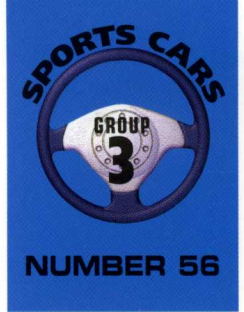




USA 1984-1988



# Pontiac® FIERO™

No one expected General Motors to have the courage to create a small, mid-engined sports car, particularly one using such a revolutionary form of construction. Surprisingly, and against the odds, it did.

Vehicle manufactured by General Motors, Detroit, Michigan



## VITAL STATISTICS

Top speed:	120 mph
0-60 mph:	7.4 sec.
Engine type:	V6
Displacement:	2.8 liter
Max power:	135 bhp at 5,200 rpm
Max torque:	170 lb-ft at 3,600 rpm
Weight:	2,778 lbs.
Gas mileage:	26 mpg
Price:	\$10,999



### "...doesn't get unbalanced."

*"To begin with the Fiero equals the engine's crispness and instant steering response of the car that was its main rival, the Toyota MR2. The faster it is driven the better it feels. It flows through any combination of twisty bends and curves, and because of its mid-engine layout it doesn't get unbalanced. The V6 provides sufficient power to offer exhilarating get up and go for those looking for a reasonably priced performance car."*

*Like most U.S. cars of the period, Fieros are often loaded with options, including cruise control and power windows and mirrors.*



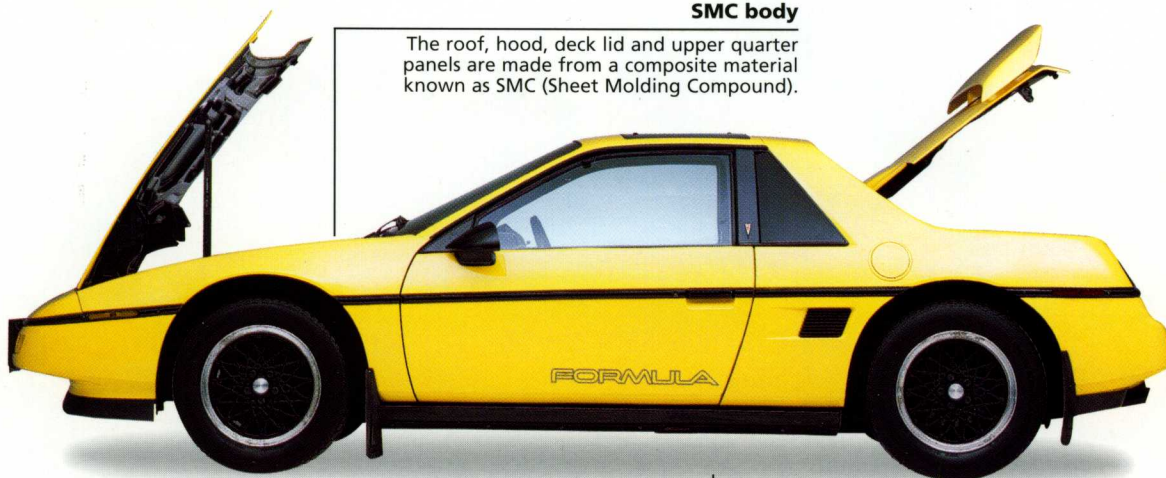
# Pontiac FIERO



The Fiero was a bold concept that deserved to succeed. Although initially developed as a commuter car, the Fiero became a sporty, mid-engined two-seater.

## SMC body

The roof, hood, deck lid and upper quarter panels are made from a composite material known as SMC (Sheet Molding Compound).



## Five-speed transmission

Enthusiasts had been crying out for a five-speed transmission since the Fiero was launched. Their prayers were answered when it became an option mid-way through 1986.

## Strut rear suspension

Like the front suspension, the rear is taken from another GM car. It is effectively the front suspension used in the compact X-body cars but mounted at the back.

## V6 engine

The Fiero's 135 bhp and 170 lb-ft of torque is enough to give proper sports car performance. The weight of the all-iron engine does not matter as it is mounted in the middle of the car.





# Milestones

**1983 Production of the Fiero** begins, appropriately in Pontiac, Michigan, for the 1984 model year. Both 2.5-liter four and 2.8-liter V6 engines are offered and come in base or S/E trim levels.



