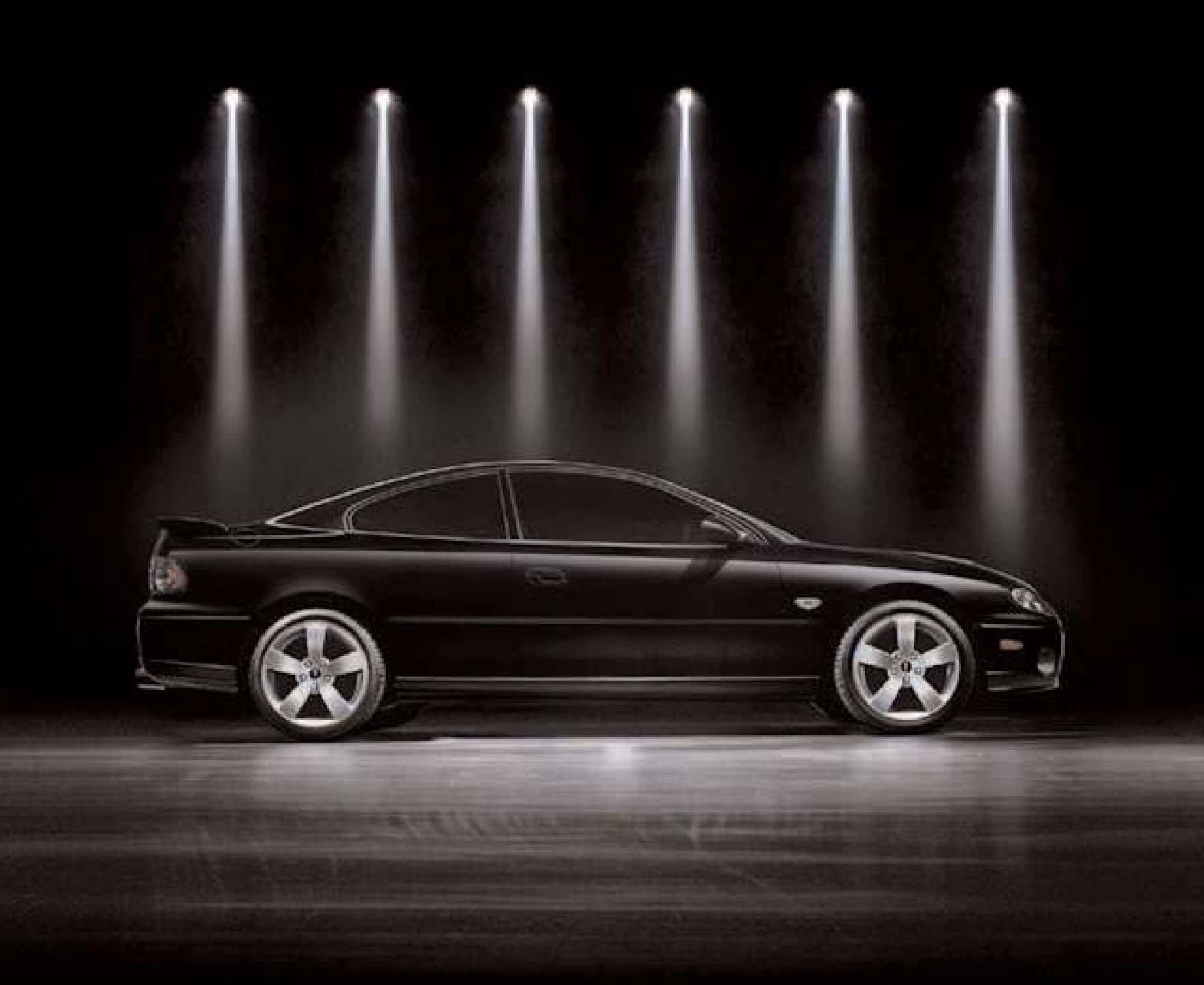


2006 PONTIAC  GTO



PONTIAC  ACTION

pontiac.com



Imagine a 400-horsepower, aluminum V8 inside a 2+2 coupe so muscular, it appears to be shrink wrapped.

