	S	S	S
Mirrors: LH manual, chrome	S	—	—
Sport, LH remote control, RH manual convex, body-colored	A	S	S
Moldings: Rocker panel, narrow	S	—	—
Rocker panel, wide with extensions	A	S	S
Roof drip	S	S	S
Wheel opening	S	S	S
Windowsill, narrow	S	—	—
Windowsill, deluxe and hood edge	A	S	S
Roofline, formal with rear quarter windows	S	S	S
Tail lamp styling, distinctive	S	S	S
Tape inserts, door handles, body-colored	S	S	S
Tires (radials), 195/75R14 steel-belted blackwall	S	S	S
Wheels, custom covers	S	S	S
INTERIOR FEATURES:			
Ash trays, front/rear	S	S	S
Belts, seat/shoulder custom, color-keyed	A	S	S
Carpeting: Cut-pile, color-keyed	S	S	S
Lower door areas	S	S	S
Clock, electric	S	S	S
Control lever, multi-function	S	S	S
Hood release, inside	S	S	S
Horns, dual	S	S	S
Insulation, added acoustical	A	S	S
Lamps: Dome	S	S	S
Door lamp switches	S	S	S
Mirror, day/night rearview	S	S	S
Seats: Luxury notchback front seat with fold-down center armrest	S	S	—
60/40 notchback front seat with fold-down center armrest	A	A	S
Steering wheels: Deluxe	S	—	—
Luxury cushion	A	S	S
Trim: Luxury door with pull straps	S	—	—
Hinged pull handles	—	S	S
Windows, power	A	A	S
MECHANICAL:			
Anti-corrosion protection, extensive	S	S	S
Brake system, power, front disc/rear drum	S	S	S
Battery, Delco-GM Freedom® II	S	S	S
Engine coolant recovery system	S	S	S
GM Computer Command Control (gas engines only)	S	S	S
Generator, Delcotron, with built-in solid-state regulator	S	S	S
Suspensions: Front stabilizer bar	S	S	S
Full coil	S	S	S
Steering, power	S	S	S
Windshield washer system, fluidic	S	S	S

S=STANDARD A=AVAILABLE —=NOT AVAILABLE

MAJOR OPTIONS:	Grand Prix	Grand Prix LJ	Grand Prix Brougham
Air conditioning (required with optional diesel engine)	A	A	A
Antenna, power, automatic	A	A	A
Axle, limited slip differential	A	A	A
Battery, heavy-duty (not available with optional diesel engine)	A	A	A
Brougham Landau option. Includes luxury acoustics, Tampico carpeting, pedal trim plates, lamp group, door courtesy lamps, padded landau vinyl top with rear window insert, opera lamps, rear quarter courtesy lamps and chrome front/rear bumper guards	—	—	A
Bumper guards, chrome, front/rear (included with Brougham Landau option)	A	A	A
Clock, digital quartz (not available with optional diesel engine)	A	A	A
Cruise control, resume-speed feature	A	A	A
Deck lid release, remote control	A	A	A
Defogger, electric rear window	A	A	A
Door locks, power	A	A	A
Gages: Rally cluster and trip odometer	A	A	A
Rally cluster, trip odometer and tachometer (not available with optional diesel engine)	A	A	A
Glass, Soft Ray all windows	A	A	A
Hatch roof, removable glass panels, includes rear quarter courtesy lamps	A	A	A
Headlamps, tungsten quartz halogen	A	A	A
Lamps: Cornering	A	A	A
Dome (not available with hatch roof)	A	A	A
Door courtesy (included with Brougham Landau option)	A	A	A
Lamp group with chimes	A	A	A
Luggage compartment trim	A	A	A
Mirrors: Sport, LH remote control, RH remote control convex	A	A	A
Visor vanity, RH	A	A	A
Visor vanity, illuminated, RH	A	A	A
Moldings: Body side, vinyl insert, color-keyed	A	A	A
Door edge	A	A	A
Paint, exterior, specific two-tone (includes upper accent stripes)	A	A	A
Radio equipment: Delco-GM AM	A	A	A
Delco-GM ETR AM/FM stereo with seek and scan (A)	A	A	A
Delco-GM AM/FM stereo (A)	A	A	A
Delco-GM AM/FM stereo with cassette tape player (A)	A	A	A
Delco-GM ETR AM/FM stereo with cassette tape and seek and scan (A)	A	A	A
Speakers, dual front (with Delco-GM AM radio only)	A	A	A
Speakers, dual front and rear with Delco-GM AM radio only (A)	A	A	A
Seats: Bucket with recliners and console	A	A	—
Reclining passenger	A	A	A
6-way, driver	A	A	A
Steering wheel, tilt (requires luxury cushion steering wheel)	A	A	A
Stripes, upper painted accent	A	A	A

MAJOR OPTIONS (CONT.):	Grand Prix	Grand Prix LJ	Grand Prix Brougham
Sunroof, glass, power (with manual sliding sunshade)	A	A	A
Suspensions: Rear shock absorbers, Super-lift	A	A	A
Springs, load carrying	A	A	A
Tires (radials): 195/75R14 steel-belted whitewall (not available with optional diesel engine)	A	A	A
195/75R14 whitewall with puncture sealant (not available with optional diesel engine)	A	A	A
205/75R14 blackwall (required with optional diesel engine only)	A	A	A
205/75R14 whitewall	A	A	A
Top, padded landau (includes formal quarter window)	A	A	A
Wheels: Cast aluminum	A	A	A
Rally II (argent) and trim rings	A	A	A
Wheel cover locking package (with cast aluminum, Rally II wheels only)	A	A	A
Wire wheel covers with locking package	A	A	A
Windshield wipers, controlled cycle (requires tilt steering wheel)	A	A	A

(A) Includes performance sound acoustically matched response speakers.

ENGINES/TRANSMISSION

Engine Ordering Code	Engine	Std./Opt. Engine	Avail.	Trans.	Hwy. Est.	EPA Est. MPG
LD5 (1)	3.8 liter (231 CID) V-6 2-bbl.	Std.	Fed.	Auto.	30	(21)
			Calif.		30	(20)
LG4 (2)	5.0 liter (305 CID) V-8 4-bbl.	Opt.	Fed./ Calif.	Auto.	26	(18)
LF9 (3)	5.7 liter (350 CID) V-8 Diesel*	Opt.	Fed./ Calif.	Auto.	†	†

†Not available at time of printing. See dealer for details.
*Requires optional air conditioning.
Produced by GM: (1) Buick; (2) Chevrolet; (3) Oldsmobile.
Use estimated mpg for comparison. Your mileage may differ depending on speed, distance, weather. Actual highway mileage lower.

DIMENSIONS	Grand Prix Mm. (in.)
Exterior:	
Wheelbase	2745 (108.1)
Overall length	5062 (199.3)
Width	1832 (72.1)
Overall height	1411 (55.5)
Tread, front	1486 (58.5)
Tread, rear	1467 (57.8)
Interior—front:	
Head room	956 (37.6)
Leg room	1086 (42.8)
Shoulder room	1424 (56.1)
Hip room	1313 (51.7)
Interior—rear:	
Head room	961 (37.8)
Leg room	923 (36.3)
Shoulder room	1419 (55.9)
Hip room	1394 (54.9)
Trunk capacity (liters/cu. ft.)	459 (16.2)
Fuel tank capacity (liters/gallons)	66.2 (17.5)†

Published dimensions are for a base Pontiac Grand Prix without optional equipment or accessories. Additional accessories or equipment ordered at the customer's option can result in a minor change in these dimensions.
†75 liters (19.8 gallons) with optional diesel engines.

