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PONTIAC
GTO



From the beginning, GTO was about thinking the unthinkable. Acting without permission. Justification by performance. In 2004, GTO was back. Redefining the American performance car. Leading from a position of power. Converting skeptical journalists in the first lap around the test track, it elicited comparisons with vehicles that cost twice as much. For *this* vehicle, attitude is not a pose but a birthright; complacency is not in the playbook; standing still is not an option. Our latest rewrite of the rulebook brings the highest horsepower in GTO history. With more torque, a more robust drivetrain, bigger brakes, and a meaner, tougher look. **For 2005, GTO has raised the bar — again.**



GTO

GTO

GTO



FIRST PRODUCTION GTO
1964

RAM AIR ARRIVES
1966

400 CUBES
1967

GTO JUDGE
1969

1974



RETURN OF THE GTO
2004



'05 GTO: EXPANDING THE DEFINITION OF PERFORMANCE.



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GTO on previous page shown in Phantom Black Metallic.
GTO shown here in Torrid Red. Some photos shown in this catalog may contain optional equipment.
Optional 18" wheels not available at start of production.

400HP RWD

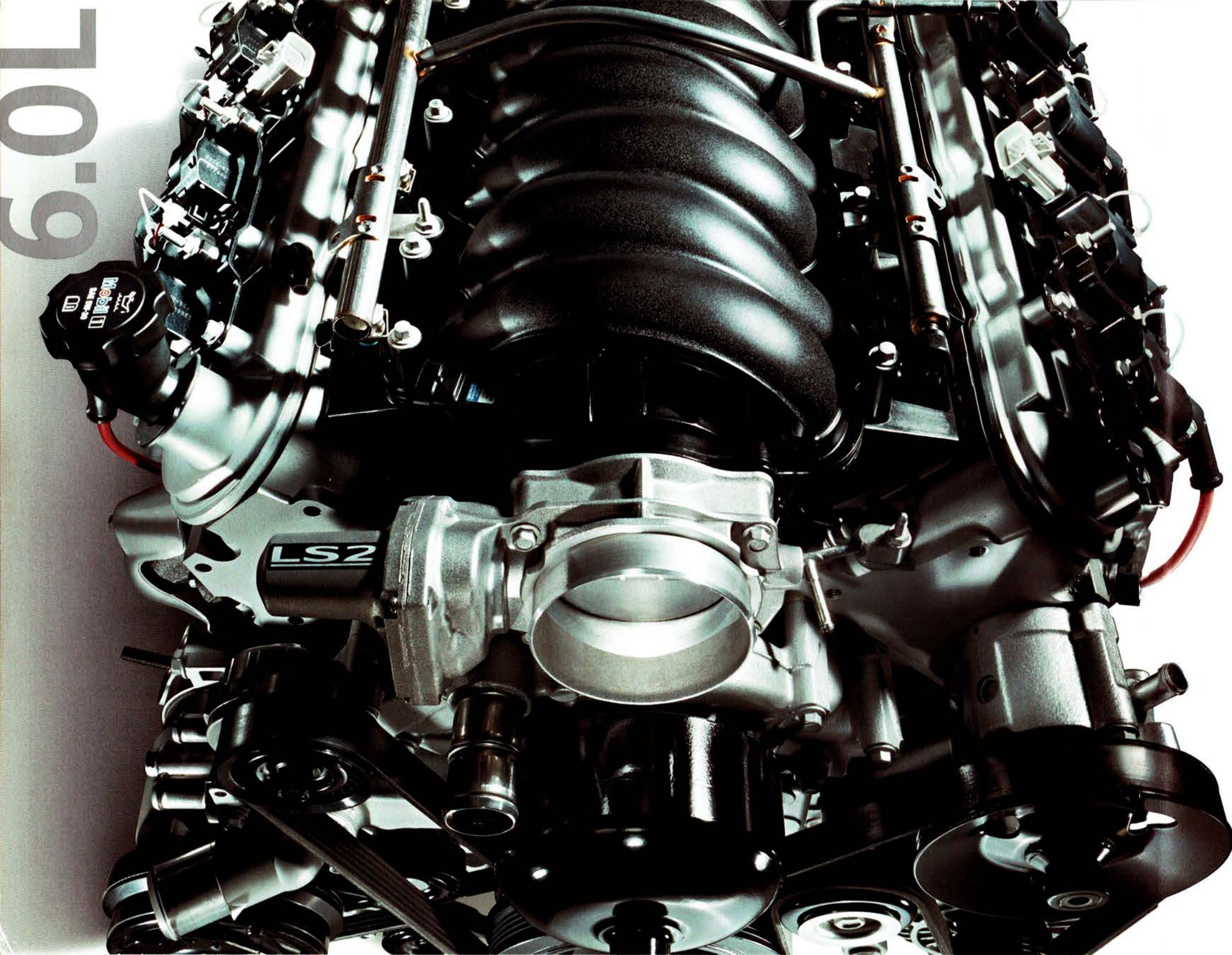


IT TAKES MORE THAN MUSCLE TO RAISE THIS BAR.

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 11.5). It also beats such renowned sports cars as RX-8 6-Speed, 350Z, 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 a sub-five-second zero to 60 (4.6 seconds with the automatic transmission; 4.7 with the available 6-speed manual) 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 the big new disc brakes offer improved stopping performance compared to '04. Hands comfortably poised at 10 and 2 on the leather-wrapped steering wheel, you feel you can move in any direction, at any speed, with a commanding sense of control. Like we said, *balanced*.

*All claims based on competitive information available at time of printing.