Imagine the handling of competition-inspired suspension and brakes that you control from an interior awash

in aromatic leathers and brushed nickel. Now, imagine it all wrapped in a concept so powerful that it is still the

only one of its kind 40 years after its ground-shaking inception. Designed to redefine performance for another

generation. And set the industry on its ear all over again. The 2006 Pontiac GTO. **DESIGNED FOR ACTION.**





4	IT STARTS WITH POWER
7	LS2 V8 ENGINE
8	GTO MOTORSPORTS
13	STRUCTURE, BALANCE, AND HANDLING
14	TRANSMISSIONS
15	POWER DELIVERY
16	WHEELS AND BRAKES
21	QUALITY AND SAFETY
23	INTERIOR DETAILS
24	ROOM AND AUDIO
27	SPORT APPEARANCE PACKAGE
29	AVAILABLE COLORS
30	KEY FEATURES

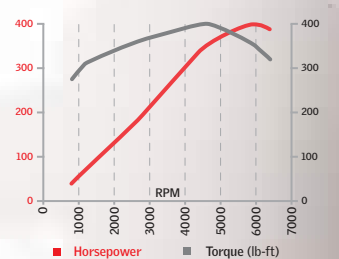
400HP+RWD

IT TAKES MORE THAN MUSCLE
TO RAISE THE BAR.

GTO is about balanced performance: acceleration, handling, steering, and braking. What performance starts with, of course, is power. In elevating GTO to the exalted 400-horsepower realm, engineers trimmed this nimble coupe's power-to-weight ratio to less than 9.5 lbs per hp. That's better than every car in GTO's class* (Mustang GT is saddled with 11.6). It also beats such renowned sports cars as RX-8 6-Speed, Nissan Z, and the BMW 3 Series coupes, including the vaunted M3. Naturally, that massive dose of horsepower — and 400 lb-ft of torque — is matched with rear-wheel drive and independent front and rear suspension for dramatic performance off the line and through the corners. So while an under-five-second zero to 60 time is a good index of this performance coupe's capability, it's just as important that GTO is also capable of .86 lateral Gs. And that its big disc brakes offer formidable stopping performance. Hands comfortably poised at 10 and 2 on the leather-wrapped steering wheel, you feel you can move with a commanding sense of control. Like we said, balanced.

*All competitive comparisons are based on 2005 GM segmentation and the latest information available at time of printing.





SQUARE DEAL: TORQUE IS THE FORCE THAT DELIVERS ACCELERATION; HORSEPOWER ALLOWS A VEHICLE TO SUSTAIN SPEED. THE LS2 V8 COUPLES 400 HORSEPOWER WITH 400 LB-FT OF TORQUE. IT'S NOT JUST THAT THE FIGURES ARE HIGH, BUT THAT THEY'RE IN AN IDEAL BALANCE FOR PERFORMANCE. STEP ON THE GAS, AT ANY RPM, AND YOU GET RESULTS.

HOW ENGINEERS PULLED 400 HORSES OUT OF THIN AIR.

Power is a function of how much air an engine can pull in through the intake and fire back out through the exhaust in a given time. GTO gets big air with the 6.0 liter aluminum LS2 V8. This fourth generation of the GM "small-block" has been refined by decades of sports car endurance racing, achieving a near-perfect blend of raging performance and go-the-distance durability. The most telling example is that a race-prepared variant of the GTO's LS-series V8 gave Pontiac the '04 Manufacturer's Championship in the Daytona Prototype class of the Grand American Rolex Sports Car Series and is well on the way to wrapping up a second one (see following pages). Like the race engines, the LS2's block and heads are cast from lightweight aluminum alloys.

