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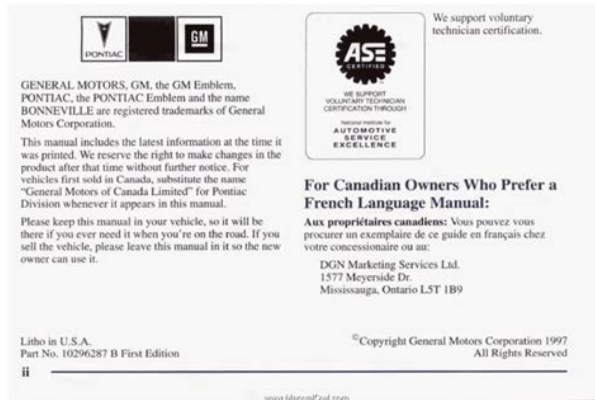
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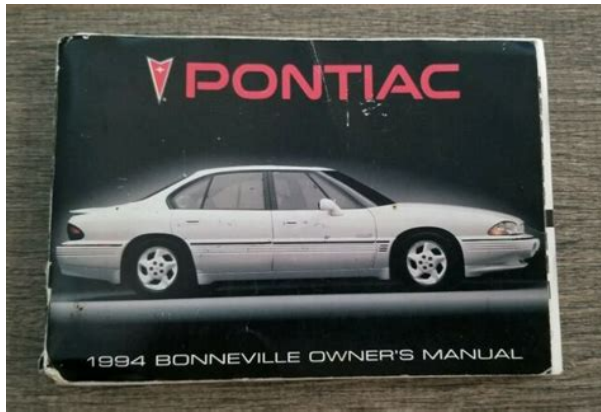
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repairs.<http://www.cgeminfos.ma/upload/engrave-studio-manual.xml>

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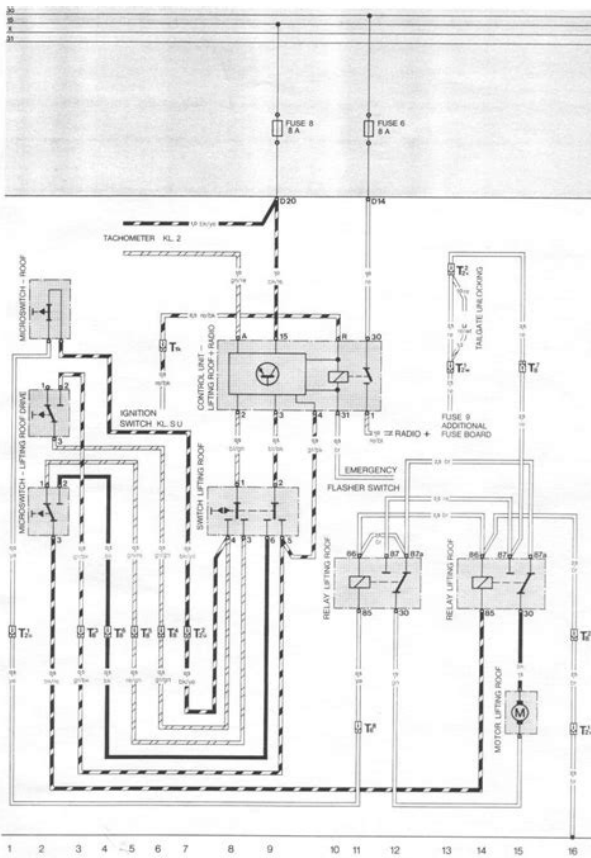
Used GoodPlease try again.Please try again.It is very detailed with good diagrams, photos and exploded views. A must for anyone who insists on Genuine OEM quality parts.Then you can start reading Kindle books on your smartphone, tablet, or computer no Kindle device required. To calculate the overall star rating and percentage breakdown by star, we don't use a simple average. Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyzes reviews to verify trustworthiness. Please upgrade your browser to improve your experience. Introduced in 1957, The Pontiac Bonneville was a fullsize automobile from Pontiac division of General Motors. At first it was introduced as limited edition performance convertible.My email address is What for Understood. The workshop manual is the same as used by professional mechanics and therefore has literally thousands of pages of information and diagrams describing just about every part and procedure for your Pontiac vehicle. You will also be able to print out any parts of the service manual you wish to. Carburetion can cause a miss that looks, acts, and feels exactly like an ignition miss. How can I tell if the timing is 180 off. The timing gears are indexed to the cam, so 180 is the only option. Obviously, the car would be weak whether its advanced or retarded a tooth, but for those who have been there before, what did you see.The picture below is from a book I have showing how the timing marks should line up, my lines do NOT line up, they dont look like the lines in the picture and they are off just a tick, how do I set it, I would appreciate some really basic step by step directions. The GY6 engine has a magnet embedded in the outside surface which passes by a pickup sensor that acts as the trigger for initiating the ignition spark.The firing order for a Chevy inline 6 cylinder is 153624, and the timing should be 4 degrees BTDC before top dead center.<http://www.aeok.org/uploads/engrasadora-manual-en-ingles.xml>



