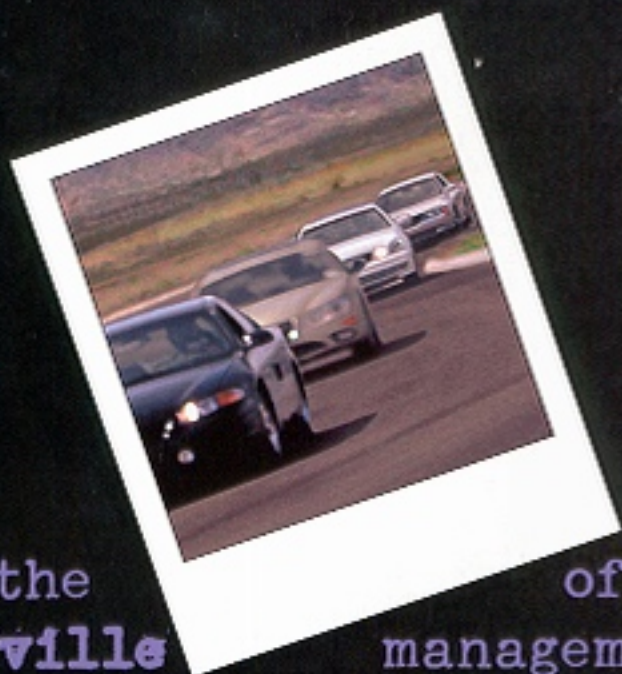


2002



"She said her **Grand Am's** got sports car excitement



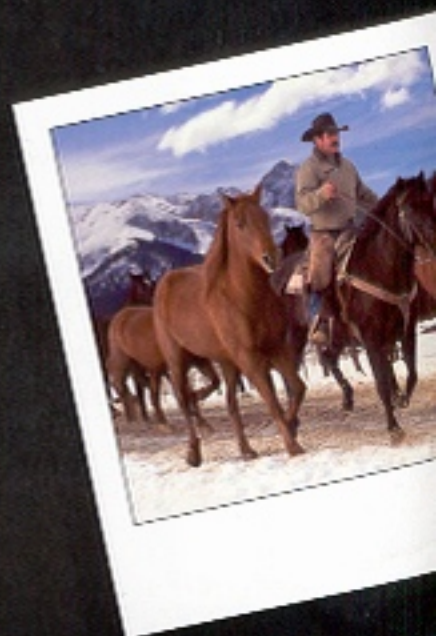
"Does he behave at the

office the way he

"He calls it '**Bonneville**

management;' he'll run t

"Its owners call it azTECH, and the te



"First the tattoos, then the piercing

"Why does he need six gears and 325 horsepower
never understand **Firebird...PASS IT ON.**"



with room to live it up...**PASS IT ON.**"

hinks cars should have more cylinders than
passengers, like **Grand Prix**...**PASS IT ON.**"

es?"

ompany before long...**PASS IT ON.**"

s only one reason...**PASS IT ON.**"

"When you're done horsing around with other minivans,
there's always **Montana**....**PASS IT ON.**"

ow the **Sunfire**...**PASS IT ON.**"