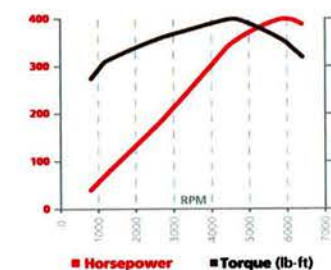




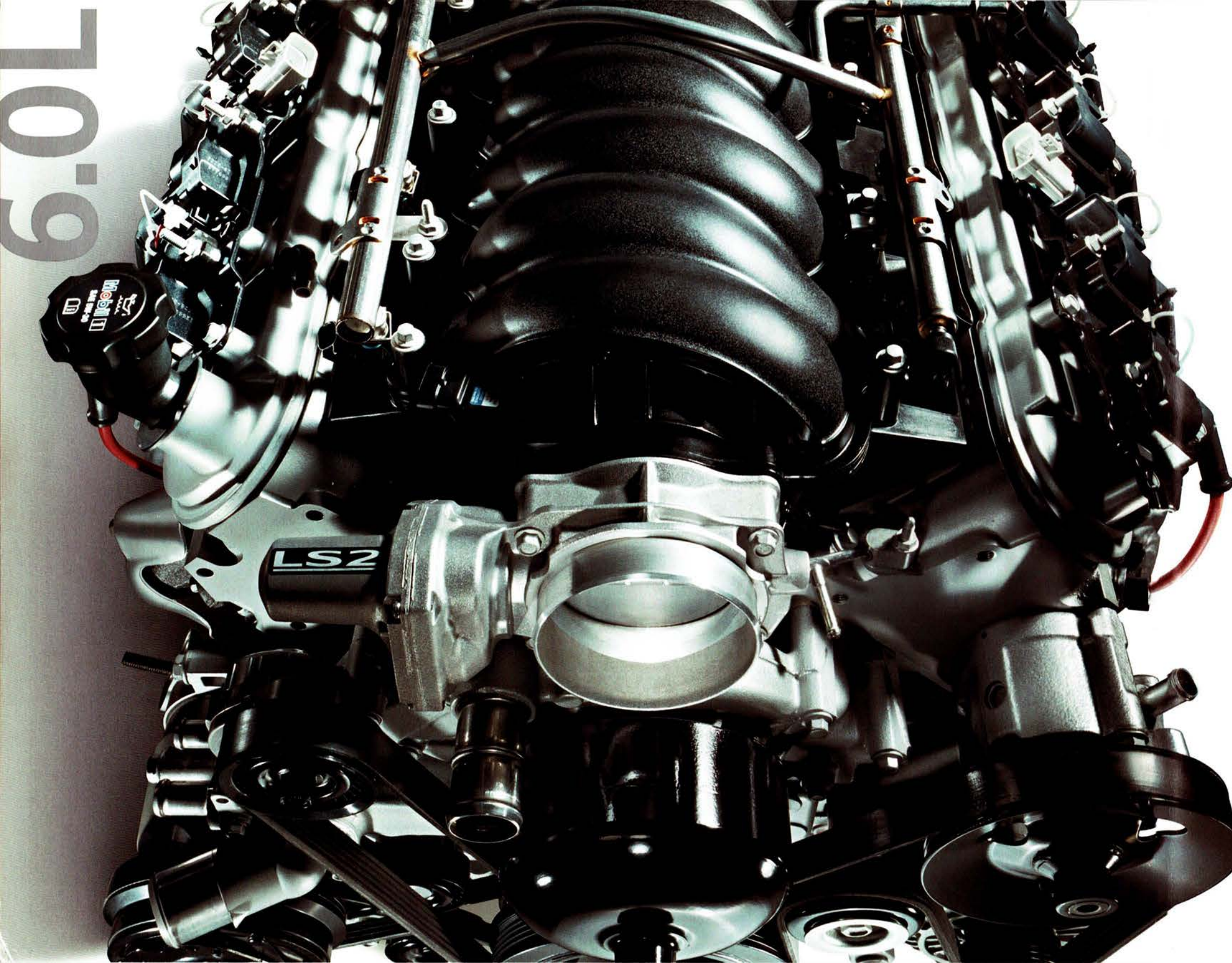
HOW ENGINEERS PULLED 400 HORSES OUT OF THIN AIR.

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. The '05 GTO gets big air with the new 6 liter all-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 variant of the Gen III LS1 used in the '04 GTO gave Pontiac the Manufacturer's Championship in the Daytona Prototype class of the Grand American Rolex Sports Car series. The highlight of the campaign was a victory in the most grueling event on the schedule, 24 straight hours of flat-out racing in the Rolex 24 at Daytona. 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 — as opposed to a twin-cam — 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 (see the following pages for details), 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 gain of 50 hp and 35 lb-ft of torque over '04, the '05 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. And more torque than the Ferrari 360 Modena. Yet with the LS2's drive-by-wire electronic throttle, all this racy capability is easily modulated by your right foot. From the low rumble of distant thunder to a 400-hp, 400-lb-ft roar.



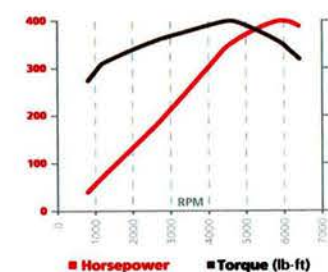
Square deal: Torque is the force that delivers acceleration; horsepower allows a vehicle to sustain speed. The LS2 V8 couples 400 horsepower with 400 lb-ft of torque. It's not just that the figures are high, but that they're in an ideal balance for performance. Step on the gas, at any rpm, and you get results.



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BIG AIR IN, BIG SOUND OUT.