The 90-degree V puts big displacement into a compact package, and the overhead valve design carries its weight low, as much of an asset in a sporty coupe as it is in a racecar. Engineers punched out the bore to a nice even four inches, optimized the engine's breathing (from a 3.5-inch throttle body all the way back to 2.5-inch exhaust exiting through 2.75-inch tips), and hiked the compression ratio to 10.9:1. Further enhancements — such as fitting the lightweight aluminum pistons with floating wrist pins — enable a 6500 rpm redline that really pulls in the air. With a resulting 400 horsepower and 400 lb-ft torque, this GTO completely overpowers every car in its class (100 horses and 80 lb-ft more than the Mustang GT.) That's also more power and torque than the BMW M3 and the Porsche 911 Carrera. Yet with the LS2's drive-by-wire electronic throttle, all this performance capability is easily modulated by your right foot. Simply press to turn the sound from the low rumble of distant thunder into a 6500 rpm scream.



WE CAME. WE RACED. WE CONQUERED.

The power and balance that make GTO and its LS V8 so formidable on the street have produced convincing victories in a wide spectrum of motorsports competition.

GRAND AMERICAN ROLEX SPORTS CAR SERIES GT CLASS The GTO.R, a racing variant of the street car, found quick success following an '05 mid-season debut, with three wins plus a pole in its first six races against an international competitive set including the BMW M3 and Porsche GT3.

NHRA POWERADE PRO STOCK DRAG RACING Following a mid-season switch to a new GTO, Warren Johnson — The Professor — set track records in elapsed time and top speed in his first event. Greg Anderson ignited the GTO's winning streak, taking the trophy at Sonoma and not lifting until he'd secured his third straight NHRA POWERade Pro Stock Championship, helping us nail down our ninth Manufacturers' Cup Championship in 10 years.

GRAND AMERICAN ROLEX SPORTS CAR SERIES DAYTONA PROTOTYPE CLASS In 2005, Pontiac won the Engine Manufacturers' Championship, our second year in a row. The 500+ hp version of the GTO LS2 V8 overpowered the competition, beginning with a 1-2-3 sweep of the Rolex 24 at Daytona (our second consecutive win) followed by an unprecedented 10 wins and four podium sweeps in the first 12 races, rewriting the record books and leaving the likes of Lexus, Porsche and BMW scrapping for second.

FORMULA D DRIFT SERIES Against top Japanese and domestic competition, World Rally veteran Rhys Millen and his race-version GTO won the first event of the season and smoked their way through the remaining five dates on the calendar to take home the 2005 Formula D Drift Championship.

All of which leads to the best possible racing result: a better car for you.



NHRA POWERADE PRO STOCK DRAG RACING

GRAND AMERICAN ROLEX SPORTS CAR SERIES DP CLASS

FORMULA D DRIFT SERIES

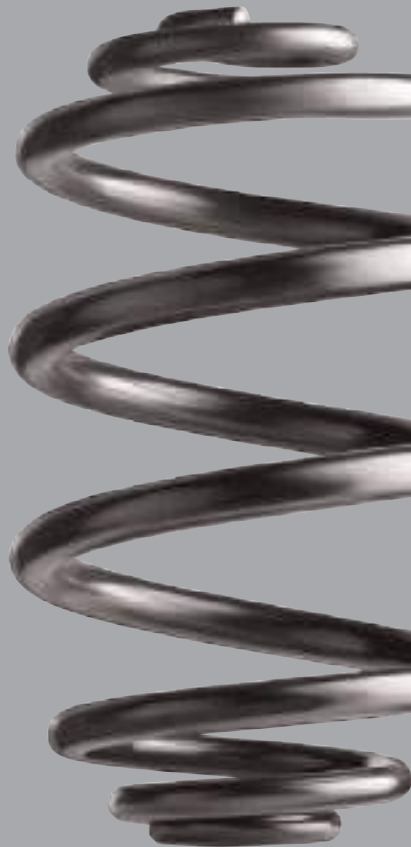






GTO IS A HANDLING PACKAGE.