in a car?" "If you have to ask, you'll

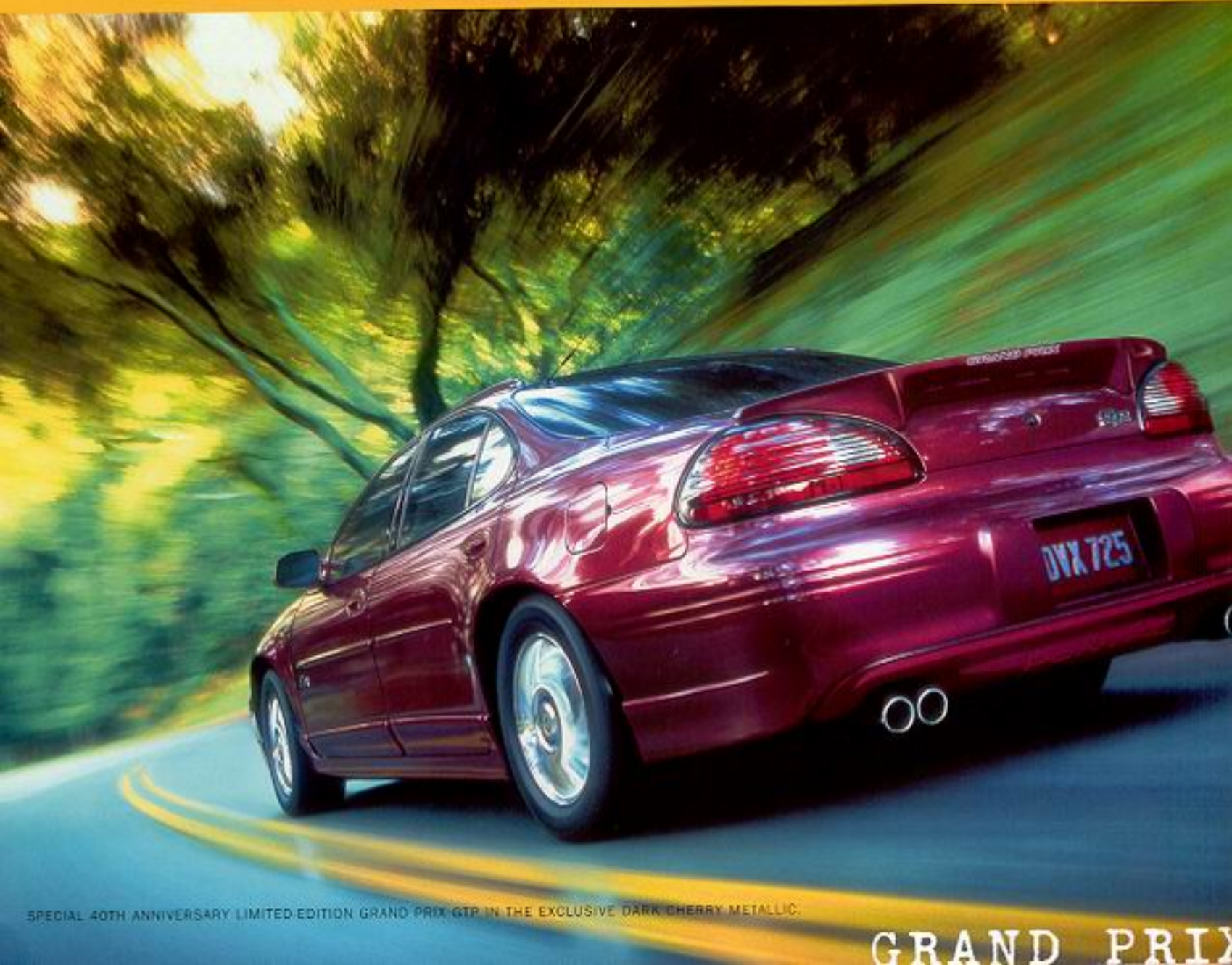
PONTIAC[®] EXCITEMENT
PASS IT ON.





GRAND PRIX 40TH ANNIVERSARY LIMITED-EDITION INTERIOR FEATURES RUBY RED AND GRAPHITE LEATHER SEATING SURFACES.

Four decades ago Pontiac really turned some heads with a racy new model called "Grand Prix." Shown below, the Special 40th Anniversary Limited-Edition Grand Prix remembers that moment in automotive history. This special package is available on GT and GTP models and includes: 16" chrome multi-spoke wheels, hood-mounted heat extractors, unique rear deck spoiler, NASCAR®-style roof fences, dual-dual exhaust tips, and exclusive Dark Cherry Metallic paint. Inside, there are two-tone leather seating surfaces and door trim in Ruby Red and Graphite, plus other 40th Anniversary-specific touches.



SPECIAL 40TH ANNIVERSARY LIMITED-EDITION GRAND PRIX GTP IN THE EXCLUSIVE DARK CHERRY METALLIC.