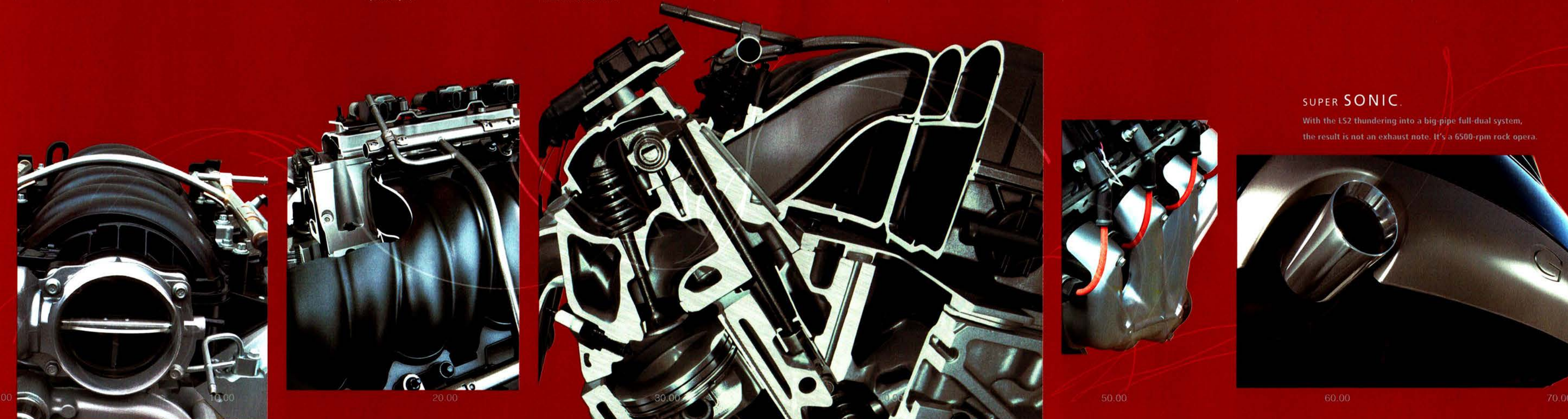
If it feels like you're piloting a jet, there's good reason. The LS2 is all big pipes and smooth flow. A huge charge of cold, dense, oxygen-rich air is ducted from the front of the vehicle to the LS2's throttle body, which has been enlarged from 76 mm to 90 mm (more than 3.5 inches!). Drop your foot on the accelerator, and the throttle swings open. This allows the air to rush into the LS2's big new intake manifold — composite tubing that's been artfully fabricated to keep

seams smooth and tuned for more flow while maintaining equal distribution to each cylinder. At the bottom of each intake tube, one of the eight high-performance Bosch injectors of the LS2's sequential-port fuel injection sprays a precisely metered charge of gasoline into the moving air stream, just as it begins its quick passage through the refined port configuration of the new aluminum head. Taking advantage of a new combustion chamber shape that

improves output and efficiency, a new higher-lift camshaft opens the intake valve *early* and keeps it open *late*, to ensure the new bigger-bore cylinder gets its full charge of air and fuel. New stronger valve springs allow that wide-open operation and deep breathing to continue through high rpm. A flat-top piston design — eliminating an obtrusive piston dome and valve reliefs — helps to optimize the swirl of the fuel/air mixture within the combustion chamber,

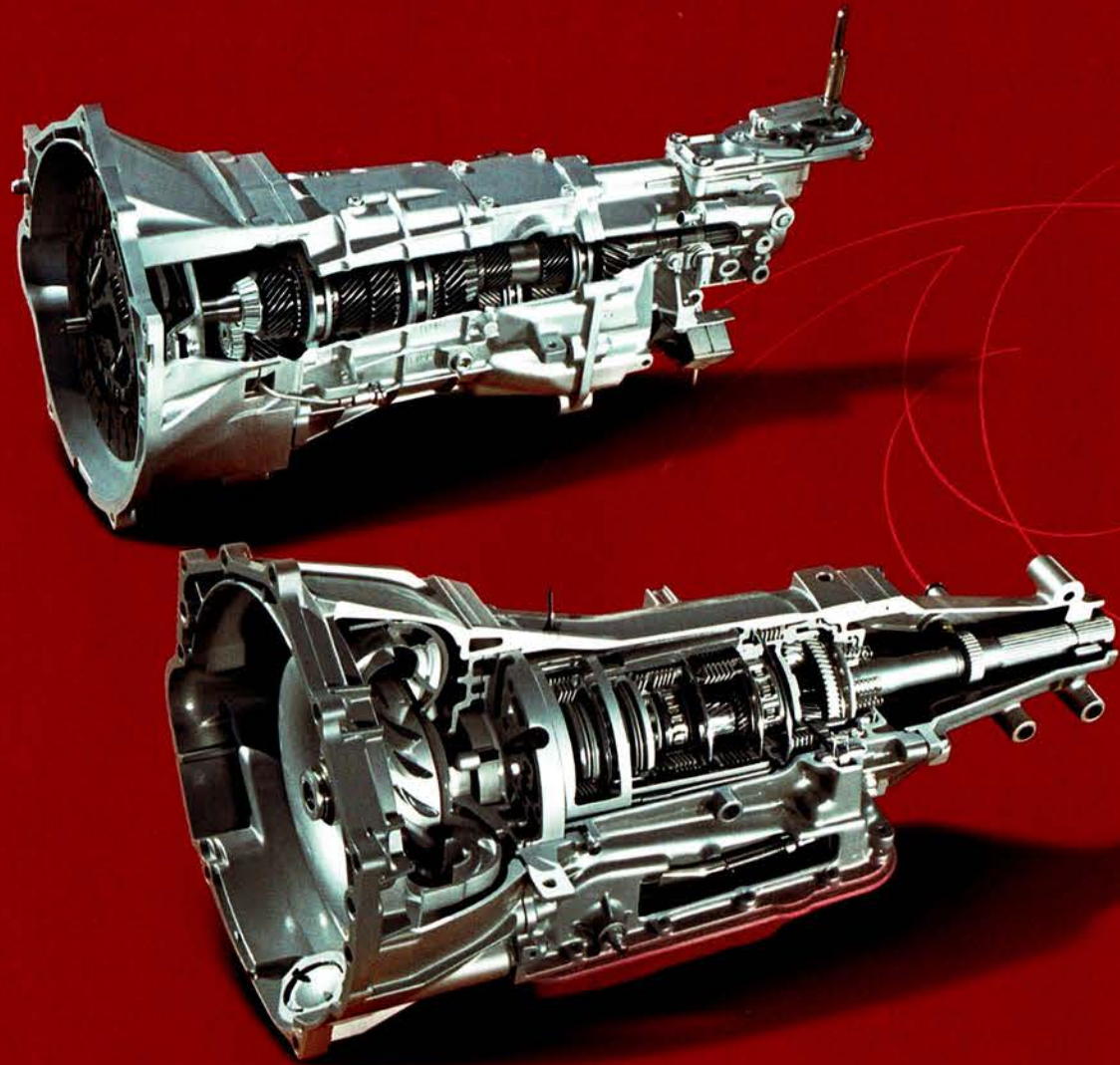
which in turn helps to ensure that all the fuel is ignited for full power. When the high-lift cam opens the exhaust valve, the spent charge rushes into a new thin-wall cast iron exhaust manifold designed for unrestricted flow and the properly sequenced delivery of each cylinder's exhaust into the main tube. From there, it's a true dual system and a big-pipe ride all the way back to the stainless tips. Even the mufflers are BIG. GTO breathes OUT with authority.