PONTIAC 6000 FACTS & FIGURES

EXTERIOR FEATURES:	Coupe	Sedan	LE Coupe	LE Sedan
Air dam, front	S	S	S	S
Antenna, fixed mast (may be deleted for credit)	S	S	S	S
Bumpers, soft fascia, front/rear with integral mini-guards and black rub strips	S	S	S	S
Door handles, tape inserts, black	S	S	S	S
Door window frames, black-finished	S	S	S	S
Fuel filler door, locking	A	A	S	S
Headlamps, dual rectangular	S	S	S	S
Mirror, LH manual, black-finished	S	S	S	S
Moldings: Body side with black vinyl insert	S	S	S	S
Lower door edge	—	—	S	S
Pillar applique, black-finished	—	—	S	S
Roof drip, bright on black	S	S	S	S
Wheel opening, bright on black	A	A	S	S
Windowsill includes wide quarter window molding	S	S	S	S
Rocker panel area, black-finished	S	S	S	S
Tires (radials): 185/80R13 fiberglass-belted blackwall	S	S	S	S
Compact spare tire	S	S	S	S
Wheels: Custom wheel covers	A	A	S	S
Rally	S	S	—	—
INTERIOR FEATURES:				
Applique, instrument panel	S	S	S	S
Belts, seat/shoulder, custom, color-keyed	A	A	S	S
Carpeting, cut-pile, color-keyed door panels, lower	S	S	S	S
Control lever, multi-function	S	S	S	S
Defoggers, side window	S	S	S	S
Glove compartment with lock	S	S	S	S
Headliner, cloth foam backed	S	S	S	S
Hood release, inside	S	S	S	S
Horns, dual	A	A	S	S
Insulation, acoustical	S	S	S	S
Lamp switches: Front door	S	S	S	S
Rear door	—	S	—	S
Map pockets: Door	—	—	S	S
Back of front seatbacks	—	—	S	S
Mirror, day/night rearview	S	S	S	S
Radio, Delco-GM AM with dual front speakers*	S	S	S	S
Seats, Notchback, front with fold-down center armrest	S	S	S	S
Steering wheel, luxury cushion	S	S	S	S
Trims: Cloth	A	A	S	S
Vinyl	S	S	—	—
MECHANICAL:				
Anti-corrosion protection, extensive	S	S	S	S
Battery, Delco-GM Freedom® II	S	S	S	S
Brake system, power, front disc/rear drum	S	S	S	S
Engine coolant recovery system	S	S	S	S
Front-wheel drive	S	S	S	S
GM Computer Command Control (gas engine only)	S	S	S	S
Suspensions: MacPherson strut front	S	S	S	S
Trailering arm and beam rear suspension with ride stabilizer bar	S	S	S	S
Steering, power, rack and pinion	S	S	S	S
Windshield washer system, fluidic	S	S	S	S

*Standard Delco-GM AM radio and dual front speakers may be deleted for credit.
S=STANDARD A=AVAILABLE —=NOT AVAILABLE

MAJOR OPTIONS:	Coupe	Sedan	LE Coupe	LE Sedan
Air conditioning	A	A	A	A
Antenna, power, rear quarter mounted	A	A	A	A
Battery, heavy-duty	A	A	A	A
Console, full (included in coupe and sedan model with optional reclining bucket seats)	A	A	A	A
Cruise control, resume-speed feature	A	A	A	A
Defogger, electric rear window	A	A	A	A
Door edge guards	A	A	A	A
Door locks, power	A	A	A	A
Gages, instrument cluster. Includes resettable trip odometer, voltmeter and oil pressure	A	A	A	A
Glass, Soft Ray all windows	A	A	A	A
Headlamps, tungsten quartz halogen	A	A	A	A
Lamps: Dome reading	A	A	A	A
Lamp group. Includes front door courtesy lamps (LE), ash tray light, courtesy glove box light, luggage compartment and instrument panel lamps and tone generator	A	A	A	A
Luggage compartment trim	A	A	A	A
Mats, carpeted front/rear floor	A	A	A	A
Mirrors: LH remote control, black-finished	A	A	A	A
LH remote control, RH manual, black-finished	A	A	A	A
Electric operated LH, RH, black-finished	A	A	A	A
Visor vanity, illuminated, RH	A	A	A	A
Visor vanity, RH	A	A	A	A
Moldings, rocker panel, black	A	A	—	—
Radio equipment: Delco-GM ETR AM/FM stereo with digital clock (A)	A	A	A	A
Delco-GM ETR AM/FM stereo radio with cassette tape player, digital clock, seek and scan and 5-band graphic equalizer (A)	A	A	A	A
Delco-GM ETR AM/FM stereo with cassette and digital clock (A)	A	A	A	A
Delco-GM ETR AM/FM stereo radio without clock (A)	A	A	A	A
Speakers, dual front/rear (with Delco-GM AM radio only) (A)	A	A	A	A
Seats: 45/45 and bucket seats, power, driver s 6-way	A	A	A	A
45/45 front buckets with armrest on driver's seat	—	—	A	A
Reclining front buckets with console	A	A	—	—
Reclining, manual, passenger	A	A	A	A
Reclining, manual, passenger and driver	A	A	A	A
Steering wheels: Formula	A	A	A	A
Leather-wrapped Formula	A	A	A	A
Tilt	A	A	A	A
Stripes, accent	A	A	A	A
Sunroof, removable glass	A	A	A	A
Suspensions: Electronic ride control	A	A	A	A
Rally suspension. (Includes special ride and handling suspension, larger front stabilizer bar, specific steering gear effort, 195/70R14 steel-belted tires required)	A	A	A	A
Springs, load carrying	A	A	A	A

(A) Includes performance sound acoustically matched response speakers.

MAJOR OPTIONS (CONT.):	Coupe	Sedan	LE Coupe	LE Sedan
Super-lift shocks (rear only)	A	A	A	A
Tires (radials):				
185/80R13 fiberglass-belted whitewall	A	A	A	A
185/80R13 steel-belted blackwall	A	A	A	A
185/80R13 steel-belted whitewall	A	A	A	A
185/75R14 steel-belted whitewall	A	A	A	A
185/75R14 steel-belted blackwall	A	A	A	A
185/75R14 fiberglass-belted blackwall	A	A	A	A
185/75R14 fiberglass-belted whitewall	A	A	A	A
195/70R14 steel-belted blackwall	A	A	A	A
195/70R14 white-lettered steel-belted	A	A	A	A
195/75R14 steel-belted blackwall	A	A	A	A
195/75R14 steel-belted whitewall	A	A	A	A
Trunk release, remote control	A	A	A	A
Wheels: Aluminum sports wheels (14" size)	A	A	A	A
Trim rings	A	A	—	—
Wheel locking package (only with aluminum sports wheels)	A	A	A	A
Wire wheel covers with locking package	A	A	A	A
Windows, power	A	A	A	A
Windshield wipers, controlled cycle	A	A	A	A

ENGINES/TRANSMISSION

Engine Ordering Code	Engines	Std./Opt. Engine	Avail.	Trans.	Hwy. Est.	EPA Est. MPG
LR8 (1)	2.5 liter (151 CID) 4-cyl. w/electronic fuel injection (1)	Std.	Fed.	Auto.*	41	(25)
LR8 (1)	2.5 liter (151 CID) 4-cyl. w/electronic fuel injection (1)	Std.	Fed./ Calif.	Auto.	39	(24)
LE2 (2)	2.8 liter (173 CID) V-6 2-bbl. (2)	Opt.	Fed.	Auto.	34	(22)
			Calif.	Auto.	†	†
LT7 (3)	4.3 liter (260 CID) Diesel V-6 (3)	Opt.	Fed./ Calif.	Auto.	†	†

*Pontiac 6000 Coupes only without available air conditioning.
Note: All Pontiac 6000 models are equipped with standard automatic transmission with torque converter clutch. †Not available at time of printing. See dealer for details.
Produced by GM: (1) Pontiac; (2) Chevrolet; (3) Oldsmobile.
Use estimated mpg for comparison. Your mileage may differ depending on speed, distance, weather. Actual highway mileage lower.