GRAND PRIX

BONNEVILLE

2002

BONNEVILLE SSEi BEATS CHRYSLER 300M, LEXUS GS 300, AND LINCOLN LS. When it comes to cars in Bonneville's class, the prestige is in the performance. That stated, bet you'd like to know that SSEi recently beat out some formidable rivals in key acceleration tests.* In simulated highway merging (0-60 mph sprints), SSEi showed them nothing but taillamp. In everyday commuting (30-50 mph runs) and highway passing maneuvers (50-80 mph runs), SSEi left them in the slow lane. And in the all-out 1/4-mile blast, SSEi finished ahead. SSEi finishes ahead in technology too. This Bonneville gives its drivers more standard technology than its supposed rivals, with features such as supercharging, StabiliTrak stability enhancement system, Magnasteer, OnStar,** 63 personalized features, and HUD (Head-Up Display).



BONNEVILLE SSEi IN BLACK, SHOWN WITH AVAILABLE 17" CHROME WHEELS AND SUNROOF.

*2002 Bonneville SSEi compared to 2001 Chrysler 300M, Lexus GS 300, and Lincoln LS.

**One-year OnStar Safety and Security contract is standard on SSEi and SLE, and 5T with option group 150. Premium services are also available. Call 1-800-ONSTAR-7 for system limitations and details.

OFFICIAL RESULTS

		0-60 mph	30-50 mph	50-80 mph	$\frac{1}{4}$ Mile
BONNEVILLE	SSEi	7.64 sec	2.85 sec	7.38 sec	16.60 sec @ 89.2 mph
CHRYSLER	300M	8.48 sec	3.30 sec	7.82 sec	17.10 sec @ 85.9 mph
LEXUS	GS 300	8.39 sec	3.26 sec	7.65 sec	17.02 sec @ 86.4 mph
LINCOLN	LS V6	9.71 sec	3.75 sec	8.93 sec	18.09 sec @ 82.9 mph





SSei INSTRUMENT PANEL WITH HEAD-UP DISPLAY (LEFT).

2001

Pontiac endowed Bonneville with technologies that give drivers near superhuman capabilities. On SLE, driver involvement starts with a four-spoke, leather-wrapped steering wheel (with audio controls), heated outside rearview mirrors, Driver Information Center, a six-way power driver's seat, and standard OnStar.* There's an auto-reverse cassette and CD player, dual-zone climate control, remote keyless entry, and four-wheel disc brakes with anti-lock electronics. In addition, Bonneville received a "Best Pick" from the Insurance Institute for Highway Safety in frontal offset crash testing.**



BONNEVILLE SLE SHOWN IN GALAXY SILVER METALLIC WITH STANDARD 17" FIVE-SPOKE CAST ALUMINUM WHEELS.

*One-year OnStar Safety and Security contract is standard on SSEi and SLE, and SE with option group ISC. Premium services are also available. Call 1-800-ONSTAR-7 for system limitations and details.
 **Insurance Institute for Highway Safety. 2000-2001 Bonneville models.

In the great Bonneville tradition, SE, restyled for 2002 for a more refined look, furnishes drivers with enough standard technology and luxury features to justify a certain smugness. From remote keyless entry, power windows with driver and front-passenger express-down feature, six-way power driver's seat, and cruise control to the welcome convenience of the rear-seat pass-through, SE defines "complete." Personal security, too, is well covered, with an integrated theft-deterrent system, Twilight Sentinel automatic lighting system, and daytime running lamps. Bonneville even offers an exclusive among its key competitors,* automatic load leveling – a system that helps ensure optimum suspension ride performance and control. Given all that evidence, when people accuse SE drivers of having attitude, they're right!



BONNEVILLE SE SHOWN IN LIGHT BRONZEMIST METALLIC WITH STANDARD 16" FIVE-SPOKE CAST ALUMINUM WHEELS.

*2002 Bonneville compared to 2001 Chrysler 300M, Lexus GS 300, Toyota Avalon, and Lincoln LS.

