


1984 Pontiac Fiero

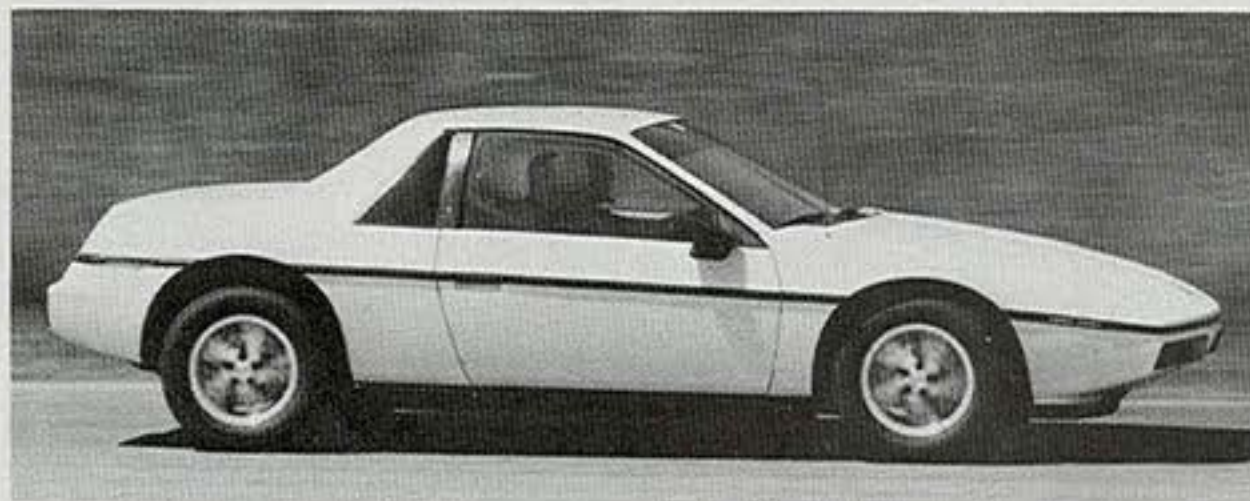
choice of two final drive ratios is available. The standard axle ratio is 4.10:1, which gets you a 4th-gear ratio of .81:1 making for an overall ratio of 3.32:1. The optional economy ratio is 3.32:1, and this gets you a 4th-gear ratio of .73:1, yielding an overall ratio of 2.42:1. Pontiac is pegging the optional gear ratio as an economy-gear car. The standard ratio is the best choice for performance and it doesn't seem to compromise fuel economy very much. As evidence, consider the 30.7 mpg mentioned above.

The base radio is adequate if you use music as background white noise, but if you're into German Techno-Rock (The Kommissar's in town, oh-oh) you'll probably appreciate the upscale optional unit. This option also gets you two 3-in. speakers mounted into the headrests. Ultra-zoot and very nice, although we wouldn't care to assess the hearing loss potential at full chat.



As you can probably surmise, the Fiero has made quite a hit around here. Pontiac's stock went up tenfold in our book. If any criticisms could be leveled at the car, however, they would take the form of asking Bill Hogleund to install a 5-speed transmission and find some more horsepower in the 2.5-liter or install something like a V-6 or a turbo 1.8. Something in the order of 130-150 hp would be very nice. And while they're at it, maybe widen the brake pedal by an inch or so to the right for easier heel-and-toe. As it stands, the Fiero will be more than acceptable to 80% of the people who will buy it. But there's that 20% out here, the same 20% who are ordering more STEs than Pontiac can supply, who crave the power. But we understand 5-speeds and more muscle are in the pipeline. And with that said, the sports car crazies and fans of affordable, fun, high-tech cars should now please rise and give Pontiac a big round of applause. The division deserves it. People with guts always do. 

ROAD TEST DATA



Pontiac Fiero SE

✓ SPECIFICATIONS

GENERAL

| | |
|--------------------------|--|
| Vehicle mfr | Pontiac Motor Div., General Motors Corp., Pontiac, Mich. |
| Body type | 2-pass., 2-door coupe |
| Drive system | Transverse mid-engine, rear drive |
| Base price | \$9600 (est.) |
| Major option on test car | AM/FM, sunroof, A/C, cruise control |
| Price as tested | \$10,800 (est.) |

ENGINE

| | |
|-----------------------|---|
| Type | L-4, liquid cooled, cast iron head and block |
| Displacement | 2471 cc (151 cu in.) |
| Bore & stroke | 101.6 x 76.2 mm (4.0 x 3.0 in.) |
| Compression ratio | 9.0:1 |
| Induction system | Rochester throttle body fuel injection |
| Valvetrain | OHV |
| Crankshaft | Cast, 5 main bearings |
| Max. engine speed | 5000 rpm |
| Max. power (SAE net) | 92 hp @ 4000 rpm |
| Max. torque (SAE net) | 134 lb-ft @ 2800 rpm |
| Emission control | 3-way catalyst, EGR, air injection, oxygen sensor |
| Recommended fuel | 91 RON unleaded |

DRIVETRAIN

| | |
|---------------------------|------------|
| Transmission | 4-sp. man. |
| Transmission ratios (1st) | 3.53:1 |
| (2nd) | 1.95:1 |
| (3rd) | 1.24:1 |
| (4th) | 0.81:1 |
| Axle ratio | 4.10:1 |
| Final drive ratio | 3.32:1 |

CAPACITIES

| | |
|----------------|----------------------|
| Crankcase | 2.8 L (3.0 qt) |
| Cooling system | 13.1 L (13.8 qt) |
| Fuel tank | 38.6 L (10.2 gal) |
| Luggage | 165.6 L (5.85 cu ft) |

SUSPENSION

| | |
|-------|---|
| Front | Independent, upper and lower control arms, coil springs, telescopic shocks, anti-roll bar |
| Rear | Independent, MacPherson struts, coil springs |

STEERING

| | |
|----------------------|-----------------|
| Type | Rack and pinion |
| Ratio | 19.2:1 |
| Turns (lock to lock) | 4.1 |

BRAKES

| | |
|-------|-----------------------------|
| Front | 9.7-in. discs, power assist |
| Rear | 9.7-in. discs |

WHEELS AND TIRES

| | |
|-------------------|---------------------|
| Wheel size | 14 x 6.0 in. |
| Wheel type | Cast aluminum |
| Tire size | P215/60R14 |
| Tire mfr. & model | Goodyear Eagle GT |
| Tire construction | Steel-belted radial |

DIMENSIONS

| | |
|------------------------------|------------------------------|
| Curb weight | 1123.4 kg (2480.0 lb) |
| Weight distribution, (%) F/R | 41/59 |
| Wheelbase | 2372 mm (93.4 in.) |
| Overall length | 4072 mm (160.7 in.) |
| Overall width | 1750 mm (68.9 in.) |
| Overall height | 1191 mm (46.9 in.) |
| Track, F/R | 1468/1492 mm (57.8/58.7 in.) |

CALCULATED DATA

| | |
|-----------------------|-------------|
| Power-to-weight ratio | 26.95 lb/hp |
| Top speed | 120 mph |
| Drag coefficient | 0.37 |

SKIDPAD

| | |
|----------------------|--------|
| Lateral acceleration | 0.80 g |
|----------------------|--------|

FUEL ECONOMY (mpg)

| | |
|----------------------|-------|
| EPA rating, city/hwy | 31/50 |
| Test average | 30.7 |

✓ TEST RESULTS