The Fiero went on sale in September 1983 as a 1984 model.

**1985 A Fiero paces the Indianapolis 500** in 1984. The following year the GT, with a low-drag nose inspired from the pace car, is launched. It has a standard V6 engine and a larger exhaust.



The 2.8-liter V6 was also used in Pontiac's Euro sedan, the 6000.

**1986 The GT is restyled** with fastback styled roof panels. A five-speed manual transaxle is also introduced.

**1988 Production ends** after GM decides that the Fiero is no longer cost effective.

## VALUE GUIDE

ORIGINAL PRICE		
1988	Formula	\$10,999
CURRENT VALUE		
\$3,000-\$12,000		
PRODUCTION TOTAL		
373,303		

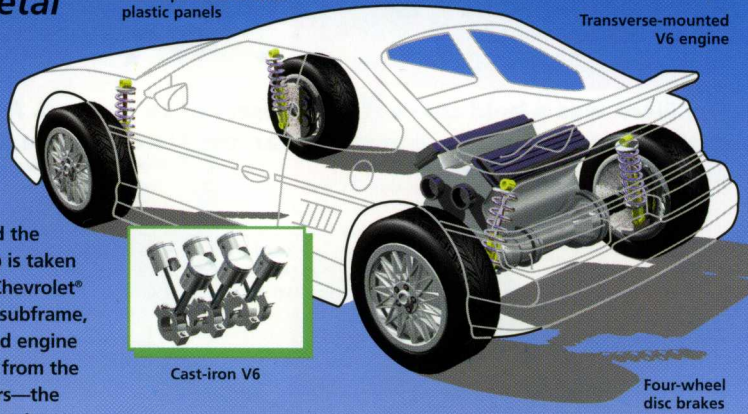
## UNDER THE SKIN

### Plastic and metal

Like most cars, the Fiero is basically a steel monocoque. The difference is that it has composite plastic body panels which are easily detachable. For the suspension, Pontiac raided the parts bin. The front set-up is taken from the humble T-body Chevrolet® Chevette™, while the rear subframe, including the transaxle and engine mountings, are borrowed from the front-drive GM X-body cars—the Chevrolet Citation™ and Pontiac Ventura™.

Steel spaceframe with plastic panels

Transverse-mounted V6 engine



Cast-iron V6

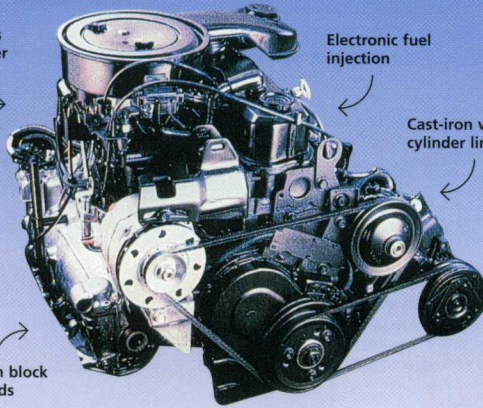
Four-wheel disc brakes

Two valves per cylinder

Electronic fuel injection

Cast-iron wet cylinder liners

Cast-iron block and heads



## THE POWER PACK

### Potent performance

Throughout its life the Fiero was only offered with two engines. One is Pontiac's 2.5-liter 'Iron Duke' four cylinders (as shown), so-named because of its proven reliability and all-iron block and head. The other is a 2.8-liter, 60-degree GM corporate V6. This basic powerplant first saw duty in the front-engine, front-drive X-body cars. In late Fieros, such as the 1988 Formula and GT, it produces a respectable 135 bhp.

### Less is more

Although the GT is the most talked about, the V6 was also available in the mid-level S/E and Formula models. Formulas were only built for 1988 and retain the same engine chassis tuning and suspension as GTs but are slightly faster and cheaper.



Formulas are cheaper than Fiero GTs but have better performance.

## NOSE TO NOSE Fiat X1/9 • Matra Murena • Pontiac Fiero Formula

TOP SPEED	0-60 mph	POWER	WEIGHT	RIVAL CARS
112 mph	11.1 sec.	85 bhp	2,028 lbs.	FIAT X1/9 
130 mph	9.2 sec.	142 bhp	2,315 lbs.	MATRA MURENA 
120 mph	7.4 sec.	135 bhp	2,778 lbs.	PONTIAC FIERO FORMULA 

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