Even with its big-bore horsepower and torque, the LS2 V8's light weight and compact form help GTO achieve a balanced 55/45 front/rear weight distribution, while a dimensionally precise, welded-steel integral body/frame provides the necessary rigidity for cornering, acceleration, and braking. Leveraging the inherent performance advantages of rear-wheel drive is GTO's fully independent suspension system. (By contrast, Mustang GT is the only car of 300 hp or more without this important performance feature.) GTO's track-tuned setup features semi-trailing arms at the rear and MacPherson struts up front, with progressive/variable-rate springs all around. The further they compress, the higher their rate of resistance, enabling GTO to ride comfortably in normal driving, yet firm up nicely as cornering forces build. Gas shocks in the rear help maintain consistent damping through sustained performance cornering. To help you chart a precise line through the corners, variable-ratio rack-and-pinion steering communicates just the right amount of feedback to the leather-wrapped steering wheel. The cumulative result is that GTO can generate .86 Gs of cornering force. In other words, as the road starts to twist, your smile begins to broaden.





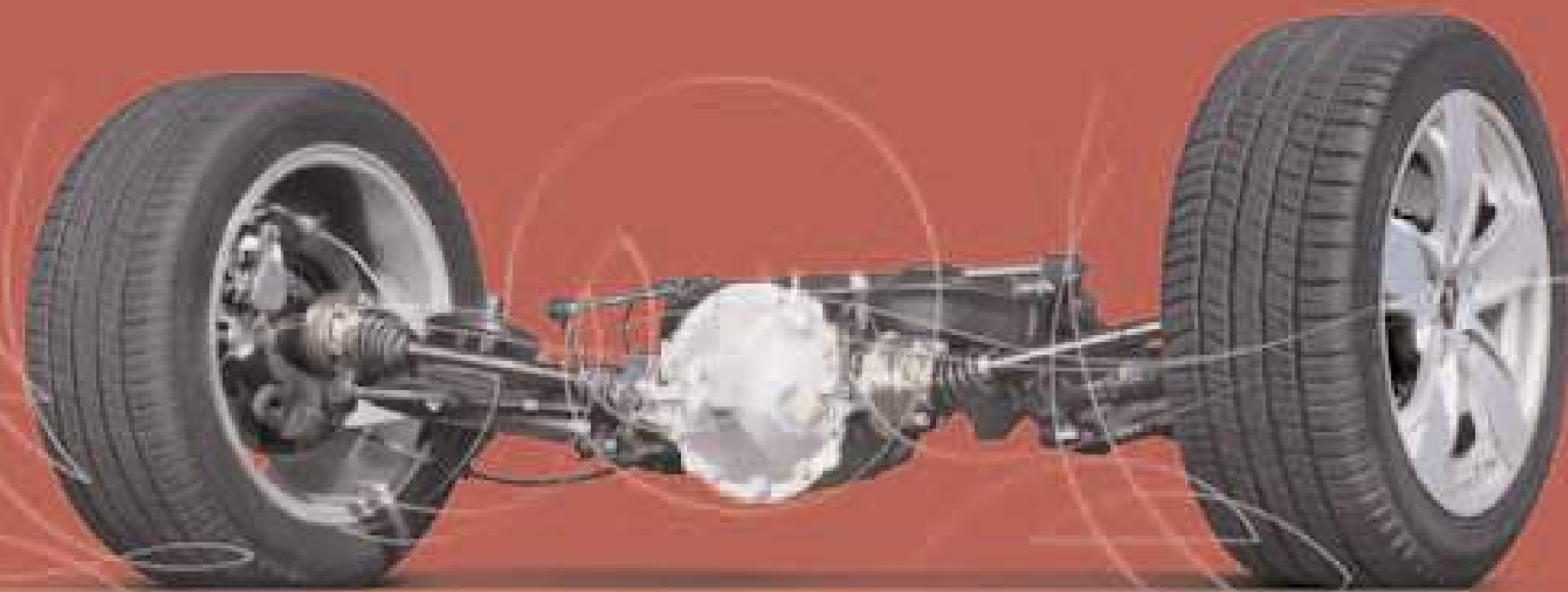
Both GTO's transmission choices use the same low 3.46:1 final drive ratio; low gearing means more leverage for the launch. The available Tremec close-ratio 6-speed manual is a rugged yet ultra-precise race-proven unit known for crisp, positive throws and perfectly spaced gears. The 4L65-E 4-speed automatic produces solid shifts under high load, and it has been specially programmed to match the on- and off-throttle characteristics of the LS2 V8, eliminating the vagueness you might expect with an automatic. Zero-60 times for both are under five seconds, if that makes your choice any easier.