BONNEVILLE

GRAND AM

002

WHAT WOULD YOU DO IF SOMEBODY GAVE YOU A GRAND AM FOR A WEEK? What wouldn't you do? What couldn't you do? With the style and performance of a sports car, plus room for people and gear, Grand Am delivers it all so you can do it all. Coupe or Sedan, SE or GT, Grand Am is wrapped in the aerodynamic look of a contemporary sports car. And even though it's got a back seat, Grand Am GT possesses sports car power. It has a high-performance 3.4 liter fuel-injected V6 with Ram Air induction, 175 horsepower, and 205 ft-lbs of torque. That's more torque than some of Germany's finest sports cars.* Result: 0-60 mph in under 8.0 seconds. To manage it all, GT has four-wheel ABS disc brakes, performance-tuned suspension, and 16" cast aluminum wheels. And if that doesn't rock you, the GT's performance axle ratio and Enhanced Traction System certainly will.



GRAND AM GT COUPE SHOWN IN BLACK WITH AVAILABLE 16" CHROME CAST ALUMINUM WHEELS.

*2001 models: Audi TT, BMW Z3 2.5i, Mercedes-Benz SLK 230, and Porsche Boxster.





GRAND AM'S DRIVER-ORIENTED INSTRUMENT PANEL IS BACKLIT IN RED AT NIGHT. THE INFORMATION IS SO COMPLETE, IT EVEN TELLS YOU WHEN IT'S TIME TO CHANGE THE OIL.

2002

Grand Am SE gives you more standard features than the two best-selling cars in America.* The winning features list includes daytime running lamps, programmable automatic door locks, illuminated entry system, PASSLock II theft-deterrent system and ABS. Plus, an Enhanced Traction System that you won't find on Honda Accord DX, Toyota Camry CE, or Dodge Stratus SE. Grand Am SE also has air conditioning, rear window defogger, and a Delco Freedom battery with rundown protection. Powered by a refined 2.2 liter dual-overhead-cam engine or an available 3.4 liter V6, Grand Am SE adds up to an automotive value without compromise. For uncompromising drivers.



GRAND AM SE1 SHOWN IN GALAXY SILVER METALLIC.

*2002 Grand Am SE compared to 2001 Toyota Camry CE and Honda Accord DX.

GRAND PRIX

002

TURN GRAND PRIX LOOSE ON A WINDING ROAD AND IT STICKS LIKE A HIGH SCHOOL HIGHJAMMER. What's at Grand Prix's core? **WideTrack Handling** What Grand Prix gives you is a solid, balanced feel and control that generates confidence at every turn (learn more at pontiac.com/widetrack). Boldly styled, both Grand Prix Coupe and Sedan share a low-profile roofline and a lean look. The GTP, with one of the most powerful engines in the class – a 240-horsepower 3.8 liter 3800 Series II Supercharged V6 – also comes with a high-performance CD sound system, leather-wrapped steering wheel with radio controls, Head-Up Display, and a trip computer.



GRAND PRIX GTP IN BLUE-BLACK METALLIC.





GRAND PRIX GTP SHOWN WITH AVAILABLE DARK TAUPE LEATHER SEATING SURFACES.

2002

The award-winning* Grand Prix provides comfortable seating for five adults, with stylish front buckets, dual-zone air, and an electronically tuned six-speaker AM/FM stereo with cassette. There's a standard automatic transmission with the Enhanced Traction System, power rack-and-pinion steering, four-wheel disc brakes with ABS, child security door locks, and power deck lid release. A huge 16-cubic-foot trunk provides more cargo volume than Honda Accord or Toyota Camry.** The rear-seat pass-through, standard on GT and GTP and available on SE, allows extra-long items like skis (or even 2 x 4s) to ride inside, out of the weather.



GRAND PRIX GTP SHOWN IN GALAXY SILVER METALLIC.

*Winner of 1999 and 2000 **Good Housekeeping** Institute Women's Automotive Satisfaction Award.
**Based on all 2002 Grand Prix Sedans compared to 2001 Toyota Camry and Honda Accord Sedans.