0.0 MILLISECONDS	3.3 MILLISECONDS	5.2 MILLISECONDS	6.5 MILLISECONDS	16.1 MILLISECONDS	19.9 MILLISECONDS	27.7 MILLISECONDS	29.1 MILLISECONDS	69.1 MILLISECONDS
At 6000 rpm (peak power), incoming air passes through the throttle body at 100 mph and enters the plenum — 529.7 cubic feet per minute.	Air bound for cylinder number one begins to travel down the intake tube. (NOTE: Photos show details from other cylinders.)	A precisely metered jet of fuel completes injection into the airstream, only 5.2 inches from the combustion chamber (the 16-millisecond injection began on the previous cycle).	Intake valve opens (for 7.8 milliseconds), admitting 39.7 cubic inches of air/fuel mixture. When the piston reaches Top Dead Center, that mixture has been compressed down to 4.58 cubic inches.	Spark plug fires. Temperature rises 3,120° F in 1.5 milliseconds. Expanded gas drives the piston down with a force of 10,460 lbs.	Exhaust valve opens. Mixture exits at 1,340 mph.	Exhaust valve closes.	Spent charge completes 9.64-inch trip through the manifold, enters exhaust stream following charge from cylinder number three.	Used air exits tailpipe. Final tally: approx. 15% less restriction on intake, 10% less on exhaust vs. '04; 400 hp/400 lb-ft of torque.



SUPER SONIC.
With the LS2 thundering into a big-pipe full-dual system, the result is not an exhaust note. It's a 6500-rpm rock opera.

PULL TO REVEAL



TWO TRANSMISSIONS, SAME RESULTS.

It wasn't easy to find a transmission that would match the horsepower and torque output of the GTO's LS2 V8. But our engineers found two. Both are so closely matched to the engine's power curves, your choice can be made entirely on personal preference — whether you prefer to go hands-on or high-tech. There's only a 0.1-second difference zero to 60 and at the end of the quarter mile.

6-SPEED MANUAL. The Tremec close-ratio 6-speed is a rugged yet ultra-precise race-proven unit known for short, crisp throws and perfectly spaced gears. While a combination of

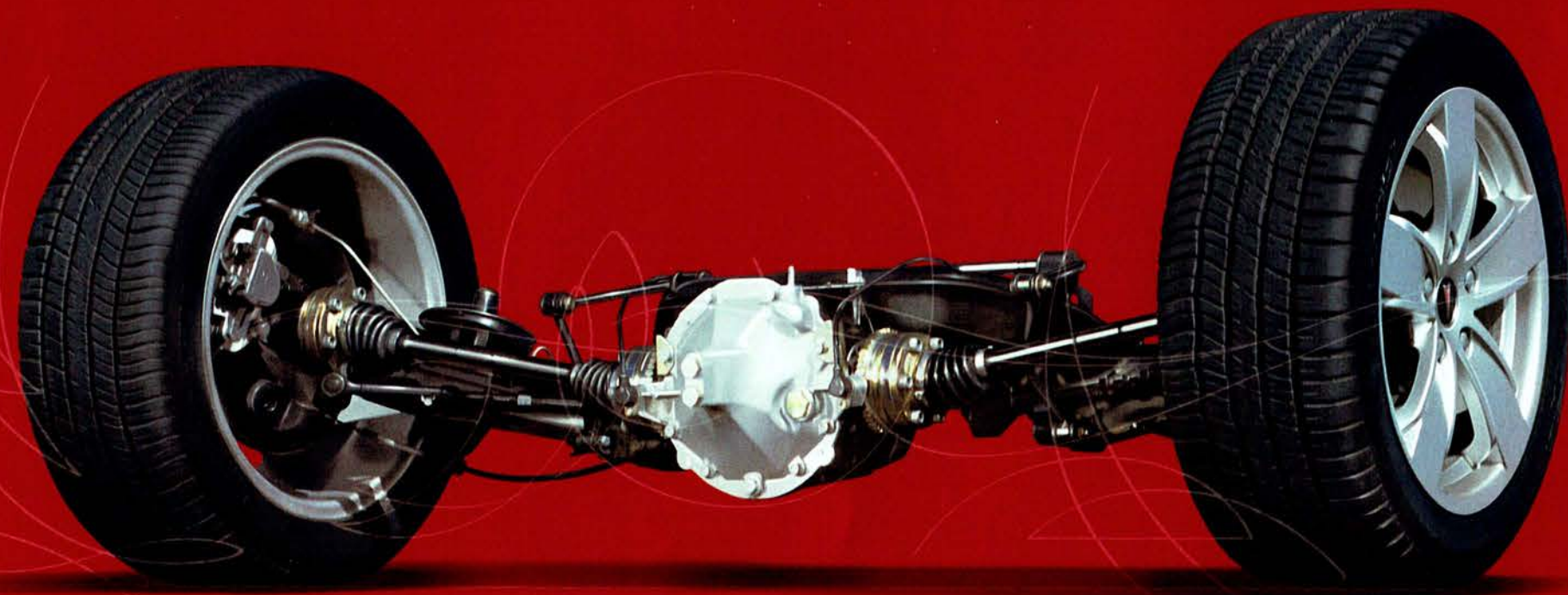
double- and triple-cone synchronizers help it shift *smoothly*. This gearbox makes shifting a martial art.