Airco Dip Pak 250 Owner Manual, Toyota 5a Engine Timing Marks, 2005 Pontiac Bonneville Owners Manual SERVICE MANUAL serviceengine. Drive Train of a GY6 Scooter 4 Stroke Engine From FleaBay to Craigslist to sketchy local More on how that timing is done later, but thats enough for now. GY6 CAMSHAFT TIMMING ADJUSTING The 250cc, sometimes called the GY6250, Honda CN250 249cc is a vertical, singlecylinder, 4 stroke, liquidcooled engine. So when I lined the timing mark back up, the dots on the cam sprockets werent level with the head, and the cams werent pointing out quite right. One of the most important components when it comes to regulating the timing of your engine is the timing chain. In need of some help The 250cc, sometimes called the GY6250, Honda CN250 249cc is a vertical, singlecylinder, 4 stroke, liquidcooled engine. This Lower Guide, Timing Chain is commonly but not exclusively used for CF Moto 800cc ATVs and UTVs. Do you know of anyone who has tried the gy6 CDIs with adjustable timing. What is an ignition timing curveIf you record the ignition timing in degrees before top dead centerfor every 1000 RPM from idle to peak RPM then you have the needed datato make a timing curve graph on graph paper. This is where the bottom end of the rearside timing chain slider mounts, and is designed to hold the chain onto the correct tooth on the crank gear so you don't risk skipping a tooth as you adjust the valve clearances. The initial timing must always be set with the vacuum advance on the distributor disconnected so base timing can be seen. Best pages in this set are the timing marks and tourque specs when installing piston kits, rings, valves, etc. A 2000 Buick LeSabre with a bad fuel pump can be a frustrating experience and can leave a driver stranded. Once the valve cover is removed, you should be able to see the camshaft, or camshafts, if it is a dual overhead cam engine.

Each valve intake and exhaust is designed to be opened and closed at 4 different and specifiy points during the 4 stroke cycle. Follow us on our youtube channel for our how to build a ruckus tutorial. A huge part of our business revolves around the Honda Ruckus. Order Timing Chain for your vehicle and pick it up in store—make your purchase, find a store near you, and get directions. Or you are a trainee, or maybe even you who just wish to know about Ignition Coil Distributor Wiring Diagram. Gy6 150cc engine diagram sep 24 2019 information about gy6 150cc engine diagram has been uploaded by brenda botha and tagged in this category. The GY6 is commonly used to power various kinds of small vehicles, including Buggies, ATVs and Scooters. This is a FREE SHOP MANUAL with good pictures, timing marks are shown, placement of the piston rings and much much more. Belt GY6 150 Long 8422030; NGK Spark Plugs GY6 150 Motor CR8HSA The information contained in this service manual is based on the GY6 50cc 150cc CVT Engine used in nearly all the scooters we sell. Timing Magneto with Impulse Coupling by Coupling Release Where timing mark on flywheel of the engine is not accessible, making it difficult to determine the exact position of the piston, the magneto may be timed to the engine by the release position of the impulse coupling. DUCATI 450 ENGINE PARTS SHIMS CLIPS ROD BEVEL MARK 3 SCRAMBLER 250 350 DESMO TZ10 250cc Majesty 250 Timing In any event, you have a view window for the timing marks, and a small cover that gives access to the rotor, for handcranking. I CG125, CG200, CG250 Push Rod Style Engine Service and Repair Manuals for 125cc 200cc 225cc and 250cc CG Style Engines. 1 cylinder TDC mark on the harmonic balancer with a timingreference tab located most often on the timingchain