DIMENSIONS	Coupe Mm. (in.)	Sedan Mm. (in.)
Exterior:		
Wheelbase	2664 (104.8)	2664 (104.8)
Overall length	4794 (188.7)	4794 (188.7)
Width	1732 (68.2)	1732 (68.2)
Overall height	1393 (54.8)	1393 (54.8)
Tread, front	1491 (58.7)	1491 (58.7)
Tread, rear	1447 (56.9)	1447 (56.9)
Interior—front:		
Head room	981 (38.6)	981 (38.6)
Leg room	1073 (42.2)	1073 (42.2)
Shoulder room	1425 (56.1)	1425 (56.1)
Hip room	1330 (52.3)	1324 (52.1)
Interior—rear:		
Head room	966 (38.0)	966 (38.0)
Leg room	908 (35.7)	924 (36.4)
Shoulder room	1442 (56.7)	1429 (56.2)
Hip room	1364 (53.7)	1339 (52.7)
Trunk capacity (liters/cu. ft.)	456 (16.1)	456 (16.1)
Fuel tank capacity (liters/gallons)	59.4* (15.7)*	59.4* (15.7)*

Published dimensions are for a base Pontiac 6000 without optional equipment or accessories. Additional accessories or equipment ordered at the customer's option can result in a minor change in these dimensions.
*62.1 liters (16.4 gallons) fuel tank capacity with optional V-6 engine.

PONTIAC 6000 STE FACTS & FIGURES

The new 1983 Pontiac 6000 Special Touring Edition (STE) is a car with just about every feature you could want as standard equipment. In fact, as you can see by the chart below, the exciting new STE only has two optional features. Popular equipment such as air conditioning, power windows and door locks, power steering and brakes, rear window defogger, Electronic Ride Control, stereo radio with cassette, and cruise control are just the beginning of a long list of standard equipment that help make the STE one of the most exciting cars in the world.

EXTERIOR FEATURES:	STE
Air dams: Front	S
Lower, black-finished	S
Assist straps, overhead, three	S
Bumpers, soft fascia, front/rear with integral mini-guards and black rub strips	S
Door window frames, black-finished	S
Door handles: Black tape inserts	S
Lock cylinders, black	S
Fuel filler door, locking	S
Grille, specific six-lamp with fog lamps	S
Headlamps, halogen dual rectangular	S
Moldings: Pillar, black-finished	S
Rocker panel, black-finished	S
Body side with black vinyl insert, wide	S
Roof drip, bright on black	S
Windowsill, bright on black	S
Paint, two-tone	S
Rocker panel area, black-finished	S
Tires (radials): 195/70R14 steel-belted blackwall	S
Compact spare tire	S
Wheel, specific cast aluminum, (14" size)	S
INTERIOR FEATURES:	
Accessory kit (flare, raincoat, first aid kit)	S
Air conditioning	S
Antenna, power, rear mounted	S
Belts, seat/shoulder, custom, color-keyed	S
Carpeting: Floor mats, front/rear	S
Door panels, lower	S
Cigar lighter	S
Console with specific trim plate	S
Control lever, multi-function	S
Cruise control, resume-speed feature	S
Defoggers: Electric rear window	S
Side window	S
Door locks, power, key activated	S
Driver Information Message Center	S
Gages, rally with trip odometer	S

INTERIOR FEATURES (CONT.):	STE
Glass, Soft Ray all windows	S
Glove compartment with lock	S
Headliner, deluxe foam backed	S
Hood release, inside	S
Horns, dual	S
Inflator, spare tire	S
Insulation, deluxe acoustical	S
Lamps: Door switches, front	S
Dome and reading	S
Lamp group	S
Luggage compartment trim	S
Map pockets: Back of front seatbacks	S
Door	S
Mirrors: Day/night rearview	S
Electric-operated LH, RH	S
Visor vanity	S
Radio, Delco-GM ETR AM/FM stereo with cassette player, digital clock, seek and scan and 5-band graphic equalizer	S*
Seats: 45/45 reclining front seats with six-way manual adjustment and lumbar support	S
Rear seat with fold-down center armrest	S
Steering wheel, sport four-spoke, tilt	S
Trim, luxury cloth	S
Windows, power	S
Windshield wipers, controlled cycle	S
MECHANICAL:	
Anti-corrosion protection, extensive	S
Battery, Delco-GM Freedom® II	S
Brake system, power, front disc/rear drum	S
Engine coolant recovery system	S
Exhausts, dual outlet	S
Front-wheel drive	S
General Motors Consumer Protection Plan	S
GM Computer Command Control	S
Steering, power rack and pinion with increased steering ratio	S
Suspensions: Electronic ride control	S

MECHANICAL (CONT.):	STE
MacPherson strut front suspension	S
Rally tuned suspension	S
Trailing arm and beam rear suspension with ride stabilizer bar	S
OPTIONS:	
Seating surfaces, leather	A
Vent roof, vista	A

S=STANDARD A=AVAILABLE *Credit delete option.

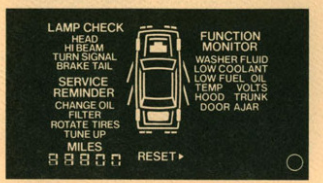
ENGINE/TRANSMISSION

Engine Ordering Code	Engine	Std./Opt. Engine	Avail.	Trans.	Hwy. Est.	EPA Est. MPG
LH7 (1)	2.8 liter (173 CID) High Output V-6 2-bbl.	Std.	Fed./ Calif.	Auto.	†	†

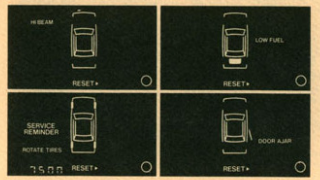
Note: All Pontiac 6000 STE models are equipped with standard automatic transmission with torque converter clutch. †Not available at time of printing. See dealer for details.
Produced by GM: (1) Chevrolet. Use estimated mpg for comparison. Your mileage may differ depending on speed, distance, weather. Actual highway mileage lower.

DIMENSIONS	STE Mm. (in.)
Exterior: Wheelbase	2664 (104.8)
Overall length	4794 (188.7)
Width	1732 (68.2)
Overall height	1393 (54.8)
Tread, front	1491 (58.7)
Tread, rear	1447 (56.9)
Interior—front: Head room	981 (38.6)
Leg room	1073 (42.4)
Shoulder room	1425 (56.1)
Hip room	1324 (52.1)
Interior—rear: Head room	966 (38.0)
Leg room	924 (36.4)
Shoulder room	1429 (56.2)
Hip room	1339 (52.7)
Trunk capacity liters (cu. ft.)	456 (16.1)
Fuel tank capacity liters/(gallons)	62.1 (16.4)

Published dimensions are for a Pontiac 6000 STE without optional equipment or accessories. Additional accessories or equipment ordered at the customer's option can result in a minor change in these dimensions.



A highlight of the Driver Information Message Center on the Pontiac 6000 STE is the Service Interval Display. This display reminds the driver of certain maintenance requirements on the 6000 STE. Intervals for oil and filter changes, tire rotation and tune-ups are displayed at the bottom left corner of the panel. The odometer number represents the distance to go before the indicated maintenance should be done. The driver calls up this display by pressing the reset button in the lower right corner.