GETTING 400 LB-FT OF TORQUE TO THE GROUND.

To help convert the LS2 V8's force into forward thrust, both the prop shaft — which carries power from the transmission to the differential — and the constant velocity joints at the wheel hubs are a special high-strength design. A stout clutch-type, limited-slip differential distributes the most torque to the wheel with the best grip, generating a positive, "connected" feel. Under acceleration, GTO's rear-wheel-drive architecture shifts weight to the rear, increasing available traction for the driven wheels. And the semi-trailing arm independent rear suspension helps keep both rear wheels squarely planted, even on uneven road surfaces. It's this traction that helps explain why GTO's zero-to-60 and quarter-mile times were faster than Mustang GT, Infiniti G35, and BMW 330ci Coupe.*

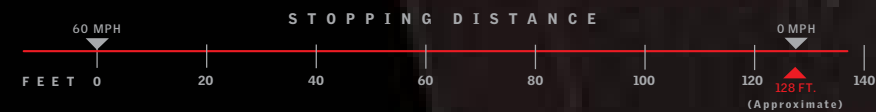
*Testing conducted by ProFormance and sanctioned by SCCA. Based on tests performed April 2005 using 2005 models and SCCA's performance and handling index.



THE FUNCTIONAL EQUIVALENT
OF 400-HP BRAKES.

An all-out performance car needs all-out braking. GTO's front discs measure 12.6" x 1.25" while the rears are 11.25" x 0.7". Both fronts and rears are vented, with massive PBR all-aluminum calipers helping to resist fade during the repeated, intense brake applications of performance driving. A Bosch Anti-lock Brake System improves ABS reaction time by 50 percent, and electronic brake proportioning balances brake force between the front and rear, helping to avoid rear-wheel lock-up on tricky road surfaces. Additionally, both of GTO's lightweight alloy wheel sets, the standard 17 x 8-inch wheels and the optional 18 x 8s, feature a large open-spoke design that further aids in cooling discs and calipers. Stopping distances and fade resistance provide a strong balance to GTO's power and torque.







STRONG IN ALL THE FUNDAMENTALS.

GTO takes a comprehensive approach to both quality and safety. The welded-steel monocoque (integral body and frame) is created using a net-build process by which every significant element, from frame and cross members to upper body structures, outer panels, even door closures, is built to tolerances confirmed by laser measurement. Fundamental to GTO's performance orientation, the process results in a taut, roadworthy feel. Capitalizing on the vehicle's structural integrity, engineers also lavished attention on powertrain isolation and sealing techniques, including triple door seals, providing the vehicle with excellent Noise, Vibration, and Harshness (NVH) characteristics. On the safety side, specific crash-avoidance technologies include the four-channel, four-wheel ABS system that helps the driver maintain steering control, even under heavy braking. And a full-function Bosch traction-control system helps you apply GTO power in slippery conditions. In addition to its performance duties, the monocoque forms a strong, rigid steel safety cage extending from the A-pillar to the rear deck, and from the rocker structure to the roof rail. Complementing the energy-absorbing steering column, an active head-restraint system is built into the driver and front passenger seats, with multiple adjustments to allow proper positioning for most body types and sizes. Every mile in a GTO confirms that you've made a solid choice.



THE RACING REFERENCES
ARE VERY DELIBERATE.

Specially contoured to provide a low riding position, both front seats include eight-way power adjustments, and the steering wheel incorporates height and reach adjustment, enabling each driver to make GT0 fit like a racing glove. All four plush, yet supportive, sport-bucket seats feature rally-style bolsters and rich, leather seating surfaces, perforated to improve ventilation. The steering wheel, handbrake, and shift knob are also covered in leather. A sports gauge cluster is color keyed to the interior and exterior, with gauges set off by satin nickel bezels, which add to the cockpit's premium feel. The instrument cluster also includes a Driver Information Center, which provides three separate display windows that you can personalize to show the information most important to you at the moment. Steering wheel controls allow quick, intuitive adjustment of all sound-system functions, and radio, CD, and track changes are instantly displayed on the Driver Information Center. Rounding out GT0's dominant interior theme are true racer-style drilled aluminum pedals, positioned to facilitate heel-and-toe driving.