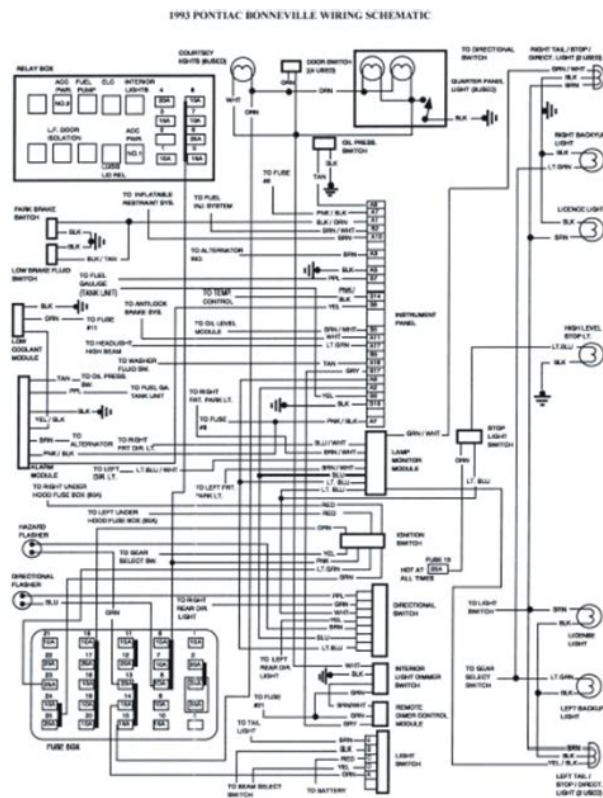
cover. When you turn the engine until the marks are visible, the F fire mark should precede the T tdc mark when you turn the right way.



<http://eco-region31.ru/bose-radio-cd-player-owner-s-manual>

CG125, CG200, CG250 Push Rod Style Engine Service and Repair Manuals for 125cc 200cc 225cc and 250cc CG Style Engines. The GY6 engine design is a fourstroke singlecylinder in a near horizontal orientation that is used on a number of small motorcycles or scooters made in Taiwan, China, and other southeast Asian countries. 8 Crd 16t Spline Rear Driven Pully Assembly For Linhai Gy6 260cc 250 300cc Atv Scooter 12 Jan 2014 If the camshaft is off by a tooth, the engine will lack power and risks damage to the piston and valves. Once you have reset the timing limiter, reinstall the clip that holds the point cam on the shaft, the advance weights, springs, and breaker plate. If the timing is close to TDC topdeadcenter it is possible to catch the piston just at the wrong time with the result that the engine runs backward. 2012 Author lelonic 250cc scooter engine timing mark GY6250, CF250 CH250 250cc 172MM LiquidCooled PartsCheap. If the rubber deteriorates, the outer piece can move resulting in the timing marks being in the wrong place. I recently purchased a gy6 150 equipped scooter for next to nothing, a little tinkering, a belt, and I got it running great but its leaking oil. The balancer on the Mustang has an inner piece, an outer piece with the timing marks on it, and a rubber piece in the middle. Products 1 99 of 138 Parts Scooter Parts for GY6 and CN250 and Linhai Engines Plus Honda Timing Chain Tensioner Gasket for GY6 125cc Engine. The process requires a significant amount of disassembly, so its recommended to replace all of the parts involved at the same time as replacing the chain. Can the timing shift from normal use. The holes dont line up on any of the marks, I just figured it was the make of the engine being different than most gy6. In 1979, Honda returned to Grand Prix motorcycle racing with the monocoque framed, fourstroke NR500.

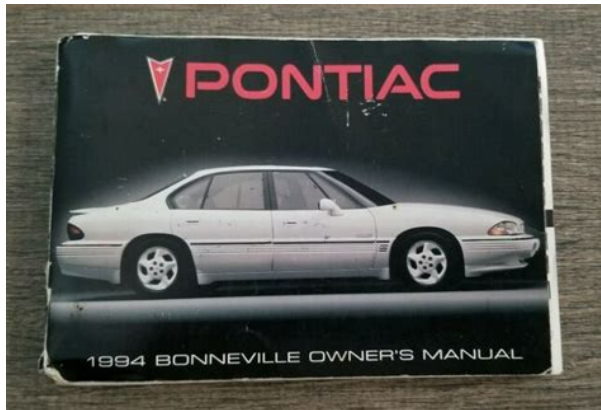
<http://istacover.com/images/canon-ixus-100-1s-manual.pdf>