BONNEVILLE FACTS & FIGURES

EXTERIOR FEATURES:	4-dr. Sedan	Brougham 4-dr. Sedan	Wagon
Bumpers, body-colored, front/rear	S	S	S (front only)
Bumper guards, front	S	S	S
Bumper rub strips, front/rear	S	S	S
Lamps, opera	—	S	—
Mirror, LH manual, chrome	S	S	S
Moldings: Hood rear edge	S	S	S
Rear deck	S	S	—
Rocker panel, wide with extensions	S	S	S
Side window reveal	S	S	S
Wheel opening	S	S	S
Windowsill	S	S	S
Windsplit and hood ornament	S	S	S
Tires (radials), 195/75R14 glass-belted blackwall	S	S	S
Wheels, custom covers	S	S	S
INTERIOR FEATURES:			
Carpeting: Cut-pile, color-keyed	S	—	S
Tampico, color-keyed	—	S	—
Chimes, tone generator (included with lamp group)	A	S	A
Control lever, multi-function	S	S	S
Insulation: Acoustical, deluxe	S	—	S
Acoustical, luxury level	—	S	—
Lamps: Courtesy, lower front doors	A	S	A
Dome lamp	S	S	S
Seats: Notchback front seat with fold-down center armrest	S	—	S
60/40 notchback front seat with fold-down center armrest	A	S	A
Steering wheels: Deluxe	S	—	S
Luxury cushion	A	S	A
Trim, luxury door with pull straps	S	S	S
MECHANICAL:			
Anti-corrosion protection, extensive	S	S	S
Brake system, power, front disc/rear drum	S	S	S
Battery, Delco-GM Freedom® II	S	S	S
Generator, Delcotron, with built-in solid-state regulator	S	S	S
Engine coolant recovery system	S	S	S
GM Computer Command Control (gas engines only)	S	S	S
Steering, power	S	S	S
Suspensions: Front stabilizer bar	S	S	S
Full coil	S	S	S
MAJOR OPTIONS:			
Air conditioning (required with optional diesel engine)	A	A	A
Antenna, power	A	A	A
Axle, limited slip differential	A	A	A
Battery, heavy-duty (not available with optional diesel engine)	A	A	A
Clock, digital quartz (not available with optional diesel engine)	A	A	A
Cruise control, resume-speed feature	A	A	A
Deck lid release, remote control	A	A	—

S=STANDARD A=AVAILABLE —=NOT AVAILABLE

MAJOR OPTIONS (CONT.):	4-dr. Sedan	Brougham 4-dr. Sedan	Wagon
Defogger, electric rear window	A	A	A
Door locks, power	A	A	A
Gages: Rally cluster and trip odometer	A	A	A
Rally cluster, trip odometer and tach (not available with optional diesel engine)	A	A	A
Generator, heavy-duty	A	A	A
Glass, Soft Ray all windows	A	A	A
Headlamps, tungsten quartz halogen	A	A	A
Lamps: Cornering	A	A	A
Dome reading	A	A	A
Door courtesy, rear	A	A	A
Lamp group with chimes	A	A	A
Luggage carrier, roof	—	—	A
Mirrors: LH remote control, RH manual convex, chrome	A	A	A
Sport, LH remote control, RH remote control convex	A	A	A
Sport, LH remote control, RH manual convex, body-colored	A	A	A
Visor vanity, RH	A	A	A
Moldings: Body side, vinyl insert, color-keyed	A	A	A
Door edge	A	A	A
Radio equipment: Delco-GM AM	A	A	A
Delco-GM ETR AM/FM stereo with seek and scan (A)	A	A	A
Delco-GM AM/FM stereo (A)	A	A	A
Delco-GM AM/FM stereo with cassette (A)	A	A	A
Delco-GM ETR AM/FM stereo with cassette tape player and seek and scan (A)	A	A	A
Speakers, dual front (with Delco-GM radio only)	A	A	A
Speakers, dual front and rear with Delco-GM AM radio only (A)	A	A	A
Seats: Reclining passenger	A	A	A
60/40, driver	A	A	A
Siding, simulated woodgrain	—	—	A
Steering wheel, tilt (requires luxury cushion steering wheel)	A	A	A
Suspensions: Rear shock absorbers, Super-lift	A	A	A
Springs, load carrying	A	A	A
Tailgate release, power	—	—	A
Tires (radials): 195/75R14 fiberglass-belted whitewall (not available with optional diesel engine)	A	A	A
195/75R14 steel-belted blackwall (not available with optional diesel engine)	A	A	A
195/75R14 steel-belted whitewall (not available with optional diesel engine)	A	A	A
195/75R14 steel-belted whitewall with puncture sealant (not available with optional diesel engine)	A	A	A
205/75R14 steel-belted blackwall (only with optional diesel engine)	A	A	A
205/75R14 steel-belted whitewall	A	A	A
Top: Cordova, padded full	A	A	—
Full vinyl	A	A	—
Wheels: Cast aluminum	A	A	A
Rally II (argent) and trim rings	A	A	A

MAJOR OPTIONS (CONT.):	4-dr. Sedan	Brougham 4-dr. Sedan	Wagon
Wheel cover locking package (with wire wheel covers only)	A	A	A
Wheel locking package (with cast aluminum and Rally II wheels only)	A	A	A
Wire wheel covers	A	A	A
Windows, power, includes rear vents	A	A	A
Windshield wipers, controlled cycle (requires tilt steering wheel)	A	A	A

(A) Includes performance sound acoustically matched response speakers.

ENGINES/TRANSMISSION

Engine Ordering Code	Engines	Std./Opt. Engine	Avail.	Trans.	Hwy. Est.	EPA Est. MPG
LD5 (1)	3.8 liter (231 CID) V-6 2-bbl.	Std.	Fed.	Auto.	30	(21)
			Calif.		30	(20)
LG4 (2)	5.0 liter (305 CID) V-8 4-bbl.	Opt.	Fed./ Calif.	Auto.	26	(18)
LF9 (3)	5.7 liter (350 CID) V-8 Diesel#	Opt.	Fed./ Calif.	Auto.	†	†

†Not available at time of printing. See dealer for details.
#Requires optional air conditioning.
Produced by GM: (1) Buick; (2) Chevrolet; (3) Oldsmobile.
Use estimated mpg for comparison. Your mileage may differ depending on speed, distance, weather. Actual highway mileage lower.

DIMENSIONS	Sedan Mm. (in.)	Wagon Mm. (in.)
Exterior: Wheelbase	2745 (108.1)	2745 (108.1)
Overall length	5042 (198.5)	5026 (197.9)
Width	1828 (72.0)	1843 (72.6)
Overall height	1438 (56.6)	1446 (56.9)
Tread, front	1486 (58.5)	1486 (58.5)
Tread, rear	1467 (57.8)	1467 (57.8)
Interior—front: Head room	978 (38.5)	985 (38.8)
Leg room	1086 (42.8)	1086 (42.8)
Shoulder room	1453 (57.2)	1456 (57.3)
Hip room	1326 (52.2)	1326 (52.2)
Interior—rear: Head room	954 (37.6)	985 (38.8)
Leg room	965 (38.0)	902 (35.5)
Shoulder room	1450 (57.1)	1450 (57.1)
Hip room	1412 (55.6)	1412 (55.6)
Trunk capacity (liters/cu. ft.)	469.3 (16.6)	— —
Cargo index volume (liters/cu. ft.)	— —	2033* (71.8)*
Fuel tank capacity (liters/gallons)	66.2** (17.5)**	69.3** (18.3)**
Length of cargo space at floor with tailgate down	— —	2637 (103.8)
Top of front seatback to closed tailgate	— —	1852 (72.9)
Minimum distance between wheelhouses at floor	— —	1108 (43.6)
Rear end opening width at belt	— —	1312 (51.6)
Maximum cargo height	— —	757 (29.8)
Maximum height at rear opening (tailgate open)	— —	700 (27.6)

Published dimensions are for a base Pontiac Bonneville without optional equipment or accessories. Additional accessories or equipment ordered at the customer's option can result in a minor change in these dimensions.
*With rear seat folded down.
**75 liters (19.8 gallons) fuel tank capacity with optional diesel engine.