TWO-PLUS-TWO ROOM AND THE WATTS TO FILL IT.

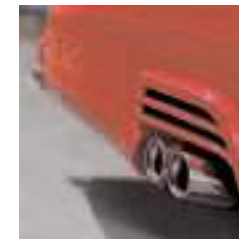
GTO has realistic room for four — adults. With more overall passenger volume (EPA) and more rear-seat roominess than any car in its class, it also features Smart Seat automatic rear-seat access to ease entry and exit. The design principle here is that while solo jaunts along remote, winding two-lanes may be the highest form of enjoyment, a night out with friends can also be highly rewarding. And with GTO's outstanding power-to-weight ratio, a full complement of passengers will not cramp your driving style. Speaking of entertainment, the GTO sound system is a Blaupunkt AM/FM stereo with 200 watts of surround-sound power and a six-CD in-dash disc changer. The system includes 10 speakers strategically located to take advantage of the GTO's unique acoustics. Standard features include dynamic distortion limiting (a handy thing when you're playing with 200 watts) and auto station memory, which automatically locks in the six strongest stations. So that when you do strike out for distant horizons, finding a suitable station does not distract from your enjoyment.





THE OPPOSITE OF STEALTH: SPORT APPEARANCE PACKAGE.

With a car that makes 400 horsepower and has hood scoops standard, “accessories” takes on a special meaning. From the school of automotive design that brought ground effects to motor racing, the GTO’s available Sport Appearance Package includes a front fascia with a lower valance and recessed grille insert, rocker extensions, a custom high spoiler, a rear fascia extension, and deep-sounding mufflers with dual/dual chrome exhaust outlets. In extending GTO’s lines and sonic profile to even sportier dimensions, these items will attract a certain amount of attention. On the other hand, a 400-horsepower car is not for sneaking up on people. The GTO Sport Appearance Package comes in either Red, Black, Silver, or primed. It is available through your local Pontiac dealership parts department and is covered under the car’s GM New-Vehicle Limited Warranty (see dealer for details).





EXTERIOR COLORS	GAUGE COLORS		INTERIOR COLORS	
PHANTOM BLACK METALLIC				
QUICKSILVER METALLIC				
IMPULSE BLUE METALLIC				
SPICE RED METALLIC				
BRAZEN ORANGE METALLIC				
CYCLONE GRAY METALLIC				
TORRID RED				

The standard interior color offered on GTO is Black. However, Blue and Red can be substituted at no additional cost. See chart above for compatibility.

GTO STANDARD AND AVAILABLE FEATURES

POWER AND PERFORMANCE

DRIVETRAIN Rear-wheel drive (55/45 front/rear weight distribution)

ENGINE 6.0L Gen IV LS2 V8 (400 hp/400 lb-ft torque)

Electronic throttle control

TRANSMISSIONS 4-speed automatic standard; Tremec close-ratio 6-speed manual available

AXLE 3.46:1 final drive ratio

DIFFERENTIAL Limited-slip

SUSPENSION Fully independent; MacPherson strut front with progressive/variable-rate springs, semi-trailing arm rear with gas shocks and progressive/variable-rate springs

Stabilizer bars; direct action: 28 mm front, 16 mm rear

TRACTION CONTROL Bosch 3-channel, using combination of throttle, spark, fuel control, and brakes

STEERING Power-assisted variable-ratio rack-and-pinion

BRAKES 12.6 x 1.25-inch vented discs front/11.25 x .75-inch vented discs rear, with four-channel ABS, electronic brake proportioning, and red PBR calipers

EXHAUST True dual exhaust with separated chrome outlets

COMFORT AND CONVENIENCE

SEATING Front and rear sport buckets, with leather seating surfaces and sports-styled bolsters

Driver and front passenger 8-way power seat adjusters; manual lumbar control; 2-way adjustable head restraints