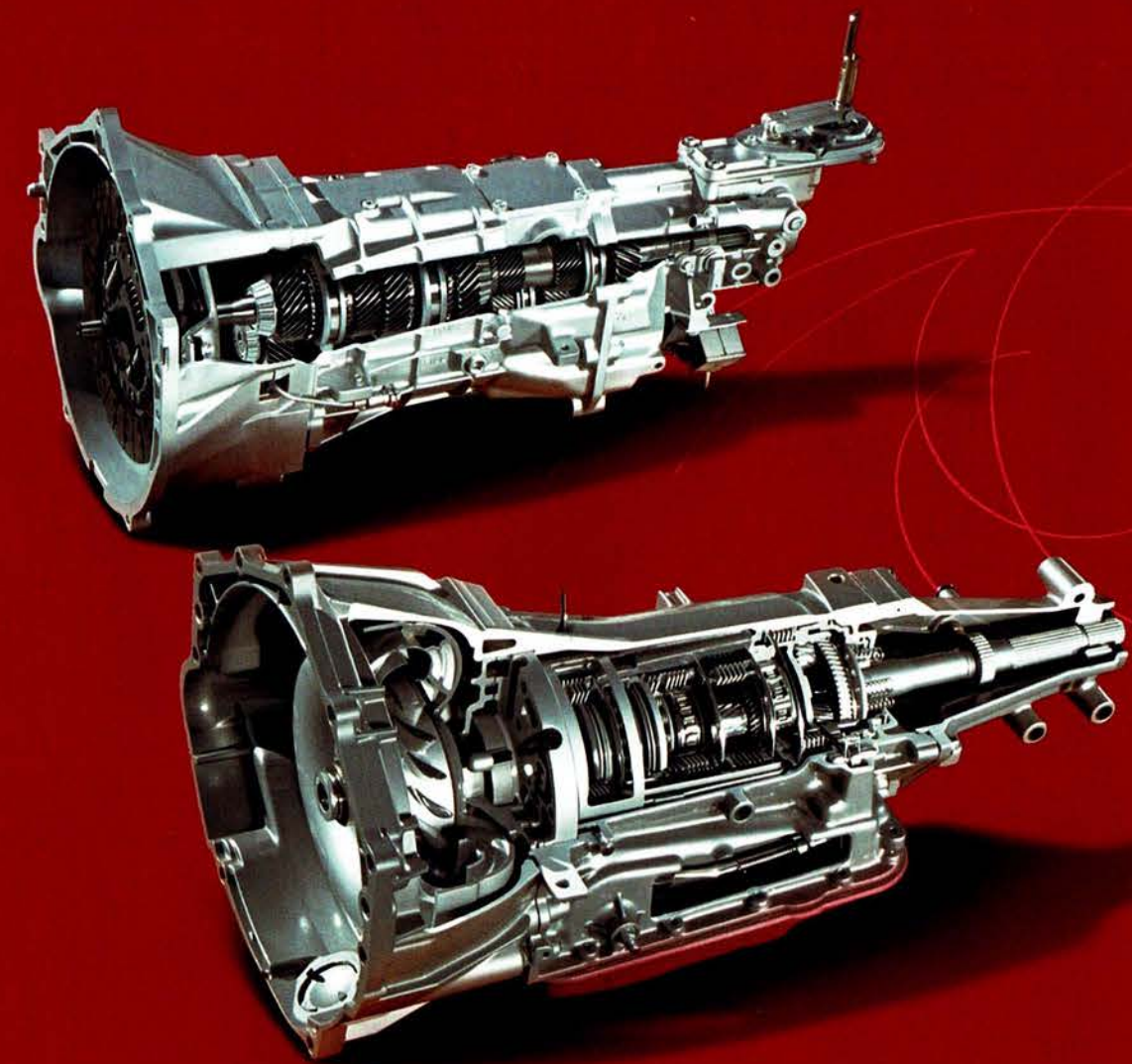
AUTOMATIC. The 4L65-E 4-speed automatic transmission features two sets of five-pinion planetary gear sets to handle the LS2's increased torque levels. Combined with five clutch packs, they produce solid shifts under high load. The Powertrain Command Module has been specially programmed to match the 4L65-E with the on- and off-throttle characteristics of the LS2, eliminating the vagueness you might expect of an automatic. Compared to the 6-speed, it's more like a constant rush.

GETTING 400 LB-FT OF TORQUE TO THE GROUND.

As we have observed, the LS2 V8's 400 horsepower is balanced by an equally astounding 400 lb-ft of torque. To help convert the additional 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 have been strengthened for '05. A stout Dana-supplied clutch-type limited-slip differential distributes the most torque to the wheel with the best grip, generating a positive, "connected" feel you don't get with hydraulic units. And both transmissions use the same low 3.46:1 final drive ratio; low gearing

means more leverage for the launch. Then, 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. The new Mustang GT gets by with the retro technology of a solid rear axle, but then it does not have GTO's power or torque. Which explains why in their January 2005 issue, *Car and Driver* shows Mustang GT lagging behind GTO in zero to 60 and at the quarter mile.





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GTO AT THE STRIP: 0-60/QUARTER





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PERFORMANCE IN THE BALANCE.

Here's where it all comes together. 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. Given those necessary preconditions for performance, engineers were able to specify chassis systems — suspension, steering, brakes, wheels, and even tires — that reflect a high level of sophistication. The point is not just how well they perform, but how well they perform *together*. And how instinctively they harness GTO's awesome capabilities to your will. So well thought out is the design principle of *balance*, that it carries all the way into GTO's performance-oriented interior.



THE FUNCTIONAL EQUIVALENT OF 400-HP BRAKES.

An all-out performance car *needs* all-out braking. With the increased engine power for '05, GTO braking has been upgraded — in force, finesse, and fade resistance. Front discs have been increased in diameter and all four discs bumped up in thickness; dimensions are 12.6- x 1.25-inch front and 11.25 x 0.7 rear. Both the fronts and the rears are vented, with massive PBR all-aluminum calipers all around. Thicker discs, venting, and aluminum calipers all play a role in resisting fade during the repeated, intense brake applications of performance driving. Two new features help you finesse all that stopping power. A new Bosch Anti-Lock

Brake system improves ABS reaction time by 50 percent. And a new electronic brake proportioning system balances brake force between the front and rear, compensating for the *forward* weight shift you get when decelerating, thereby 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 — were designed to play a specific role in braking. Their large void areas further aid in cooling the discs and calipers. Stopping distances and fade resistance provide a strong balance to GTO's power and torque.