There is a 1 inch diameter access plug in the fan shroud for timing mark viewing with a flashlight, however its better to remove the entire cover to familiarize yourself with the marks if it is the first time you are performing this task. 66 Buy 69mm Valve Big Bore Kit 100cc for GY6 49CC 50CC 139QMB Moped Scooter Engine 50mm Bore Upgrade Set with Racing CDI Ignition Coil Performance Spark Plug Rebuild Kits Amazon. Here is my question When the timing marks line up facing each other with the piston at TDC, the intake valve is just beginning to open, is this correct. 99 Center Main Middle Stand Kickstand for 250cc Scooter This main stand fits the Jonway 250cc YY250T scooter. When i align the punch marks to the top of the head as the manual states they dont line up all that well. Stock cam timing chain guides for 1 Aug 2011 You cannot adjust ignition timing unless you have an aftermarket CDI that is adjustable. By changing the timing of the spark, it is sometimes possible to increase power and torque of an engine. How to Adjust the valves and timing on your 49cc scooter; Chinese performance GY6 Scooter CDI Casoli. We would consider our selfs ruckus pros. Faulty ignition timing can cause running problems but today there are very few scooter engines on which you can alter or adjust the ignition timing. As you can see in the image of the Kawasaki engine the two punch marks on the cam gears are aligned with the machined surface of the cylinder head. An early pioneer in the sport, Buggy Depot was born from the original 2003 2005 era Yerf Dog riding community. Note that the coating of grease is thin enough in this photo for the red metal shoulder portion of the seal to show through. While this Motorcycle Troubleshooting Guide is not a complete guide of every possible cause for each problem listed, it will help assist mechanics in troubleshooting some of the most common difficulties they will face.

<https://incentives-sales.com/images/canon-ixus-1000-hs-manual.pdf>





Due to limited space in the engine casing it will be necessary to position the pick up sensor a long time BTDC, possibly as much as 250 degrees BTDC. We select all kinds of chinese 250cc water cooled 4 Stroke engine parts from the manufacturer for you, for 250cc water cooled 4 stroke atv engines, 250cc water cooled 4 stroke dirt bike engines, 250cc water cooled 4 stroke go kart engines, saving you tons of money. With tight transmission system, it occupies 25% smaller space than common V belt at the same Electric Wiring Harness Magneto Coil Stator Fits For Gy6 125cc 150cc Atv Quad. 4 POWERSTROKE With all of the advancements that have been made to cars over the years to make them fuel efficient and smooth riding, the basic systems still hold the most importance. Something went wrong. View cart for details. User Agreement, Privacy, Cookies and AdChoice Norton Secured powered by Verisign. Disclaimer Sedo maintains no relationship with third party advertisers. Reference to any specific service or trade mark is not controlled by Sedo nor does it constitute or imply its association, endorsement or recommendation. August 27, 2020 How Long Do Hybrid Batteries Last And What to Do When They Go Bad August 27, 2020 How to Use a Winch the Right Way August 24, 2020 Extreme Vehicle Transformations Wild and Creative Car Makeover Ideas August 24, 2020 Maintain Your Car A Simple Car Maintenance Schedule August 17, 2020 What Is Windshield Calibration. A Simple Guide August 12, 2020 10 Incredibly Common Car Problems Every Car Owner Faces August 10, 2020 How to Negotiate Car Price 5 Tips to Get the Best Deal August 10, 2020 Search Motor Era. For the 18th century Ottawa leader, see Pontiac Ottawa leader. For other uses, see Pontiac disambiguation. The last Pontiac badged cars were built in December 2009, with one final vehicle in January 2010. Purchased by General Motors in 1909, Oakland continued to produce modestly priced automobiles until 1931, when it was renamed Pontiac.

