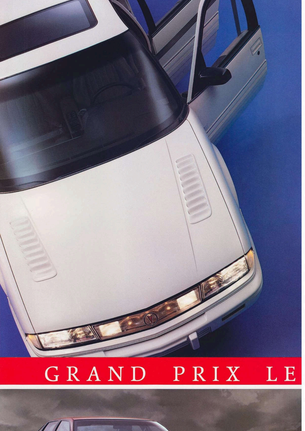
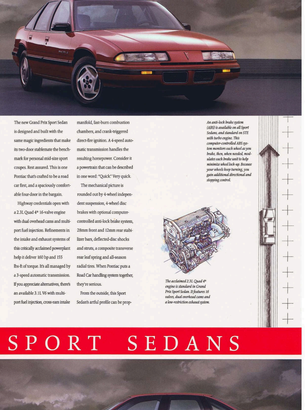
1990 PONTIAC GRAND PRIX SPORT SEDANS



GRAND PRIX LE



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

Highway credentials open with a 2.3L Quad 4® 16-valve engine with dual overhead cams and multi-port fuel injection. Refinements in the intake and exhaust systems of this critically acclaimed powerplant help it deliver 180 hp and 155 lbs-ft of torque. It's all managed by a 5-speed automatic transmission. If you appreciate alternatives, there's an available 3.1L V6 with multi-port fuel injection, cross-ram intake manifold, fast-burn combustion chambers, and crank-triggered direct-fire ignition. A 4-speed automatic transmission handles the smoothing homework. Consider it a powertrain that can be described in one word: "Quick." Very quick.

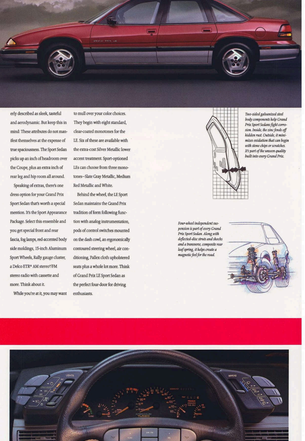
The mechanical picture is rounded out by 4-wheel independent suspension, 4-wheel disc brakes with optional computer-controlled anti-lock brake system, 200mm front and 15mm rear stabilizer bars, deflected-disc shocks and struts, a composite transverse rear leaf spring and all-season radial tires. When Pontiac puts a Road Car handling system together, they're serious.

From the outside, this Sport Sedan's artful profile can be properly described as sleek, tasteful and aerodynamic. But keep this in mind: These attributes do not market themselves at the expense of true spaciousness. The Sport Sedan picks up an inch of headroom over the Coupe, plus an extra inch of rear leg and hip room all around. Speaking of extra, there's one down option for your Grand Prix Sport Sedan that's worth a special mention. It's the Sport Appearance Package. Select this ensemble and you get special front and rear fascia, leg boppin, and accented body side moldings. 15-inch Aluminum Sport Wheels, fully garage cluster, and a Delco-ETR AM-stereo/FM stereo radio with cassette and more. Think about it.

While you're at it, you may want to mull over your color choices. They begin with eight standard, clean-cased monotones for the LE. Six of these are available with the extra-cost Silver Metallic lower accent treatment. Sport-optioned LEs can choose from these monotones—Slate Gray Metallic, Medium Red Metallic and White.

Behind the wheel, the LE Sport Sedan maintains the Grand Prix tradition of form following function with analog instrumentation, pods of control switches mounted on the dash cowl, an ergonomically contoured steering wheel, air conditioning, Pulse-Aire® cab-advanced ventilation and a whole lot more. Think of Grand Prix LE Sport Sedan as the perfect four-door for driving enthusiasts.

An anti-lock brake system is standard on the Grand Prix LE Sport Sedan, and furnished on GTP with turbo engine. The computer-controlled system can monitor each wheel at any brake, then, when needed, modulate each brake until the hydroelectronic unit built into Bosch® brakes can do it 10 times faster than a driver can, for safer, more even, gain additional directional and stopping control.



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

Two-sided galvanized steel body components help Grand Prix Sport Sedan fight corrosion. Inside, the trim finish of Grand Prix is another major evaluation that can begin with dome chips or scratches. It's part of the reason quality built into every Grand Prix.

Four-wheel independent suspension is part of every Grand Prix. Front struts are fitted with deflected-disc shocks and feed a transverse, composite rear leaf spring. It helps create a magnetic feel for the road.

SPORT SEDANS

Instrumentation for 1990's full analog. That includes a turbo boost gauge, standard on the top-of-engine LE Sport Sedan. Pods of function switches are fingertip accessible, left and right, and the Delco-owned Pulse-Aire® cab-advanced ventilation is in the steering wheel hub.

Performance provisions for the 3.1L turbo include high-rate GM Multec® injectors for quick, fuel-efficient response. The temperature-wise, 6-cylinder mill of 3.1 in. and the low-lo-center hunting of pressure relief and intake cooled.

