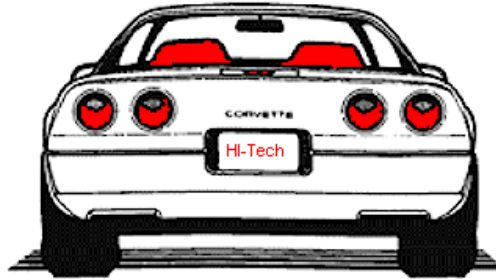


1985

The exterior of the unchanged from year, but with the innovations 1984 there were certain snags -- electrical problems rough ride.



1985 model was the preceding numerous introduced in the bound to be most notably and a somewhat

The latter was addressed by adjusting suspension rates. Springs, both front and rear, were made softer, by as much as 26 percent in some cases, and larger stabilizer bars were added to compensate for spring softness in certain models.

Power of the basic 350ci engine was boosted from 205 to 230 horsepower with increased fuel efficiency through an improved fuel injection system. True fuel injection, supplied by Bosch, replaced the "Cross Fire Injection" system. Tuned-port injection utilized a mass airflow sensor, an air cleaner mounted forward of the radiator, aluminum-tube tuned intake runners, a mold-cast plenum and individual injectors for each cylinder.

The brake master cylinder bore was increased and the brake booster was made of plastic, making it lighter and more corrosion resistant -- a first in an American car. Manual transmissions came with a heavier-duty differential and rear axle gearing was improved. A full length reinforced oil pan gasket improved the compression seal.

Dashboard instrumentation was improved with cleaner graphics, less color and larger numerical displays. The fuel injection was retooled to prevent distributor spark ignition of exterior fuel vapors.

The 1985 performed well enough to be declared America's fastest production car by one trade magazine. It also took honors in top-gear acceleration tests and tied Porsche in roadhandling performance. In one test, it hit 5.7 seconds in the 0-60 sprint and roared through the quarter mile in 14.1 seconds.

It performed well enough to attract 39,729 buyers ready to pay \$24,403 for the basic coupe.