



Vehicle type: mid-engine, rear-wheel-drive, 2-passenger, 2-door coupe

Price as tested: \$11,000 (estimated)

Options on test car: base Fiero SE; WS6 special performance suspension; air conditioning; cruise control; power mirrors, windows, and door locks; Delco electronic-tune radio; fleece and pigskin bucket-seat upholstery; tilt steering wheel.

Sound system: Delco AM/FM-stereo radio/cassette, 6 speakers, 7 watts per channel

ENGINE
 Type 4-in-line, iron block and head
 Bore x stroke 4.00 x 3.00 in, 101.6 x 76.2mm
 Displacement 150.8 cu in, 2471cc
 Compression ratio 9.0:1
 Fuel system 1x1-bbl Rochester throttle-body fuel injection
 Emissions controls 3-way catalytic converter, feedback fuel-air-ratio control, EGR, auxiliary air pump
 Valve gear pushrods, hydraulic lifters
 Power (SAE net) 92 bhp @ 4000 rpm
 Torque (SAE net) 134 lbs-ft @ 2800 rpm
 Redline 5000 rpm

DRIVETRAIN
 Transmission 4-speed
 Final-drive ratio 4.10:1
 Gear Ratio Mph/1000 rpm Max. test speed
 I 3.53 4.8 24 mph (5000 rpm)
 II 1.95 8.7 43 mph (5000 rpm)
 III 1.24 13.6 68 mph (5000 rpm)
 IV 0.81 20.9 104 mph (5000 rpm)

DIMENSIONS AND CAPACITIES
 Wheelbase 93.4 in
 Track, F/R 57.8/58.7 in
 Length 160.7 in
 Width 68.9 in
 Height 46.9 in

Frontal area 18.6 sq ft
 Ground clearance 5.4 in
 Curb weight 2581 lbs
 Weight distribution, F/R 43.5/56.5%
 Fuel capacity 10.2 gal
 Oil capacity 3.0 qt
 Water capacity 13.7 qt

CHASSIS/BODY
 Type unit construction with 1 rubber-isolated powertrain cradle
 Body material molded plastic

INTERIOR
 SAE volume, front seat 51 cu ft
 trunk space 6 cu ft
 Front seats bucket
 Recliner type ratchet
 General comfort poor fair good excellent
 Fore-and-aft support poor fair good excellent
 Lateral support poor fair good excellent

SUSPENSION
 F: ind, unequal-length control arms, coil springs, anti-sway bar
 R: ind, MacPherson strut, coil springs

STEERING
 Type rack-and-pinion with hydraulic damper
 Turns lock-to-lock 3.2
 Turning circle curb-to-curb 39.9 ft

BRAKES
 F: 9.7 x 0.4-in disc, aluminum calipers
 R: 9.7 x 0.5-in disc, aluminum calipers
 Power assist vacuum

WHEELS AND TIRES
 Wheel size 6.0 x 14 in
 Wheel type cast aluminum
 Tire make and size Goodyear Eagle GT, P215/60R-14
 Test inflation pressures, F/R 30/30 psi

we consulted, tire and suspension characteristics are more important than static weight distribution under these circumstances. The engineers report that excellent performance can be achieved over a wide range of weight distributions in both front- and rear-drive configurations.

While the evidence seems confusing at first, certain conclusions can be drawn. The optimal static weight distribution for simultaneous braking and cornering cannot be determined. A strong rear bias with rear drive is far and away the best design for acceleration and braking. Equal front and rear distribution is best for pure cornering, no matter which wheels are driving. When we add up the pluses and minuses, our conclusion is that the best layout for overall performance is rear drive. The ideal weight distribution is impossible to specify to the third decimal, but it lies somewhere between a small rear bias and the long-revered 50/50. —Csaba Csere

CAR AND DRIVER TEST RESULTS

ACCELERATION	Seconds
Zero to 30 mph	3.4
40 mph	5.5
50 mph	8.4
60 mph	10.9
70 mph	16.7
80 mph	23.6
90 mph	33.6
Standing ¼-mile	18.1 sec @ 74 mph
Top speed	104 mph

BRAKING	
70-0 mph @ impending lockup	210 ft
Modulation	poor fair good excellent
Fade	none moderate heavy
Front-rear balance	poor fair good

HANDLING	
Roadholding, 282-ft-dia skidpad	0.81 g
Understeer	minimal moderate excessive

FUEL ECONOMY	
EPA city driving	26 mpg
EPA highway driving	42 mpg
EPA combined driving	31 mpg
C/D observed fuel economy	23 mpg

INTERIOR SOUND LEVEL	
Idle	52 dBA
Full-throttle acceleration	78 dBA
70-mph cruising	73 dBA
70-mph coasting	72 dBA