As a result of Pontiac's rising sales, versus Oakland's declining sales, Pontiac became the only companion marque to survive its parent, with Oakland ceasing production in 1932. Only eight cylinder engines were offered in 1933 and 1934, displacing 223.4 cubic inches for 77 hp. A new stronger X frame had Hotchkiss drive using a twopart drive shaft. In 1941, all Pontiacs were called Torpedoes. They came with a flathead straightengine, which were slightly less expensive to produce than the increasingly popular V8, but they were also heavier and longer. Additionally, the long crankshaft suffered from excessive flex, restricting straightengines to a relatively low compression ratio with a modest redline. The Hydramatic automatic transmission was introduced in 1948 and helped Pontiac sales grow even though their cars, Torpedoes and Streamliners, were quickly becoming out of date. They incorporated styling cues such as lower body lines and rear fenders that were integrated in the rear end styling of the car. Continuing the Native American theme of Pontiac, the Chieftain line was introduced to replace the Torpedo. These were built on the GM Bbody platform and featured different styling from the more conservative Streamliner. This single model line continued until 1954 when the Star Chief was added. The Star Chief was created by adding an 11 inch 280 mm extension to the Abody platform creating a 124 inch 3,100 mm wheelbase. While the 1953 and 1954 models were heavily reworked versions of the 1949 52 Chieftain models, they were engineered for the V8 engine that was supposed to be introduced on the 1953

models, but Buick division complained to corporate that the introduction might take sales away because Buick was introducing its new nailhead V8 in 1953. The corporation held Pontiac back until 1955. A new 173 hp 129 kW; 175 PS overhead valve V8 engine was introduced. see Engines section below. Sales increased.

<https://gsoam.ge/wp-content/plugins/formcraft/file-upload/server/content/files/1627ec13f1a100---brother-printer-2070n-manual.pdf>

With the introduction of this V8, the sixcylinder engines were discontinued; a sixcylinder would not return to the fullsized Pontiac line until the GM corporate downsizing of 1977. A fourcylinder engine was introduced in the Tempest model line in 1961, followed by an overheadcam sixcylinder starting in 1966, as well as on the Firebird. Another step was introducing the first Bonneville —a limitededition Star Chief convertible that showcased Pontiacs first fuelinjected engine. A 1958 Tri power Bonneville was the pace car for that years Indianapolis 500. The exception would be the Indian head highbeam indicator light in the instrument cluster. All 1958 models featured ball joint front suspension replacing the previous kingpin design. Knudsen saw to it that the car received a completely reworked chassis, body, and interior styling. Quad headlamps, as well as a longer, lower body were some of the styling changes. The Bonneville was now the top of the line, coming in three body styles of twodoor hardtop, fourdoor vista, and fourdoor wagon. Catalina models included a twodoor hardtop, twodoor sedan, fourdoor sedan, fourdoor hardtop vista and two wagons, one a sixpassenger and one a ninepassenger wagon. Bonneville and Star Chief were built on a 124inch 3,100 mm wheelbase with the exception of the Bonneville wagon and all Catalina models and Bonneville wagon that rode on a 122inch wheelbase. Catalina was also seven inches shorter than Bonneville and Star Chief and weighed one hundred to two hundred pounds less than its longwheelbase counterparts. All 1959 Pontiac engines were equipped with a 389cubicinch engine with horsepower ratings from 215 hp economy engine to a conservative rated 345 hp Tri power carbureted engine. This coincided with major body styling changes across all models that introduced increased glass area, twin Vshaped fins, and lower hood profiles. Because of these changes, Motor Trend picked the entire Pontiac line as 1959 Car of the Year.

<BANGTUTRANG.COM/upload/files/7890a-gc-manual.pdf>

The 1960 models standard engine all had a power gain of 3 hp due to a compression bump of .25 to one over the 59 engine. Ventura was introduced, a more luxurious hardtop coupe and the Vista fourdoor hardtop now being built on the shorter 122inch 3,100 mm wheelbase platform, with it falling between the Catalina and Star Chief models. The Ventura featured the luxury features of the Bonneville in the shorter, lighter Catalina body. However, Pontiac retained its own front and rear end styling, interiors, and engines. The split grille returned, as well as all new bodies and a new design of a perimeter frame chassis for all its fullsized models something which would be adopted for all of GMs intermediatesized cars in 1964, and all its fullsized cars in 1965. These new chassis allowed for reduced weight and smaller body sizes. Toward the end of the 1961 model year, an upscale version of the Tempest called the LeMans was introduced, named after the famous 24 Hours of Le Mans auto race in France. The Polaris design apparently made it to fullscale clay before it was cancelled. DeLoreans vision has been further vindicated by the adoption of similar designs in a slew of modern highperformance cars, including the Porsche 928, 924, and 944, the Corvette C5, and the Aston Martin DB9. In production, the engine received a crankshaft designed for just four cylinders, but this did not completely solve its balance issues. Today, the 215 cars are among the most soughtafter of all Tempests. The cars body and suspension were also changed to be lower, longer, and wider. The response was that more than half of the 1963 Tempests and LeMans separate lines for that one year only were ordered with the V8, a trend that did not go unnoticed by management. The next year, the 326 became a true 326 with a new bore size of 3.72. The Tempests popularity helped move Pontiac into third place among American car brands in 1962, a position Pontiac would



hold through 1970.