AZTEK

12

THE WORLD'S FIRST SPORT RECREATION VEHICLE. Aztek is quite possibly the most versatile vehicle on the planet. A new look and windswept design make Aztek unique and purposeful from every angle. A wide stance, big interior, innovative technology, and the available VERSATRAK all-wheel-drive model give Aztek amazing versatility. How much? How about seating for five and more maximum cargo space than Dodge Durango or Jeep Grand Cherokee?* Aztek's unique list of standard features includes everything from a console/cooler to four 12-volt outlets for powering camping and other outdoor accessories. On the road, Aztek's high seating provides a commanding view. When the road is wet or uneven, it's hard to feel more secure than in an Aztek VERSATRAK AWD – a total solution designed to deliver maximum traction when you need it (but not hurt your fuel economy when you don't).



AZTEK VERSATRAK AWD SHOWN IN AZTEK YELLOW WITH AVAILABLE 17" 5-SPoke CAST ALUMINUM WHEELS.

*Based on 2002 Aztek (with seat seats removed) vs. 2001 Dodge Durango and Jeep Grand Cherokee.





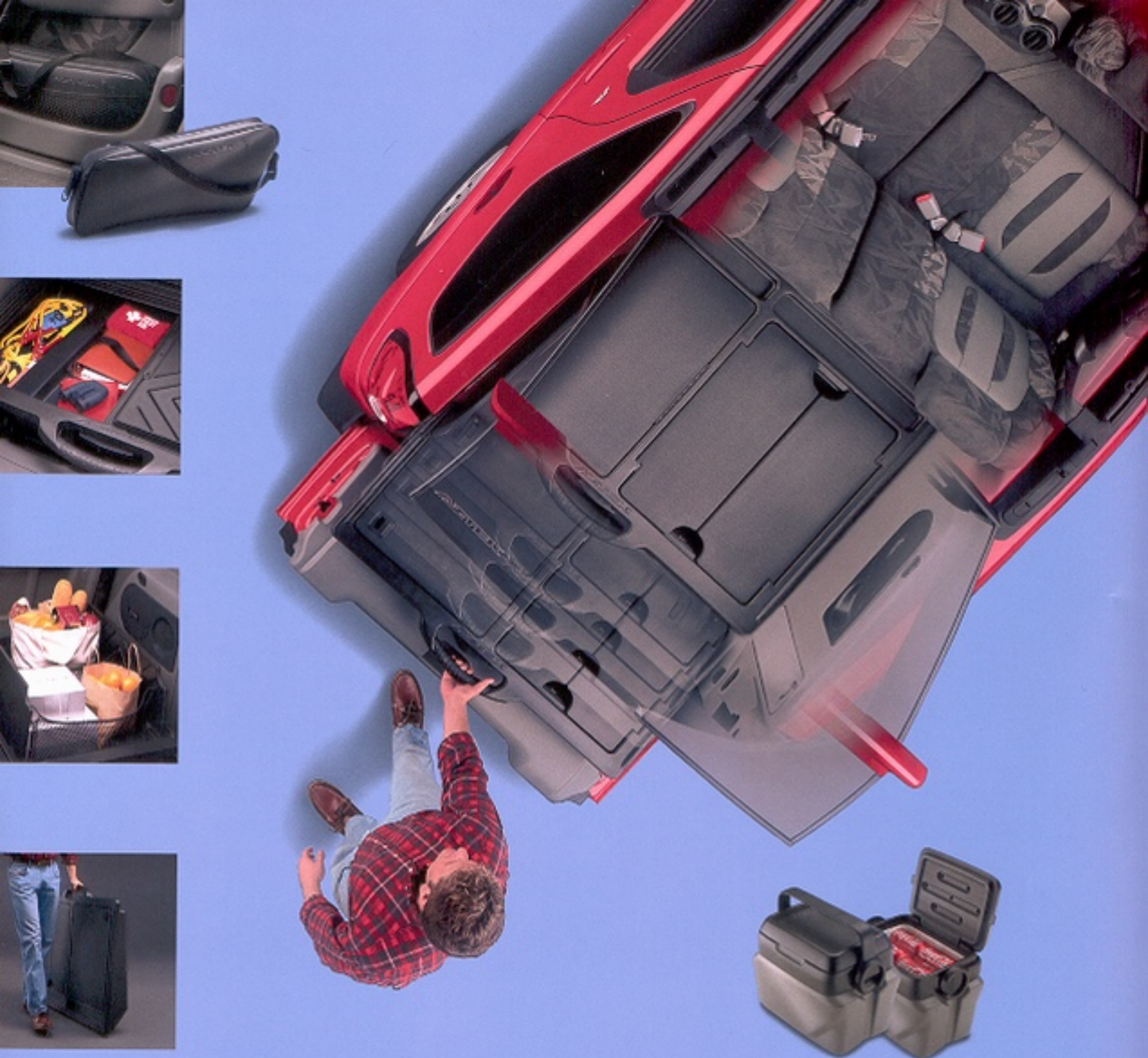
AVAILABLE CAMPING PACKAGE INCLUDES TENT, AIR MATTRESS, AND MANUAL INTEGRAL INFLATOR. OUTFITTED LIKE THIS, AZTEK SLEEPS TWO.