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

Let formal introductions begin with 235/60 available turbocharged and intercooled 3.1L V6 with multi-port fuel injection (MFI). It wields 205 highly responsive horsepower and 225 lbs-ft of torque while pushing the boost needle to 7.9 psi. Intake pressure is delivered by a specific Garrett turbo. In other words, there's no waiting on pedal No. 1. There is also little anxiety. Close-tolerance assembly plus a specific crank, high-capacity pump, specific injectors, oil cooler and heavy-duty radiator help see to it that ETS's performance stays on tap for a long, long time.

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

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

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

GRAND PRIX STE TURBO SPORT SEDAN

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

The ETS's 4-wheel independent suspension includes Sport effort power rack-and-pinion steering, 30mm front and 15mm rear stabilizer bars, specific 16" cast aluminum wheels, Goodyear Eagle GT+4 radials and power 4-wheel disc brakes with available anti-lock brake system (std. on turbo ETS).

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

ETS lives up to its Touring promise, with standard power anti-lock ring/limit bucket seats that also include 4-way power adjustment for the driver. Instrumentation is complete, with tach reading with 16 pointers for eight readouts. There's also a leather-wrapped wheel and shift knob and an ETS specific sound system that includes an AM-stereo/FM stereo radio with cassette, dual-zone steering wheel controls, and eight speakers, counting the sub-woofer.

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

The finest seats of ETS are power articulating. Rear seats are contoured for comfort and style. Leather trim for the seating areas and door panel inserts is standard. Carpeting is also standard eq. Here's even a spot of legroom for rear passengers.

The rear-most plus cars by ETS's competitions features cast Lumys wheels, Goodyear Eagle touring lamps and back up lamps into one unit. Special dual exhaust system with chrome tips can help complete the picture.

Models Available
Grand Prix LE Sport Sedan, Ground Prix STE Turbo Sport Sedan, Grand Prix 2+2 GSE Sport Coupe, 2+2 Coupe and 2+2 Sport Coupe (not shown)

Colors Available
White, Bright Red, Medium Blue Metallic, Dark Blue Metallic, Medium Red Metallic, Silver Metallic, Slate Gray Metallic, Black, Dark Green Metallic, Lower Accent Colors: Silver Metallic (LE), Slate Gray (STE).

Engines
2.3L "Quad 4" 16-valve 4-cyl. MFI hp, 180 @ 6,000 rpm, 155 @ 4,000 rpm torque, 9.5:1 compression ratio, sequential electronic fuel injection system.

3.1L OL MFI hp, 140 @ 4,000 rpm, 185 @ 2,000 rpm torque, 9.0:1 compression ratio, sequential electronic fuel injection system.

3.1L turbo hp, 205 @ 4,000 rpm, 225 @ 2,000 rpm torque, 8.0:1 compression ratio, sequential electronic fuel injection system, specific, hardened steel connecting rods, specific, forged steel crankshaft, low-restriction exhaust system.

Engine/Transmission Teams
2.3 Quad 4 with
5-speed manual std.
4-speed Performance
Shiftronic® 4-speed automatic 3.1L OL
3.1L turbo OL
5-speed manual std.
4-speed automatic std.

Chassis
Suspension
LE: independent with MacPherson struts, Level 2, 30mm stabilizer bar, Level 2, 15mm

Rear suspension
LE: independent with trailing arms and Delco-Bosch Ride Control shocks, Level 2, composite transverse leaf spring, Level 2, 15mm stabilizer bar

Steering
Power rack-and-pinion with variable assist, 3.7 turns end-to-end, 37.7 turn circle diameter curb-to-curb, 2-level tilt column, Level 2

Brakes
Power 4-wheel disc, 10.5 in. dia. (STE 10.9 in.), Sport effort ratio 12:1

Wheels: 15 x 6.5 in. (LE), 15 x 7 in. (STE), Touring (LE), 16 x 7 in. (STE)

Tires
LE: P195/70R14 all-season radials or optional P205/65R15 Touring radials. Level 2: P215/60R15 Goodyear Eagle GT+4 Touring radials.

Key Numbers
Wheelbase, 107.5" Overall length, 194.8" Width, 69.3" Height, 53.9" Curb weight, 3,195 lb MT, 3,265 lb auto Track, 59.6 in.

Transmission Figures
Ground Drive STE at 2,500 rpm (determined 70 mph/hr, 4-speed auto and 3.23:1 axle ratio)

1-2/3 shift 8.0 sec.
Lateral accelerometer, g's .81
Fuel economy, estimated mpg 22

Interiors
Headroom, Fr. 38.7 EGF
Rear 37.7 EGR
Legroom, Fr. 41.5 EGF
Rear 36.0 EGR

Trim Note: Interiors available at extra cost. Two tone fabric cognizant assorted patterns of Medium Red, Dark Blue, Dark Green and Gray and optional Cloth or Leather Seating Trim.

"Quick 0-60" determined by Pontiac test engineers using a manual transmission equipped vehicle to ensure the criteria found in Car and Driver magazine's definition of "quick" would be comparable. Your mileage may vary.

Specifications subject to change without notice.

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