17-inch wheels shown; optional 18-inch wheel on facing page



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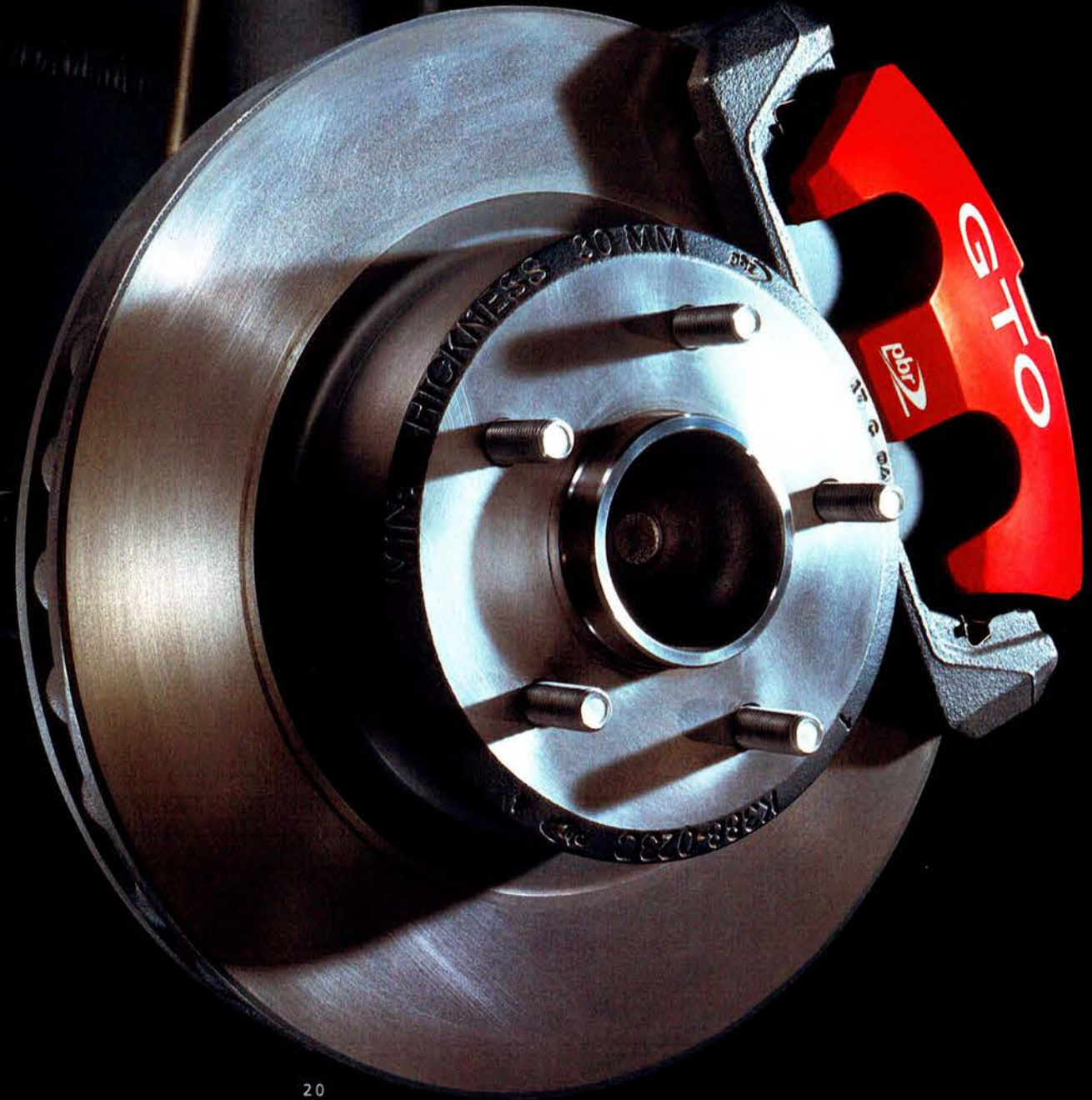
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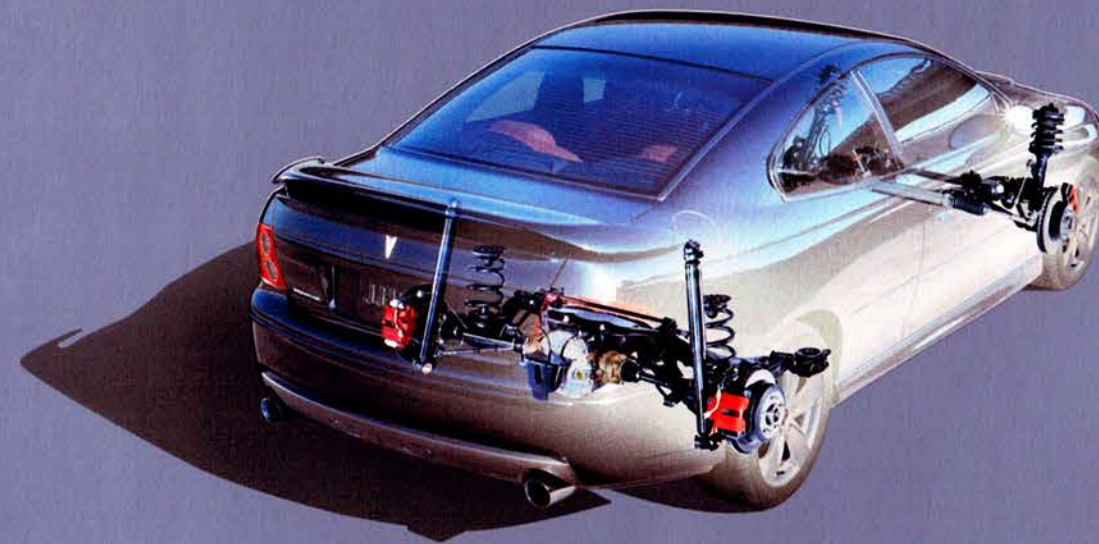
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GTO IS A HANDLING PACKAGE.

Leveraging the inherent performance advantages of rear-wheel drive is GTO's fully independent suspension system. Not to beat a dead horse, but the "all-new" Mustang GT, like the Model T, *still* has a solid rear axle — just fine off the line on a smooth, flat road. But run into potholes or crank up the torque coming out of a corner, and you'll know why *today's* performance cars feature independent suspension, front *and* rear. GTO's track-tuned setup features semi-trailing arms at the rear to go with MacPherson struts up front. The key component is technology borrowed from Formula One racing, a set of four progressive/

variable-rate springs. 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 those corners, variable-ratio rack-and-pinion steering telegraphs 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.