2002

AzteK's rear seats flip, fold, and remove for "on demand" flexibility for cargo and people. In addition to its range of standard features, you've got options that let you outfit your Aztek to do what you like to do. Hiking. Biking. Camping. Aztek can also be equipped with a number of special packages, plus a variety of custom-designed dealer-installed accessories.

Access from a high-clearance rear liftgate opens up Aztek's multitude of cargo-loading possibilities; you'll find 45.4 cubic feet of cargo space behind the rear seats and up to 93.5 cubic feet with the rear seats removed. With the tailgate down, there's even room for full sheets of plywood. With Aztek's available reconfigurable cargo net system, four nets divide the rear cargo area with up to 22 different configurations. Each net is double-sided to work like a bag. Front and rear nets hold up to 100 pounds. Side nets hold up to 35 pounds. It's like a toy box for grown-ups.





Aztek's available removable front-door utility packs (top of this page) are ready for people on the go. For bigger things, the available sliding rear cargo tray – an Aztek exclusive – installs or removes in seconds. It holds up to 400 pounds and glides right out to you, virtually eliminating the need to stretch and reach. Flip open the tray's hidden cargo compartment and stow valuables or necessities. The tray also keeps larger cargo in place with convenient pop-up compartments. They're up when you need them; gone when you don't. When it's time to remove the tray, you'll find it's light and rolls along with you on in-line wheels. Also ready to go with you is the standard console/cooler (lower right, above), combining a removable CD storage rack and tray with a fully insulated cooler.