The Buick 215 V8 would remain in production for more than 35 years, being used by Britains Rover Group after it had bought the rights to it. GM attempted to buy the rights back, but Rover wished, instead, to sell the engines directly. Pete Estes now became general manager of Pontiac and Delorean was promoted to Pontiac chief engineer. Both continued Knudsens work of making Pontiac a performance car brand. Pontiac capitalized on the emerging trend toward sportier bucketseat coupes in 1962 by introducing the Grand Prix, taking the place of the Ventura, which now became a trim option on the Catalina. Although GM officially ended factory support for all racing activities across all of its brands in January 1963, Pontiac continued to cater to performance car enthusiasts by making larger engines with more power available across all model lines. For 1963, the Grand Prix received the same styling changes as other full sized Pontiacs such as vertical headlights and crisper body lines, but also received its own squaredoff roof line with a concave rear window, along with less chrome. In spite of a GM unwritten edict against engines larger than 330 Ci in intermediate cars, DeLorean with support from Jim Wangers from Pontiacs ad agency, came up with the idea to offer the GTO as an option package that included a 389 Ci engine rated at 325 or 348 horsepower 260 kW. The February 1965 issue of Motor Trend was almost entirely devoted to Pontiacs Car of the Year award and included feature stories on the divisions marketing, styling, engineering and performance efforts along with road tests of several models. On the technology front, 1966 saw the introduction of a completely new overhead camshaft 6cylinder engine in the Tempest, and in an industry first, plastic grilles were used on several models.

Intermediate sized cars Tempest, LeMans, GTO were mildly facelifted but all full size cars and GTO lost their TriPower engine option though it did get a larger 400 cubicinch V8 that replaced the previous 389. This Tri carburetor deletion came from the 14th floor of GM banning multiple carburetion and headed by GM president Ed Cole. The Ram Air V garnered much auto press publicity, but only a relative few were made available for sale. Estes agreed to share in the cost and allow Pontiac to have a oneyear exclusivity on this new car, the next year Chevy would follow with its version which was called Chevrolet Monte Carlo. The new Grand Prix was such a sales success in 1969 as dealers moved 112,000 units more than four times the number of Grand Prixs sold in 1968. Full sized Pontiacs were also substantially restyled but retained the same basic underbody structure and chassis that debuted with the 1965 model in fact the rooflines for the fourdoor pillared sedans and Safari wagons were the same as the 1965 models, while the twodoor semifastback design gave way to a squaredoff notchback style and fourdoor hardtop sedans were also more squared off than 1967-68 models. Although originally conceived as a 303 cubic inch model to compete directly in the Trans Am racing series, in a cost saving move the Pontiac Trans Am debuted with the standard 400cubicinch performance engines. This year also saw De Lorean leaving the post of general manager to accept a similar position at GMs Chevrolet division. His replacement was F. James McDonald. These included energy absorbing interior parts such as steering columns, steering wheels, knobs and handles, dualcircuit hydraulic brake systems, shoulder belts, side marker lights, and headrests. It was the final year for the overhead cam sixcylinder engine in Firebirds and intermediates, and the Firebird convertible until 1991.