THE RACING REFERENCES ARE VERY DELIBERATE.

While physics and computer projections will give you a good idea of what GTO can do, you really must sit *here* to know how comfortable you'll feel while putting it through its paces. 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 GTO fit like a racing glove. The four plush but supportive sport-bucket seats with rally-style bolsters have 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. The DIC also incorporates a stopwatch function, controlled with just a tap on the steering wheel. Rounding out GTO's dominant interior theme are true racer-style drilled aluminum pedals. For 2005, pedal placement has been refined to facilitate heel-and-toe driving, and a foot rest has been added for comfort during long trips.





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.

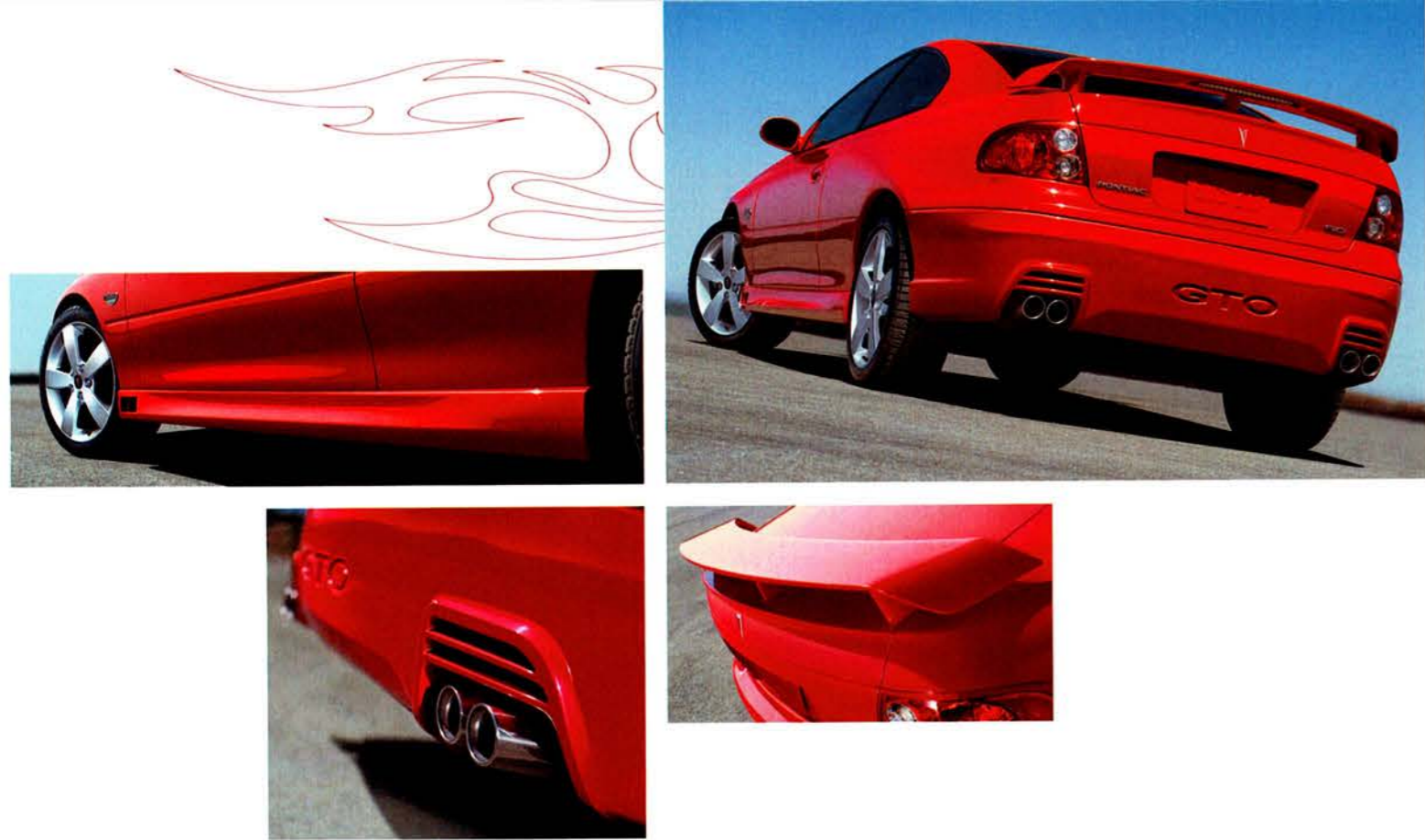




STRONG IN ALL THE FUNDAMENTALS.

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 extremely tight tolerances and 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

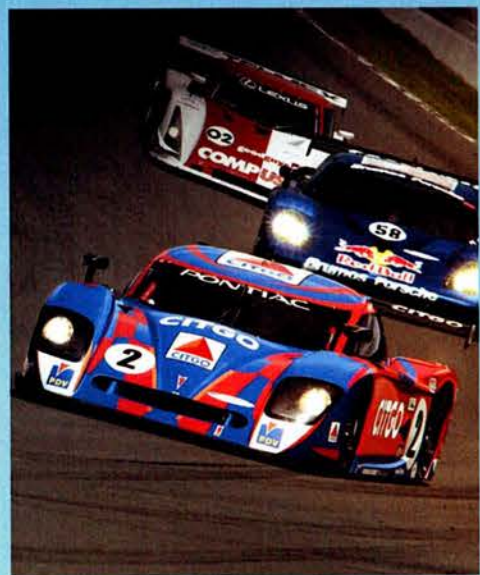
technologies include the four-channel, four-wheel ABS system that helps the driver maintain steering control, even under heavy braking. And a full-function Bosch traction-control system helps you apply GTO power in slippery conditions. In addition to its performance duties, the monocoque forms a strong, 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 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 Sport Appearance Package includes a front fascia with a new 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.





KNOWN BY THE COMPANIES WE BEAT.