AZTEK

MONTANA

02

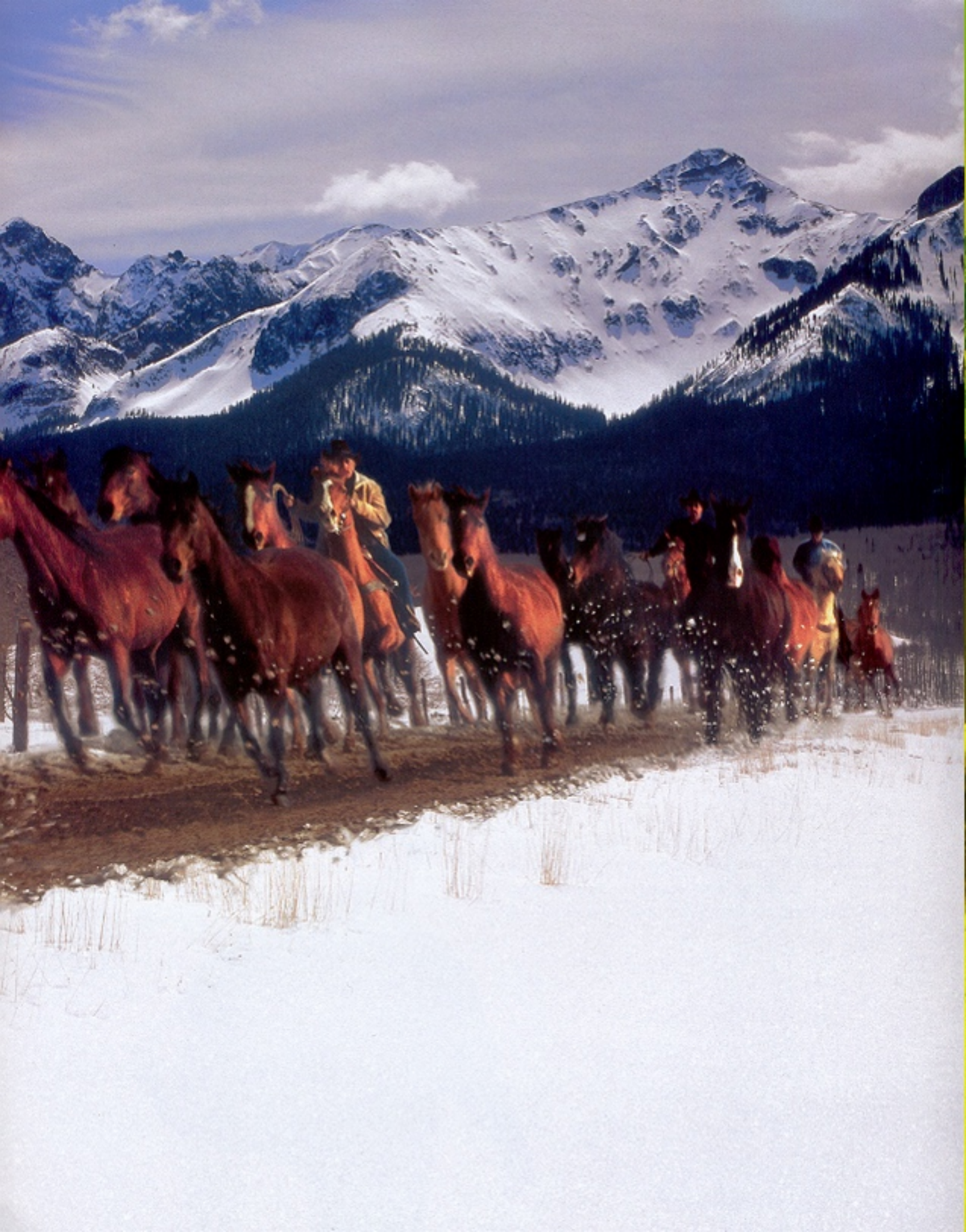
BECAUSE OF ALL IT CAN DO, MAYBE IT'S NOT REALLY A MINIVAN. Ready to move 'em out? Good, because for 2002, VERSATRAK all-wheel drive is now available on Montana extended-length models, making Montana the best all-wheel-drive minivan around.* VERSATRAK detects front tire slip, then channels power to the rear wheels quickly and seamlessly. It's like having full-time four-wheel drive the instant you need it, wherever you need it. Montana also features a 3.4 liter V6 with 185 horsepower, 4-speed automatic transmission, four-wheel independent suspension, and four-wheel disc brakes with ABS and self-sealing tires.** Available features include traction control, automatic load-leveling, Ultrasonic Rear Parking Assist, OnStar, and more. You can saddle-up a Montana in the Special Value model, regular length, extended length, or the hot Montana Thunder. Just check out the Montana at your Pontiac dealer.



MONTANA WITH VERSATRAK ALL-WHEEL-DRIVE SYSTEM SHOWN IN GALAXY SILVER METALLIC OVER DARK CHARCOAL METALLIC.

*Excludes other GM vehicles.

**Seals punctures up to 3/16".



Montana's seating options push new frontiers. Start with seating for six as you'll find in the Special Value model (A). The second-row captain's chairs and third-row buckets are covered in premium cloth, and all rear seats are easily removable. The extended-length model (B) features standard seating for seven and a rear bench with modular split-folding design. Leather seating areas are available. Seating for eight, a capability you won't find in any other minivan or even six-cylinder SUVs,* is available on both regular (C) and extended-length (D) models. Both models have three second-row buckets and a split-folding rear bench. As an option in extended-length Montanas (D) the third-row bench seat (with convenience center) can fold down to become part of the loading floor.