GM developed a gasolineelectric drive hybrid the XP833 and the Pontiac X4 a rearwheel drive midengine car that was powered by a radical Xshaped aircraft type aircooled twostroke radial engine where the standard crankshaft was replaced by a unit called a Scotch yoke. While the GM car was fully tested the Pontiac concept was not. Safety, luxury, and economy would become the new watchwords of this decade. Engine performance began declining in 1971 when GM issued a corporate edict mandating that all engines be capable of using loweroctane unleaded gasoline, which led to dramatic drops in compression ratios, along with performance and fuel economy. The power tailgate, the first in station wagon history, ultimately supplanted the manual tailgate, which

required marked effort to lift from storage. GTO was a now subseries of the LeMans series. The Tempest, was dropped, after being renamed T37 and GT37 for 1971. The base 1972 midsize Pontiac was now called LeMans. James MacDonald left the post of general manager to be replaced by Martin J. Caserio in late 1972. Caserio was the first manager in over a decade to be more focused on marketing and sales than on performance. All other models including the big cars and Firebirds received only minor updates. Again, power dropped across all engines as more emissions requirements came into effect. The 1973 Firebird Trans Am factory applied hood decal, a John Schinella restylized interpretation of the Native American fire bird, took up most of the available space on the hood. Although it was originally supposed to be available in GTOs and Firebirds, only a few SD 455 engines made it into Firebird Trans Ams that year. One so equipped was tested by Car and Driver magazine, who proclaimed it the last of the fast cars. But the pendulum had swung, and the SD 455 only hung on one more year in the Trans Am. The last version of the 455 would hang on for two more years before being discontinued.

This was the brand's entry into the fuel economy segment of the market. Astre had been sold exclusively in Canada from 1973. It was offered through the 1977 model year. 1975 would also see the end of Pontiac convertibles for the next decade. The 1976 Sunbird, based on the Chevrolet Vega and Monzas equivalent, joined the line. It was first offered as a Notchback, with a Hatchback body style added in 1977. The Vega Wagon body style was added in 1978, Sunbird Safari Wagon, replacing the Astre Safari Wagon. The Sunbird was offered in its rear-wheel drive configuration through the 1980 model year. Sunbird Safari wagon through 1979. It was first used in the 1977 Astre, replacing Astre's aluminum block 140 cubic inch Vega engine. The Iron Duke engine would later go into many GM and non-GM automobiles into the early 1990s. The 151 cubic inch L4 and the 301 cubic inch V8 were the last two engines designed solely by Pontiac. Subsequent engine design would be accomplished by one central office with all designs being shared by each brand. That left the Catalina as the only big Pontiac, further reducing sales as buyers went for more plushness. Wire-spoked wheel covers returned for the first time since the 1930s. More station wagons than ever were being offered. Padded vinyl roofs were options on almost every model. Rear-wheel drive began its slow demise with the introduction of the first front-wheel drive Pontiac, the 1980 Phoenix a version of the Chevrolet Citation. The Firebird continued to fly high on the success of the Smokey and the Bandit film, still offering Formula and Trans Am packages, plus a Pontiac first a turbocharged V8, for the 1980 and 1981 model years. In addition to this, The Rockford Files, which lasted for 6 years used a Firebird Esprit 400 in its first season. Then the entire car was repainted in the official Rockford Lt. Topaz color for consistency and continuity throughout the series.

Only the first season 1974 Firebirds were true Esprit 400s 2 bbl version as well as wearing the factory Denver Gold Poly. When the 1981 styling changed front and rear fascia, James Garner was not pleased with the appearance and insisted the previous 1978 Firebirds remain throughout the remainder of the series. The turn which he performed throughout the show as well as most of the other driving stunts were his own and came to be known as the Rockford turn or J turn. Partly due to the hugely successful NBC television series Knight Rider, it was an instant success and provided Pontiac with a foundation on which to build successively more performance oriented models over the next decade. The Trans Am also set a production aerodynamic mark of .32 cd. The next step in Pontiac's resurgence came in the form of its first convertible in nine years. GM adapted the J-body cars and the all-new for 1982 J2000 later renamed Sunbird had a convertible as part of its line. This was a major departure from anything Pontiac had produced in the past. A two-seater, mid-engine coupe, the Fiero was targeted straight at the same market that Semon Knudsen had been aiming for in the late 1950s the young, affluent buyer who wanted sporting performance at a reasonable price. The Fiero was also an instant success and was partially responsible for Pontiac seeing its first increase in sales in four years. Pontiac also began to focus on technology. In 1984, a Special Touring Edition STE was added to the 6000 line as a competitor to European road cars such as the Mercedes

190. The STE sported digital instruments and other electronics as well as a more powerful V6 and retuned suspension. Later iterations would see some of the first introductions on Pontiacs of antilock brakes, steering wheel mounted radio controls and other advanced features.

<http://www.bosport.be/newsletter/bose-radio-cd-player-owner-s-manual>