Throughout this catalog we have seen that GTO out-specs not just the vehicles in its class, but some of the most prestigious performance cars on the planet. No surprise then that GTO and its racing-refined all-aluminum V8 engine take on and beat many of the best that Europe, Asia, and America can offer. In winning the 2004 Engine Manufacturer's Championship in the

Daytona Prototype class of Grand American Rolex Sports Car Series (see page 8), Pontiac came out on top of Porsche, Lexus, and BMW — with a variant on the Gen III LS2 V8 from the 2004 GTO street car. In the Japanese-import sport of drifting, GTO became the first domestic competitor and quickly found success: World-rally veteran Rhys Millen pilots a tricked-out GTO in

the SCCA (Sports Car Club of America) Formula D Drifting series. Against such competition as Nissan 240SX, Mazda RX-7, Toyota Supra, and the Dodge Viper, Millen's GTO took top honors in the 2004 Formula D Drift Grand Prix at California's Irwindale Speedway. In 2005, the GTO-R, a racing variant of the street car, will compete in the GT class of the Grand American Rolex series.

The competitive set includes BMW, Porsche, Ferrari, Maserati, Acura, and Corvette. In the Grand American series, the GT cars aren't just racing on the same weekend as the prototypes; they're in the same race. That's where GTO belongs — out there with the big boys. Look for the car's debut in mid season, and check out pontiac.com for the latest.

SHOWING THE COLORS.

Getting the GTO you want couldn't be simpler. Choose your exterior color and your interior color. Decide whether you want automatic or the available 6-speed manual, scoops or the available slick hood, 17- or optional 18-inch wheels. Drive out at posted speeds.



EXTERIOR COLORS

GAUGE COLORS

INTERIOR COLORS

1. PHANTOM BLACK METALLIC



2. QUICKSILVER METALLIC



3. IMPULSE BLUE METALLIC



4. YELLOW JACKET



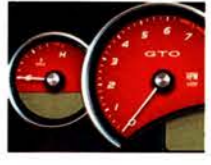
5. MIDNIGHT BLUE METALLIC



6. CYCLONE GRAY METALLIC



7. 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.

POWERTRAIN PERFORMANCE

- Engine: 6.0L Gen IV LS2 V8 (400 hp/400 lb-ft torque)
- Electronic throttle control
- Transmission choices: 4-speed automatic or available Tremec close-ratio 6-speed manual
- Drivetrain: Rear-wheel drive (55/45 front/rear weight distribution)
- Axle ratio: 3.46:1
- Limited-slip differential
- Exhaust: True dual exhaust with separated chrome outlets
- 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-painted PBR calipers
- Steering: Power-assisted variable-ratio rack-and-pinion
- Front suspension: Independent, MacPherson struts with progressive/variable-rate springs
- Rear suspension: Fully independent, semi-trailing arm with gas shocks and progressive/variable-rate springs
- Stabilizer bars: Front 28 mm and rear 16 mm direct action
- Spoiler: Rear, aerodynamic
- Traction control: Bosch 3-channel, using combination of throttle, spark, fuel control, and brakes
- Wheels and Tires: Standard 17 x 8-inch, five-spoke, satin-silver painted, alloy wheels with P245/45-R17 W-rated performance tires; Optional 18 x 8-inch five-spoke, silver-satin painted alloy wheels with P235/40-R18 W-rated *summer-only* performance tires (not available at start of production)
- Hood scoops; a plain hood is a no-cost option

IMMEDIATE AVAILABILITY

	Automatic	Manual
0-60:	4.6 sec.	4.7 sec.
1/4-mile:	13.0 sec. at 108 mph	13.1 sec. at 108 mph
Lateral Gs:	.86	.86
Estimated mpg:	16 city/21 highway*	16 city/25 highway*

CONVENIENCE FEATURES

- Air conditioning: Manual, single zone
- Antenna: In-glass, rear window
- Console: Front, center, floor, includes storage compartment, accessory power outlet, and twin cupholders
- Cruise control: Electronic with set and resume speed, includes telltale in instrument panel cluster
- Defogger: Rear-window, electric, includes front and side window outlets, driver and front passenger
- 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
- Door locks: Power, includes lockout protection
- Floor mats: Carpeted, front and rear
- Fog lamps: Front
- Fuel filler door: Power release
- Gauges: Color-coordinated sports-gauge package
- Instrumentation: Backlit analog, includes speedometer, temperature, fuel, and tachometer
- Interior appointments: Satin nickel
- Keyless entry: Remote, programmable
- Lighting: Lamp interior roof, courtesy and dual reading, footwells, time delay on entry
- Map pockets: Driver and front passenger seatbacks
- Pedals: Machine-drilled accelerator, brake, and clutch; driver's foot rest
- Seat adjuster: Power driver and front passenger, 8-way
- Seat adjuster: Manual lumbar control, driver and front passenger
- Seat head restraints: Driver and front passenger two-way adjustable
- Seats: Front and rear sport bucket, with leather seating surfaces and sports-styled bolsters
- Smart seat: Automatic rear seat access
- Shift knob: Leather-trimmed
- Sound system: Blaupunkt 200-watt 10-speaker audio system includes 6-disc, in-dash CD changer, with auto-tone control
- Steering wheel: Adjustable, rake and telescope, steering wheel-mounted radio controls, includes leather-wrapped rim
- Visors: Vanity mirror illuminated with cover, driver and front passenger
- Windows: Power, includes driver and passenger express-down

SAFETY FEATURES

- ABS: 4-channel, 4-wheel
- Air bags**: Frontal, driver and right front passenger
- Emergency Mode System
- Daytime running lamps
- Headlamps: Auto-on/off, programmable delay
- Head restraint system: Built into both driver and front passenger seats
- Safety belts: 3-point, driver and front passenger, height-adjustable
- Safety belts: 3-point, rear, all positions
- LATCH system: Rear child-seat anchor points
- Immobilizer theft-deterrent system, content protection

DIMENSIONS (INCHES)

• Wheelbase:	109.8	• Track rear:	62.1	• Hip room front/rear:	58.0/50.2
• Length:	189.8	• Head room front/rear:	37.3/37.3	• Seating capacity:	4
• Height:	54.9	• Leg room front/rear:	42.2/37.1	• Trunk space (approx. cu. ft.):	7
• Track front:	61.4	• Shoulder room front/rear:	59.7/51.6	• Fuel tank capacity (gal.):	18.5

*Fuel economy estimates based on preliminary GM testing. Official EPA estimates not yet available.
 **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 (December 2004), 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.

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