Smart Seat automatic rear seat access

INSTRUMENTATION Color-coordinated sports-gauge package; backlit analog; includes speedometer, temperature, fuel, and tachometer

Programmable Driver Information Center includes average speed, season odometer, average mpg, elapsed time (stopwatch), trip odometer, trip time remaining, trip distance remaining, fuel used, overspeed warning, range, and instant mpg

STEERING WHEEL Adjustable, rake and tele-scope, steering wheel-mounted radio controls, includes leather-wrapped rim

SHIFT KNOB Leather-trimmed

PEDALS Machine-drilled accelerator, brake, and clutch; driver's foot rest

ELECTRONIC CRUISE CONTROL With set and resume speed, includes telltale in instrument panel cluster

MIRRORS Electric remote-controlled exterior mirrors

CLIMATE CONTROL Air conditioning, manual control, single zone

DEFOGGER Rear-window, electric, includes front and side window outlets, driver and front passenger

WINDOWS Power, includes driver and passenger express-down

CONSOLE Front, center, floor, includes storage compartment, 2 accessory power outlets, power door lock/unlock button, and twin cupholders

LIGHTING Lamp interior roof, courtesy and dual reading, footwells, time delay on entry

VISORS Vanity mirror illuminated with cover, driver and front passenger

INTERIOR APPOINTMENTS Satin nickel

MAP POCKETS Driver and front passenger seatbacks

FLOOR MATS Carpeted, front and rear

FUEL FILLER DOOR Power release

ENTERTAINMENT SYSTEM

Blaupunkt 200-watt 10-speaker audio system includes 6-disc, in-dash CD changer, with auto-tone control

SAFETY AND SECURITY

BRAKES ABS 4-channel, 4-wheel

SAFETY BELTS 3-point, driver and front passenger, height-adjustable

Safety belts: 3-point, rear, all positions

LATCH SYSTEM Rear child-seat anchor points

AIR BAGS* Frontal, driver and right front passenger

EMERGENCY MODE SYSTEM Facilitates quick, safe vehicle exits after an impact

DOOR LOCKS Power, includes lockout protection

REMOTE KEYLESS ENTRY Programmable

IMMOBILIZER THEFT-DETERRENT SYSTEM with content protection and alarm

STYLING AND FUNCTIONALITY

LIGHTS Headlamps: Auto-on/off, programmable delay

Fog lamps: Front

Daytime running lamps

WIPERS Intermittent; variable road-speed synchronized

ANTENNA In-glass, rear window

HOOD SCOOPS

SPOILER Rear, aerodynamic

WHEELS AND TIRES

17 x 8-inch, 5-spoke, Satin-Silver painted, alloy wheels with P245/45ZR17-95W all-season tires standard

18 x 8-inch 5-spoke, Satin-Silver painted alloy wheels with P235/40ZR18-BLR performance tires available**

(Midnight-Silver painted finish available midyear.)

**These tires are designed for very responsive driving on wet or dry pavement and may not offer the traction you would like, or the same level of performance as winter tires, on snow- or ice-covered roads. See your dealer for more information.

DIMENSIONS (IN INCHES)

Wheelbase: 109.8

Length: 189.8

Width: 72.5

Height: 54.9

Track front: 61.8

Track rear: 62.1

Head room front/rear: 37.3/37.3

Leg room front/rear: 42.2/37.1

Shoulder room front/rear: 59.7/51.7

Hip room front/rear: 58.0/50.2

CAPACITIES

EPA fuel economy

Automatic 16 city/21 highway

Manual 17 city/25 highway

Seating capacity 4

Trunk space (approx. cu. ft.) 7

Fuel tank capacity (approx. gal.) 18

PERFORMANCE DATA

0-60 under 5 seconds

Lateral Gs .86

*Always use safety belts and proper child restraints, even in vehicles equipped with air bags. Children are safer when properly secured in a rear seat. See the Owner's Manual for more safety information.

