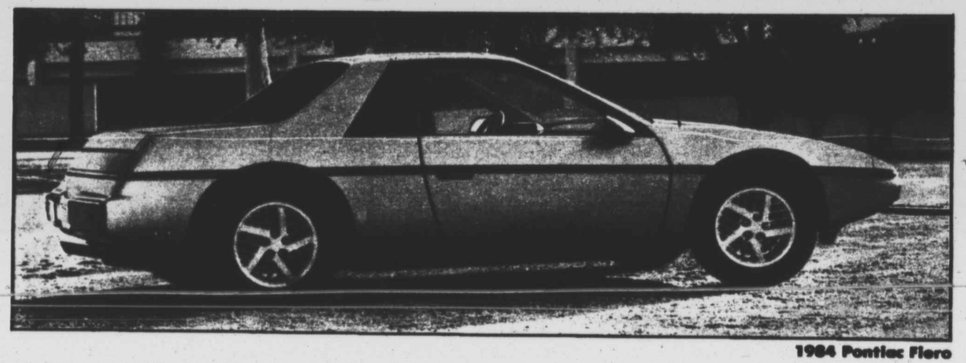
The Mid-Engine Pontiac Fiero



1984 Pontiac Fiero

The first American-produced mid-engine sports car — the all-new two-seat Pontiac Fiero — debuts in 1984 as a showcase of engineering innovation, manufacturing technology and design efficiency.

Built on a 93.4-inch wheelbase and powered by a 92 horsepower 2.5-liter engine, Fiero combines excellent traction with the stability and control of a mid-engine, rear-wheel drive vehicle.

Three basic principles guided engineers' work on the Fiero project. First, Fiero is a driver's car, designed and engineered with the driver's needs a primary consideration throughout every phase of Fiero's development.

Second, using many proven mechanical components in new ways, Fiero is an innovative, revolutionary automobile. Third, during all elements of the Fiero program, customers' demands for the highest level of satisfaction were recognized.

Fiero's standard instrumentation includes an electric speedometer with trip odometer, tachometer, fuel level indicator, voltmeter and coolant temperature gauge. Functional telltales indicate door ajar, engine compartment lid ajar, high beam indicator, shift indicator, seat belt warning, oil pressure warning and check engine light.

A multi-functional, column-mounted control lever handles turn signals, headlamp dimmer, windshield wiper and washer and optional electronic cruise control.

Contoured bucket seats offer lateral restraint and tilting seat backs are standard in first level cloth trim or up-level cloth or a fleece and leather combination. An AM radio is standard in the console and the optional AM/FM stereo features two three-inch speakers in each headrest.

All glass surfaces are nearly flush with the body for a clean, aerodynamic shape. Peripheral areas of the windshield and backlight incorporate a high-tech grid pattern, softening the transition between the opaque and transparent portions of glass.

Electrically operated hidden retractable headlamps are featured up front while black, neutral density tail lamps, mounted flush to the body surface, complement Fiero's rear end appearance. An integrated functional black rub strip surrounds the car and encompasses both door handles and the lock system as well as front and rear side marker lamps.

The wedge shape influenced the selection of chassis and powertrain components, including the use of the 92 horsepower 2.5-liter (151 c.i.d.) four-cylinder engine for the best balance of fuel economy and performance.

In 1984, the 2.5-liter engine features new swirl-port cylinder heads that "spiral" the fuel charge for faster and more efficient combustion. The computerized engine control system is altitude compensated to assure the right amount of fuel for every driving situation.

It also adjusts ignition timing on the go, providing optimum efficiency and maximum performance.