PHOENIX FACTS & FIGURES

	Coupe	Hatchback	LJ Coupe	LJ Hatchback	SJ Coupe	SJ Hatchback
EXTERIOR FEATURES:						
Antenna, fixed mast*	S	S	S	S	S	S
Applique, brushed pillar with bird emblems	S	S	S	S	—	—
Bumpers, soft fascia, front/rear, body-colored with integral black rub strips and bright edge	S	S	S	S	S	S
Mirrors, sport, LH remote, RH manual convex	A	A	A	A	S	S
Moldings: Body side, black vinyl	A	A	S	S	S	S
Rear deck lid/hatch	S	S	S	S	S	S
Rocker panel, narrow	—	—	S	S	—	—
Rocker panel, wide, black	—	—	—	—	S	S
Side window frame, charcoal	A	A	S	S	S	S
Wheel opening	A	A	S	S	—	—
Windowsill	S	S	S	S	S	S
Spoiler, rear deck lid	A	—	A	—	S	—
Stripe, rear deck/hatch	S	S	—	—	—	—
Tires (radials): 185/80R13 fiberglass-belted blackwall	S	S	S	S	—	—
195/70R14 steel-belted blackwall	—	—	—	—	S	S
Compact spare tire	S	S	S	S	S	S
Wheels: Aluminum sport, (14" size)	—	—	—	—	S	S
Custom wheel covers	A	A	S	S	—	—
Rally	S	S	—	—	—	—
INTERIOR FEATURES:						
Ash trays, front and rear	S	S	S	S	S	S
Carpeting: Cut-pile, color-keyed	S	S	S	S	S	S
Door trim, lower	A	A	S	S	S	S
Load floor	—	S	—	S	—	S
Control lever, multi-function	S	S	S	S	S	S
Gages, rally cluster, clock and tachometer	A	A	A	A	S	S
Glove compartment with lock	S	S	S	S	S	S
Hood release, inside	S	S	S	S	S	S
Lamp switches: Front door	S	S	S	S	S	S
Rear door	—	S	—	S	—	S
Radio, Delco-GM AM with dual front speakers**	S	S	S	S	S	S
Seats: Fold-down rear seat	—	S	—	S	—	S
Full-width front seat	S	S	—	—	—	—
Full-width luxury notchback front seat with center armrest	A	A	S	S	—	—
Reclining bucket	A	A	A	A	S	S
Steering wheels: Deluxe	S	S	—	—	—	—
Luxury cushion	A	A	S	S	—	—
Formula	A	A	A	A	S	S
MECHANICAL:						
Anti-corrosion protection, extensive	S	S	S	S	S	S
Battery, Delco-GM Freedom® II	S	S	S	S	S	S
Brakes: Manual, low-drag front disc/rear drum	S	S	S	S	—	—
Power, front disc/rear drum	A	A	A	A	S	S
Door locks, power	A	A	A	A	A	A

S=STANDARD A=AVAILABLE —=NOT AVAILABLE
*Standard radio antenna may be deleted if standard Delco-GM radio is deleted.
**Standard Delco-GM AM radio and dual front speakers may be deleted for credit.

	Coupe	Hatchback	LJ Coupe	LJ Hatchback	SJ Coupe	SJ Hatchback
MECHANICAL (CONT.):						
GM Computer Command Control	S	S	S	S	S	S
Steering: Rack and pinion, manual	S	S	S	S	—	—
Rack and pinion, power	A	A	A	A	S	S
Suspensions: Full coil	S	S	S	S	S	S
MacPherson strut front suspension	S	S	S	S	S	S
Special suspension	A	A	A	A	S	S
Stabilizer bar, front	S	S	S	S	S	S
Stabilizer bar, rear	A	A	A	A	S	S
Windshield washer system, fluidic	S	S	S	S	S	S
MAJOR OPTIONS:						
Air conditioning (requires power brakes, power steering with 4-cylinder engine)	A	A	A	A	A	A
Clock, electric quartz	A	A	A	A	A	A
Console (with bucket seats only, requires power brakes with automatic transmission)	A	A	A	A	A	A
Cruise control, resume-speed feature (requires power brakes)	A	A	A	A	A	A
Defogger, electric rear window	A	A	A	A	A	A
Gages, rally cluster, clock and trip odometer	A	A	A	A	—	—
Generator, heavy-duty	A	A	A	A	A	A
Glass, Soft Ray all windows	A	A	A	A	A	A
Lamps: Dome reading	A	A	A	A	A	A
Lamp group	A	A	A	A	A	A
Luggage carrier	A	A	A	A	A	A
Mirrors: Remote control, LH, charcoal	A	A	A	A	—	—
Visor vanity, RH	A	A	A	A	A	A
Radio equipment: Delco-GM AM/FM	A	A	A	A	A	A
Delco-GM AM/FM stereo (includes extended range rear speakers on coupes) (A)	A	A	A	A	A	A
Delco-GM AM/FM stereo with cassette stereo tape player (A)	A	A	A	A	A	A
Release, deck lid, remote control	A	—	A	—	A	—
Speakers, dual front/rear (available with AM radio only) (A)	A	A	A	A	A	A
Seats: Buckets, power, driver's 6-way	A	A	A	A	A	A
Reclining passenger	A	A	A	A	A	A
Reclining passenger and driver	A	A	A	A	A	A
Steering wheels: Formula, leather-wrapped	A	A	A	A	A	A
Tilt	A	A	A	A	A	A
Sunroof, removable glass	A	A	A	A	A	A
Tires (radials): 185/80R13 fiberglass-belted whitewall	A	A	A	A	—	—
185/80R13 steel-belted blackwall	A	A	A	A	—	—
185/80R13 steel-belted whitewall	A	A	A	A	—	—
205/70R13 steel-belted blackwall	A	A	A	A	—	—
205/70R13 steel-belted whitewall	A	A	A	A	—	—
205/70R13 white-lettered steel-belted	A	A	A	A	—	—
Top, landau, vinyl padded	A	—	A	—	—	—
Wheels: Cast aluminum (13" size)	A	A	A	A	—	—
Rally trim rings	A	A	—	—	—	—
Wheel locking package (only with cast aluminum wheels)	A	A	A	A	—	—
Wire wheel covers with locking package	A	A	A	A	—	—
Windows, power	A	A	A	A	A	A

	Coupe	Hatchback	LJ Coupe	LJ Hatchback	SJ Coupe	SJ Hatchback
MAJOR OPTIONS (CONT.):						
Windshield wipers, controlled cycle	A	A	A	A	A	A

(A) Includes performance sound acoustically matched response speakers.

ENGINES/TRANSMISSIONS

Engine Ordering Code	Engine	Std./Opt. Engine	Avail.	Trans.	Hwy. Est.	EPA Est. MPG
Phoenix: Phoenix LJ						
LR8 (1)	2.5 liter (151 CID) 4-cyl. w/electronic fuel injection#	Std.	Fed.	4-Man.	42	(27)
LR8 (1)	2.5 liter (151 CID) 4-cyl. w/electronic fuel injection		Fed./ Calif.	4-Man.	42	(27)
		Std.	Fed./ Calif.	Auto.	39	(24)
LE2 (2)	2.8 liter (173 CID) V-6 2-bbl.	Opt.	Fed.	4-Man.	34	(21)
			Calif.	4-Man.	†	†
			Fed.	Auto.	34	(22)
			Calif.	Auto.	†	†
Phoenix SJ						
LH7 (2)	2.8 liter (173 CID) High Output V-6 2-bbl.	Std.	Fed.	4-Man.	†	†
			Calif.	4-Man.	†	†
			Fed.	Auto.	†	†
			Calif.	Auto.	†	†

#Phoenix Coupe equipped for high mileage. Without optional air conditioning and power steering. †Not available at time of printing. See dealer for details.
Note: All Phoenix models equipped with standard 4-speed manual transmission with overdrive.
Produced by GM (1) Pontiac; (2) Chevrolet. Use estimated mpg for comparison. Your mileage may differ depending on speed, distance, weather. Actual highway mileage lower.