**A****B****C****D**

Montana's rear bucket seats weigh only 40 pounds and are completely removable without tools. And even if you don't take them out, they can be folded or turned up forward to a "stow" position that frees up additional floor space and cargo room.





Like a trusted pack horse, Montana's always willing to shoulder the load regardless of circumstances. Clockwise from upper left; Montana was the first minivan to offer power-sliding side doors...and the convenience is still there at the touch of a key fob button.* Next, remove the seats from an extended-length Montana and you can carry 4 x 8 sheets of building material between the rear well housings with the tailgate closed. The extended-length Montana has over 140 cubic feet of cargo space, and the regular-length has 133 cubic feet. Below right is proof that you don't have to be a singing cowboy to appreciate Montana's flat-folding rear bench seat...and the wide open spaces it frees up. At lower left, Montana is first again with an available, factory-installed DVD-based multi-media entertainment system.** You also get A/V inputs for video games, computers, or camcorders plus four sets of wireless headphones. Head 'em up and move 'em out.

*Excludes other GM vehicles.

**Excludes other GM vehicles. Available on extended-length models.

MONTANA

SUNFIRE

2002

A HOT SET OF WHEELS. MONEY LEFT TO BURN.SM Got to be good-looking. Got to have good stuff. Got to be with a real-world budget. Got it: Sunfire for 2002. First, rationalize a Sunfire GT. It has a rippin' hot engine, a five-spe manual transmission, ABS, road-tuned suspension, and cast aluminum wheels. Opt for the Sun & Storm Package and you also get a power sunroof plus 400 watts of Monsoon audio system with eight speakers. Sunfire SE Coupe and Sedan both have driver-oriented interiors with analog instrumentation, plus a long list of standard equipment like air conditioning, a Tilt Wheel, and a glove box that'll hold a 12-pack of soda cans. Swing with the SE Sedan and you'll find a 13-cubic-foot trunk that grows, like that of all Sunfires, as you fold down the rear seat. cabin-trunk pass-through. (What you consider luggage is your own business.) When you visit **pontiac.com** or your local Pontiac dealer, be sure to look into the Sun & Sound and Special Edition option packages...you'll like what you see.



SUNFIRE GT COUPE SHOWN IN BRIGHT RED WITH AVAILABLE SUNROOF.



TOP, SUNFIRE SE COUPE SHOWN IN ULTRA SILVER METALLIC WITH AVAILABLE 15" WHEEL COVERS AND SUNROOF.
BOTTOM, SUNFIRE SE SEDAN SHOWN IN BLACK WITH AVAILABLE 15" CHROME WHEEL COVERS.

SUNFIRE

FIREBIRD

2002

RAW. RAUCOUS. AND READY TO RUMBLE. Firebird is an American legend starring the famous Trans Am and Formula. They come with the LS-1, a 5.7 liter fuel-injected V8 which in Trans Am translates to as much as 325 hp and 350 ft-lbs of torque with the available WS6 Performance and Handling Package featuring functional Ram Air induction. Their standard gearbox is a 4-speed automatic with a 6-speed manual available at no extra charge. And if you want to snap a few power shifts, a Hurst short-throw linkage system is also available. Feed all that through an optional 3.23:1 performance axle ratio and you might want to shop for a G-suit. In case you hadn't noticed, Firebird also rocks with a 3.8 liter fuel-injected V6 with a standard 5-speed stick – no apologies offered here. All Firebirds have cast aluminum wheels, four-wheel disc brakes with ABS, power rack-and-pinion steering, short/long arm front suspension, premium monotube shocks, and... ahem... available traction control. For a different kind of performance, a Monsoon audio system is available on Firebird and standard on Trans Am, Formula, and all convertible models.



TRANS AM CONVERTIBLE SHOWN IN NAVY BLUE METALLIC.



FIREBIRD TRANS AM SHOWN IN BRIGHT RED WITH AVAILABLE WS6 RAM AIR PACKAGE.
ABOVE RIGHT, FIREBIRD SHOWN IN PEWTER METALLIC WITH T-TOPS.

FIREBIRD

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