IMPORTANT WORDS ABOUT THE CATALOG We have tried to make this catalog comprehensive and factual. We reserve the right, however, to make changes at any time, without notice, in prices, colors, materials, equipment, specifications, models, and availability. Specifications, dimensions, measurements, ratings, and other numbers in this catalog and other printed materials provided at the dealership or affixed to vehicles are approximates based upon design and engineering drawings and prototypes and laboratory tests. Your vehicle may differ due to variations in manufacture and equipment. Since some information may have been updated since the time of printing (October 2005), please check with your Pontiac dealer for complete details. Pontiac reserves the right to lengthen or shorten the model year for any product for any reason, or to start and end model years at different times.

NEW-VEHICLE LIMITED WARRANTY This warranty is for GM vehicles registered in the U.S.A. See your Pontiac dealer for terms and conditions.

Covered for three years/36,000 miles, whichever comes first:

- The complete vehicle
- Tires
- Towing to your nearest Pontiac dealership
- Cosmetic corrosion resulting from defects
- Repairs made to correct any vehicle defect
- No charge for most warranty repairs

Covered for six years/100,000 miles, whichever comes first:

- Rust-through corrosion

CORROSION PROTECTION Pontiac vehicles are designed and built to resist corrosion. All body and sheet metal components are warranted against rust-through corrosion for six years or 100,000 miles, whichever comes first. Application of additional rust-inhibiting materials is not required under the corrosion coverage and none is recommended. See your Pontiac dealer for terms of this limited warranty.

AN IMPORTANT NOTE ABOUT ALTERATIONS AND WARRANTIES

Installations or alterations to the original equipment vehicle (or chassis) as distributed by General Motors are not covered by the General Motors New-Vehicle Limited Warranty. The special body company, assembler, equipment installer, or upfitter is solely responsible for warranties on the body or equipment and any alterations (or any effect of the alterations) to any of the parts, components, systems, or assemblies installed by GM. General Motors is not responsible for the safety or quality of design features, materials, or workmanship of any alterations by such suppliers.

UPDATED SERVICE INFORMATION Pontiac dealers receive useful service bulletins about Pontiac products. You may purchase them from Helm Incorporated by calling 1-800-551-4123 or by visiting www.helminc.com.

ENGINES Pontiac products are equipped with engines produced by GM Powertrain or other suppliers to GM worldwide. The engines in Pontiac products may also be used in other GM makes and models.

ASSEMBLY Pontiac vehicles and their components are assembled or produced by different operating units of General Motors, its subsidiaries, or suppliers to GM worldwide. We sometimes find it necessary to produce Pontiac vehicles with different or differently sourced components than originally scheduled. Since some options may be unavailable when your vehicle is assembled, we suggest that you verify that your vehicle includes the equipment you ordered or, if there are changes, that they are acceptable to you.

A NOTE ABOUT CHILD SAFETY Always use safety belts and proper child restraints, even in vehicles equipped with the Passenger Sensing System. Children are safer when properly secured in a rear seat. Never place a rear-facing infant restraint in the front seat of any vehicle equipped with an active frontal air bag. See your vehicle Owner's Manual and child safety seat instructions for more information. Pontiac supports the National SAFE KIDS Campaign, a grassroots program dedicated to reducing unintentional childhood injuries.

ENHANCE YOUR OWNERSHIP EXPERIENCE The Owner Center at My GMLink is a free online service that helps you make the most of your vehicle ownership.

- Sign up for e-mail reminders about service visits
- Keep an online history of services performed
- Read your Owner's Manual, warranty, and more online
- Receive only the recall notices that apply to your vehicle
- Watch do-it-yourself videos and much more

Register today at www.mygmlink.com.

For more information on GTO, visit www.pontiac.com/gto or call the Pontiac Customer Assistance Center at 1-800-2PONTIAC.

GM, the GM emblem, Pontiac, the Pontiac logo, and the slogans, emblems, vehicle model names, vehicle body designs, and other marks appearing in this catalog are the trademarks and/or service marks of General Motors Corporation, its subsidiaries, affiliates, or licensors. ©2005 GENERAL MOTORS CORPORATION. ALL RIGHTS RESERVED. LITHO IN U.S.A., OCTOBER 2005.