DIMENSIONS	Coupe Mm. (in.)	Hatchback Mm. (in.)
Exterior:		
Wheelbase	2664 (104.9)	2664 (104.9)
Overall length	4625 (182.1)	4651 (183.1)
Width	1754 (69.0)	1754 (69.1)
Overall height	1358 (53.5)	1356 (53.4)
Tread, front	1492 (58.7)	1492 (58.7)
Tread, rear	1447 (57.0)	1447 (57.0)
Interior—front: Head room	970 (38.2)	968 (38.1)
Leg room	1073 (42.2)	1073 (42.2)
Shoulder room	1428 (56.2)	1422 (56.0)
Hip room	1385 (54.5)	1385 (54.5)
Interior—rear: Head room	951 (37.4)	951 (37.4)
Leg room	876 (34.5)	902 (35.5)
Shoulder room	1430 (56.3)	1424 (56.1)
Hip room	1360 (53.5)	1406 (55.4)
Trunk capacity (liters/cu. ft.)	392.8 (13.9)	— —
Cargo volume (liters/cu. ft.)	— —	1170 (41.3)*
Fuel tank capacity (liters/gallons)	55.2 (14.6)†	55.2 (14.6)†

Published dimensions are for a base Pontiac Phoenix without optional equipment or accessories. Additional accessories or equipment ordered at the customer's option can result in a minor change in these dimensions.
*With rear seat down.
157.15 liters (15.1 gallons) with optional V-6 engine and standard H.O. V-6 engine on SJ models.

PONTIAC 2000 FACTS & FIGURES

	Coupe	Sedan	Hatchback	Wagon	LE Wagon	LJ Coupe	LE Sedan	SE Hatchback Sunbird Convertible
EXTERIOR FEATURES:								
Air dam, front	S	S	S	S	S	S	S	S
Antenna, fixed mast	A	A	A	A	A	A	S	S
Bumpers, soft fascia, body-colored, with rub strips	S	S	S	S	S	S	S	S
Convertible top, includes electro-hydraulic operation and power switch	—	—	—	—	—	—	—	S
Fuel filler door, locking	A	A	A	A	A	A	S	A
Glass, liftback	—	—	S	—	—	—	S	—
Mirrors: LH manual	S	S	S	S	S	S	—	—
LH remote control, RH manual convex	A	A	A	A	A	A	S	S
Moldings: Body side, wide	S	S	S	S	S	S	S	S
Rocker panel, black	A	A	S	A	—	—	S	—
Wheel opening	A	A	—	A	S	S	—	S
Paint, two-tone	A	A	A	A	A	A	S	—
Spoiler, rear deck lid	—	—	A	—	—	—	S	—
Tires (radials): 175/80R13 fiberglass-belted blackwall	S	S	S	S	S	S	—	—
195/70R13 steel-belted blackwall	A	A	A	A	A	A	S	S
Wheels: Finned turbo cast aluminum	A	A	A	A	A	A	S	A
Rally	S	S	S	S	S	S	—	S
Rally trim rings	A	A	A	S	S	S	—	S
Windows: Rear quarter Full dropping	—	—	—	—	—	—	—	S
Swing-out	S	—	S	—	—	S	—	S
INTERIOR FEATURES:								
Belts, seat/shoulder, custom, color-keyed	A	A	A	S	S	S	S	S
Carpeting: Cargo area	—	—	S	S	—	—	S	—
Cut-pile	S	S	S	S	S	S	S	S
Console, front	S	S	S	S	S	S	S	S
Control lever, multi-function	S	S	S	S	S	S	S	S
Defoggers, side window	S	S	S	S	S	S	S	S
Headliner: With assist straps	—	—	—	—	S	S	S	—
Cloth with foam backing	S	S	S	S	S	S	S	—
Hood release, inside	S	S	S	S	S	S	S	S
Insulation, additional acoustical. Includes assist straps in headliner, except convertible	A	A	A	A	S	S	S	S
Lamp switches: Front door	S	S	S	S	S	S	S	S
Rear door	—	—	—	—	S	—	S	—
Radio equipment: Delco-GM AM	A	A	A	A	S	S	S	—
Delco-GM AM radio with clock	A	A	A	A	A	A	A	S
Speakers, dual front and rear (available with Delco-GM AM radio only)	A	A	A	A	A	A	A	S
Release, remote for hatch/trunk/tailgate	A	A	A	A	A	A	S	—
Seats: Fold-down rear seat	—	—	S	S	—	—	S	—
Reclining front bucket	S	S	S	S	S	S	S	S
Split fold-down rear seat	—	—	A	A	S	—	—	S
Steering wheels: Deluxe	S	S	S	S	—	—	—	—
Formula	A	A	A	A	A	A	S	A
Luxury cushion	A	A	A	A	S	S	—	S
Trip odometer with reset feature	A	A	A	A	A	A	S	S
Windows, power	A	A	A	A	A	A	A	S

S=STANDARD A=AVAILABLE —=NOT AVAILABLE

	Coupe	Sedan	Hatchback	Wagon	LE Wagon	LJ Coupe	LE Sedan	SE Hatchback Sunbird Convertible
MECHANICAL:								
Battery, Delco-GM Freedom® II	S	S	S	S	S	S	S	S
Brake system, power, front disc/rear drum	S	S	S	S	S	S	S	S
Front-wheel drive	S	S	S	S	S	S	S	S
GM Computer Command Control	S	S	S	S	S	S	S	S
Steering: Rack and pinion, power	A	A	A	A	A	A	S	S
Rack and pinion, manual	S	S	S	S	S	S	—	—
Suspensions: Front stabilizer bar (22 mm)	S	S	S	S	S	S	—	—
Full coil	S	S	S	S	S	S	S	S
Handling package (includes 28 mm front stabilizer bar, 19 mm rear stabilizer bar)	A	A	A	A	A	A	A	S
MacPherson strut front suspension	S	S	S	S	S	S	S	S
MAJOR OPTIONS:								
Air conditioning	A	A	A	A	A	A	A	A
Antenna, fixed mast	A	A	A	A	A	A	A	A
Cruise control, resume-speed feature	A	A	A	A	A	A	A	A
Defogger, electric rear window	A	A	A	A	A	A	A	A
Door locks, power	A	A	A	A	A	A	A	A
Gages, rally and instrument panel	A	A	A	A	A	A	—	A
Lamp, dome reading	A	A	A	A	A	A	A	A
Luggage rack, rear deck lid	A	A	—	—	—	A	A	—
Mirrors, sport power LH, RH	A	A	A	A	A	A	A	A
Radio equipment: Delco-GM ETR AM/FM stereo with digital clock (A)	A	A	A	A	A	A	A	A
Delco-GM ETR AM/FM stereo radio with cassette tape player, digital clock, seek and scan and 5-band graphic equalizer (A)	A	A	A	A	A	A	A	A
Delco-GM ETR AM/FM stereo with cassette and digital clock (A)	A	A	A	A	A	A	A	A
Delco-GM ETR AM/FM stereo radio without clock (A)	A	A	A	A	A	A	A	A
Seats: Lear Siegler adjustable bucket	—	—	—	—	—	—	A	A
6-way, power, driver	A	A	A	A	A	A	A	A
Steering wheels: Formula, leather-wrapped	A	A	A	A	A	A	A	A
Tilt	A	A	A	A	A	A	A	A
Stripes: Accent	A	A	A	A	A	A	A	A
Sport	—	—	A	—	—	—	—	—
Sunroof, removable glass	A	A	A	—	—	A	A	A
Sunshade, louvered	—	—	A	—	—	—	—	A
Tires (radials): 175/80R13 fiberglass-belted whitewall	A	A	A	A	A	A	A	—
195/70R13 steel-belted whitewall*	A	A	A	A	A	A	A	A
195/70R13 steel-belted whitewall (with puncture sealant)	A	A	A	A	A	A	A	A
195/70R13 white-lettered steel- belted*	A	A	A	A	A	A	A	A
Wheels: Custom	A	A	A	A	A	A	A	A
Rally trim rings	A	A	A	—	—	—	—	—
Wiper, rear window, with fluidic washer (requires Soft Ray glass on hatchbacks)	—	—	A	A	A	—	A	—

*Includes larger front, rear stabilizer bars.
(A) Includes performance sound acoustically matched response speakers.