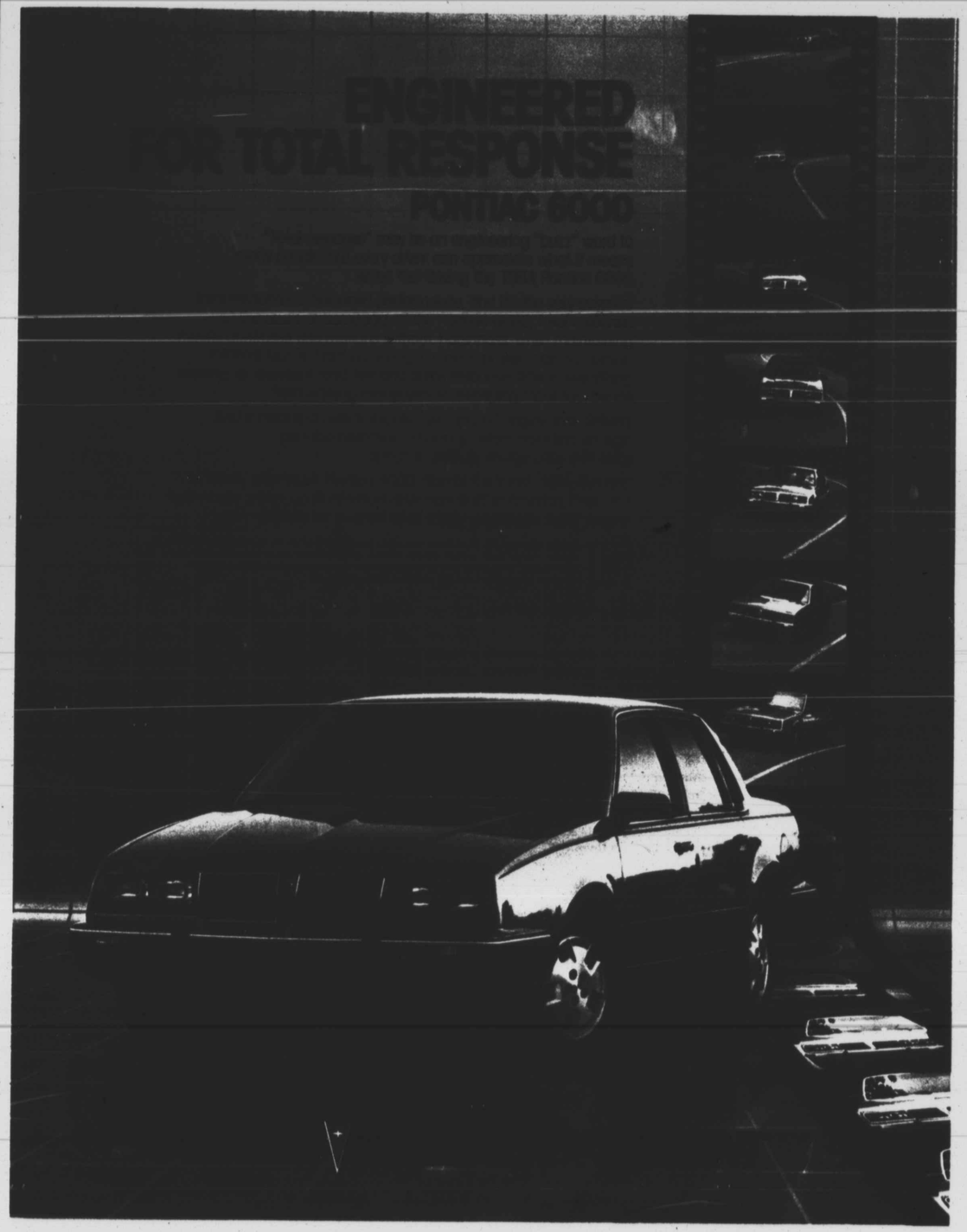
Fiero's fuel economy leader, available federally without air conditioning, uses a 2.42 final drive ratio with a standard four-speed manual transmission.

This combination offers estimated 12.5-second zero-to-60 performance with projected EPA fuel economy reaching 31 and 50 miles per gallon (mpg) for city and highway driving, respectively.

The higher-performance standard four-speed with a 3.32 final drive ratio offers zero-to-60 acceleration of 11.5 seconds, while the automatic provides a performance level of 12.7 seconds — both with 40 mpg projected EPA highway driving.

Rack-and-pinion steering, tuned to a 19.1 steering ratio, provides Fiero with excellent maneuverability and a curb-to-curb turning diameter of under 39 feet.

Four-wheel power disc brakes with aluminum calipers and semi-metallic brake linings complete Fiero's major chassis componentry.

While aerodynamically efficient, Fiero offers ample storage space to accommodate the needs of two people including room for several soft suitcases, shopping bags or two sets of golf clubs. An optional rear decklid luggage rack is available. ■

Sporty Fiero