ENGINES/TRANSMISSIONS

Engine Ordering Code	Engine	Std./Opt. Engines	Avail.	Trans.	Hwy. Est.	EPA Est. MPG
LH8 (1)	1.8 liter (110 CID) OHC 4-cyl. w/electronic fuel injection#	Std.	Fed.	5-Man.	52	(31)
LH8 (1)	1.8 liter (110 CID) OHC 4-cyl. w/electronic fuel injection	Std.	Fed./ Calif.	5-Man.	46	(28)
			Fed./ Calif.	Auto.	43	(28)
LQ5 (2)	2.0 liter (121 CID) 4-cyl. w/electronic fuel injection	Opt.	Fed./ Calif.	4-Man.‡	40	(26)

#Pontiac Coupes specially equipped for high mileage. Without available air conditioning and power steering.
‡Credit delete option. Available with 2.0 liter engine with electronic fuel injection only.
†Not available at time of printing. See dealer for details.
Produced by GM (1) GM Brazil; (2) Chevrolet. Use estimated mpg for comparison. Your mileage may differ depending on speed, distance, weather. Actual highway mileage lower.

DIMENSIONS	Coupe Mm. (in.)	Sedan Mm. (in.)	Wagon Mm. (in.)	3 Dr. H-Bk. Mm. (in.)	Convertible Mm. (in.)
Exterior: Wheelbase	2571 (101.2)	2571 (101.2)	2571 (101.2)	2571 (101.2)	2571 (101.2)
Overall length	4409 (173.6)	4469 (175.9)	4469 (175.9)	4409 (173.6)	4411 (173.7)
Width	1743 (68.6)	1743 (68.6)	1743 (68.6)	1743 (68.6)	1743 (68.6)
Overall height	1358 (53.5)	1392 (54.8)	1393 (54.8)	1319 (51.9)	1325 (52.2)
Tread, front	1410 (55.5)	1410 (55.5)	1410 (55.5)	1410 (55.5)	1410 (55.5)
Tread, rear	1400 (55.1)	1400 (55.1)	1400 (55.1)	1400 (55.1)	1400 (55.1)
Interior—front: Head room	957 (37.7)	979 (38.5)	973 (38.3)	955 (37.6)	975 (38.5)
Leg room	1070 (42.1)	1072 (42.2)	1072 (42.2)	1070 (42.1)	1070 (42.1)
Shoulder room	1363 (53.7)	1363 (53.7)	1363 (53.7)	1363 (53.7)	1363 (53.7)
Hip room	1248 (49.1)	1241 (48.9)	1241 (48.9)	1248 (49.1)	1230 (48.4)
Interior—rear: Head room	927 (36.5)	961 (37.8)	984 (38.7)	927 (36.5)	948 (37.3)
Leg room	792 (31.2)	870 (34.3)	840 (33.1)	785 (30.9)	792 (31.2)
Shoulder room	1334 (52.5)	1364 (53.7)	1364 (53.7)	1334 (52.5)	964 (37.9)
Hip room	1265 (49.8)	1240 (48.8)	1244 (49.0)	1271 (50.0)	964 (37.9)
Trunk capacity (liters/cu. ft.)	356.3 (12.6)	381.5 (13.5)	— —	— —	283.0 (10.0)
Cargo index volume (liters/cu. ft.)	— —	— —	1823* (64.4)*	1089* (38.5)*	— —
Fuel tank capacity (liters/gallons)	53 (14.0)	53 (14.0)	53 (14.0)	53 (14.0)	53 (14.0)

Published dimensions are for a base Pontiac 2000 without optional equipment or accessories. Additional accessories or equipment ordered at the customer's option can result in a minor change in these dimensions. *With rear seat folded down.

PONTIAC 1000 FACTS & FIGURES

EXTERIOR FEATURES:	3-door Hatchback	5-door Hatchback
Air dam, front	S	S
Antenna, fixed mast	S	S
Bumpers, chrome-plated, steel, with black rubber end cups	S	S
Bumper guards, black, front/rear	S	S
Bumper rub strips, black, front/rear	S	S
Door handles, black-finished, flush, and lock cylinders	S	S
Grille, black/bright with bright center divider	S	S
Hatch, top-hinged with flush-mounted glass black molding and counter-balancing telestrut support	S	S
Headlamp bezels, black-finished	S	S
Headlamps, halogen single rectangular	S	S
Mirror, LH manual, black-finished	S	S
Moldings: Bright roof drip	S	S
Wide black/bright, body side	S	S
Tail lamps, wraparound	S	S
Tires (radials): P155/80R13 glass-belted blackwall	S	S
Compact spare tire	S	S
Wheels, Rally with black trim cap	S	S

INTERIOR FEATURES:		
Carpeting: Cut-pile, color-keyed, one-piece	S	S
Load floor	S	S
Cigar lighter	S	S
Console, mini front	S	S
Control lever, multi-function	S	S
Glove compartment door	S	S
Hood release, inside	S	S
Lamps: Courtesy, front door with key reminder	S	S
Door lamp switches, front door	S	S
Moldings, instrument panel, black aluminum	S	S
Black upper pad	S	S
Color-keyed lower panel	S	S
Mirror, day/night rearview	S	S
Radio, Delco-GM AM*	S	S
Seats: Full-width fold-down rear seat	S	S
Reclining front bucket	S	S
Steering wheel, two-spoke	S	S
Trim: All-vinyl interior	S	S
Door trim panels, vinyl	S	S

MECHANICAL:		
Air cleaner, long-life	S	S
Battery, Delco-GM Freedom* II	S	S
Body construction, unitized	S	S

S=STANDARD A=AVAILABLE –=NOT AVAILABLE
*Standard Delco-GM AM radio may be deleted for credit.

MECHANICAL (CONT.):	3-door Hatchback	5-door Hatchback
Brake system: Manual, front low-drag disc/rear drum	S	S
Brake pad, disc, audible wear sensors	S	S
Diagnostic connector, built-in (to facilitate servicing engine's electrical system)	S	S
Engine coolant recovery system	S	S
Front fenders, bolt-on with plastic inner shields	S	S
Generator, Delcotron, with built-in solid-state regulator	S	S
GM Computer Command Control	S	S
Rear-wheel drive	S	S
Steering, rack and pinion	S	S
Suspension systems: Front stabilizer bar	S	S
Full coil	S	S
Torque tube drive system	S	S
Visible ball joint wear indicators on lower control arms, front	S	S
Ventilation, flow through	S	S
Windshield washer system, fluidic	S	S

MAJOR OPTIONS:		
Air conditioning	A	A
Battery, heavy-duty	A	A
Belts, custom seat/shoulder	A	A
Brakes, power	A	A
Cargo security screen	A	A
Cooling, heavy-duty	A	A
Defogger, electric rear window	A	A
Glass, Soft Ray all windows	A	A
Heater, engine block	A	A
Lamp group, Includes underhood light, glove compartment light, rear compartment light with switch, "headlights on" warning and instrument panel courtesy light	A	A
License plate bracket, front	A	A
Luggage carrier, black	A	A
Mats, floor, color-keyed, front/rear	A	A
Mirrors: Sport, LH remote, black-finished	A	A
Sport, LH remote, RH manual convex, black-finished	A	A
Moldings, wide, vinyl clad rocker panel	A	A
Panel, double, door/hood/hatch	S	S
Radio equipment: Delco-GM AM/FM	A	A
Delco-GM AM/FM stereo (3 speakers)	A	A
Steering, power (available only with air conditioning and automatic transmission)	A	A
Steering wheels: Formula	A	A
Tilt	A	A
Stripes, sport	A	A
Tires (radials): 155/80R13 fiberglass-belted whitewall	A	A

S=STANDARD A=AVAILABLE –=NOT AVAILABLE

MAJOR OPTIONS (CONT.):	3-door Hatchback	5-door Hatchback
175/70R13 steel-belted blackwall	A	A
175/70R13 steel-belted whitewall	A	A
Trim group, interior, custom	A	A
Wheels: Cast aluminum	A	A
Trim rings	A	A
Wheel locking package (available with cast aluminum wheels only)	A	A
Windows, rear quarter, swing-out	A	–
Wiper, rear window with fluidic washer	A	A

ENGINE/TRANSMISSIONS

Engine Ordering Code	Engine	Std./Opt. Engine	Avail.	Trans.	Hwy. Est.	EPA Est. MPG
L17 (1)	1.6 liter (98 CID) 4-cyl. 2-bbl.	Std.	Fed.	4-Man.	†	†
			Calif.	4-Man.	†	†
			Fed.	Auto.	†	†
			Calif.	Auto.	†	†
L17 (1)	1.6 liter (98 CID) 4-cyl. 2-bbl.	Opt.	Fed.	5-Man.*	46	(31)

*3-door Hatchback only. Without available air conditioning. See dealer for details.
†Not available at time of printing. See dealer for details.
Produced by GM. (1) Chevrolet. Use estimated mpg for comparison.
Your mileage may differ depending on speed, distance, weather. Actual highway mileage lower.

DIMENSIONS	3-door Hatchback Mm. (in.)	5-door Hatchback Mm. (in.)
Exterior:		
Wheelbase	2394 (94.3)	2471 (97.3)
Overall length	4222 (166.2)	4188 (164.9)
Width	1570 (61.8)	1570 (61.8)
Overall height	1364 (53.7)	1366 (53.8)
Tread, front	1300 (51.2)	1300 (51.2)
Tread, rear	1300 (51.2)	1300 (51.2)
Interior—front:		
Head room	968 (38.1)	973 (38.3)
Leg room	1058 (41.6)	1058 (41.6)
Shoulder room	1273 (50.1)	1266 (49.8)
Hip room	1268 (49.9)	1256 (49.4)
Interior—rear:		
Head room	947 (37.3)	949 (37.4)
Leg room	770 (30.3)	860 (33.9)
Shoulder room	1256 (49.4)	1256 (49.4)
Hip room	1036 (40.8)	1036 (40.8)
Cargo index volume (liters/cu. ft.)	764 (27.0)*	811 (28.6)*
Fuel tank capacity (liters/gallons)	47 (12.5)	47 (12.5)

Published dimensions are for a base Pontiac 1000 without optional equipment or accessories. Additional accessories or equipment ordered at the customer's option can result in a minor change in these dimensions.
*Rear seat down: 278 liters (9.8 cu. ft.) with rear seat up.

STANDARD SAFETY FEATURES ON 1983 PONTIACS

Occupant Protection

- Manual lap/shoulder belts with push-button buckles for driver and right front passenger (driver side includes visual and audible warning system). Manual lap belt at center position, when applicable
- Manual lap belts with push-button buckles at rear positions including center, when applicable
- Energy-absorbing steering column
- Passenger-guard inside door locks
- High strength safety door latches and hinges
- Inertia-type folding front seat-back latches
- Energy-absorbing instrument panel and front seatback tops
- Laminated safety glass windshield/tempered safety glass windows
- Safety armrests
- Standardized identification symbols for controls and displays
- Front seat head restraints for driver and right front passenger (adjustable or integral)
- Glove box door latch and, when applicable, console cover latch
- Smooth door/window handles
- Pressure lock radiator cap

Accident Avoidance

- Side marker lights and reflectors
- Parking lamps that illuminate with headlamps
- Four-way hazard warning flasher
- Backup lights
- Lane change feature in direction signal control
- Windshield defrosters, washer and dual-speed wipers
- Vinyl-bonded inside mirror glass
- Outside left rearview mirror
- Dual master cylinder brake system with warning light
- Starter safety switch
- Dual-action safety hood latch
- Low glare finish on instrument panel top, inside windshield moldings, wiper arms and blades, and steering wheel
- Safety wheel rims
- Front disc brakes with audible wear indicators
- Self-adjusting brakes

Anti-Theft

- Audible anti-theft ignition key reminder
- Anti-theft steering column lock
- Inside hood release
- Anti-theft key system (one key for ignition only, second key for doors, trunk/hatch/tailgate and glove compartment)
- Visible vehicle I.D. number

OTHER STANDARD FEATURES

- Body by Fisher
- Heater/defroster system
- Carburetor air preheater
- Evaporative emission system
- Foam seat cushions
- Full-flow oil filter
- Labeled instrument panel switches
- Radio interference-suppression ignition
- GM's Computer Command Control with catalytic converter (NA with optional diesel engine)
- On-board "check engine" light on instrument panel (NA with optional diesel engine)
- High-energy ignition (NA with optional diesel engine)
- Speedometer graduated in kilometers per hour as well as miles per hour (odometer registers miles)

THE GM CONTINUOUS PROTECTION PLAN

The GM Continuous Protection Plan is available to anyone purchasing a new Pontiac. It is one of the most extensive programs of its kind, providing extended repair protection (over and above the usual Pontiac limited warranties) against the cost of UNEXPECTED REPAIRS plus an allowance for towing expenses during and after the GM New Vehicle Limited Warranty period. And it's transferable.

The plan covers up to ten major assemblies, plus most seals and gaskets.

The Plan offers an allowance toward the cost of a RENTAL VEHICLE should your car be inoperable and kept overnight for repairs covered by the GM Continuous Protection Plan.

See your Pontiac dealer today for complete details on the exciting GM Continuous Protection Plan. (Available in United States and Canada only.)

A WORD ABOUT ENGINES:

Some Pontiacs are equipped with engines produced by other GM divisions, subsidiaries, or affiliated companies worldwide. See Facts and Figures page or your dealer for details.

Be sure to visit EPCOT and GM's World of Motion at Florida's Disney World.

LET'S GET IT TOGETHER BUCKLE UP.

GM

A WORD ABOUT ASSEMBLY, COMPONENTS AND OPTIONAL EQUIPMENT IN THESE PONTIAC PRODUCTS.

The Pontiacs described in this brochure are assembled at facilities of General Motors Corporation operated by Pontiac, GM Assembly Division or GM of Canada. These vehicles incorporate thousands of different components produced by various divisions of General Motors and by various suppliers to General Motors. From time to time during the manufacturing process, it may be necessary, in order to meet public demand for particular vehicles or equipment, or to meet federally mandated emissions, safety and fuel economy requirements, or for other reasons, to produce Pontiac products with different components or differently sourced components than initially scheduled. All such components have been approved for use in Pontiac products and will provide the quality performance associated with the Pontiac name.

With respect to extra cost optional equipment, make certain you specify the type of equipment you desire on your vehicle when ordering it from your dealer.

Some options may be unavailable when your car is built. Your dealer receives advice regarding current availability of options. You may ask the dealer for this information. GM also requests the dealer to advise you if an option you ordered is unavailable. We suggest that you verify that your car includes the optional equipment you ordered or if there are changes, that they are acceptable to you.

We Litho Excitement in the USA


PONTIAC
1983