



>>> PONTIAC GTO

VEHICLE HIGHLIGHTS

- Modern version of the legendary GTO name that originally debuted as a high-performance option on the 1964 Pontiac Tempest, inspiring the term, "muscle car"
- Rear-wheel-drive coupe based on Holden Monaro CV8 with unique Pontiac brand character including dual-port grille
- Specially tuned version of 5.7L LS1 V-8, shared with some models of Chevrolet Corvette, generating an estimated 350 horsepower (261 kw) and 365 lb.-ft. (495 Nm) of torque
- Choice of six-speed, close-ratio manual transmission or Hydra-Matic 4L60-E four-speed automatic
- Standard limited slip differential with traction control
- Four-wheel disc brakes with standard ABS
- 2 + 2 bucket seating with standard black leather seats with optional color-coordination to select exterior colors
- Premium sound system with integrated six-disc CD changer

MODEL LINEUP

	ENGINE	TRANSMISSIONS	
	5.7L V-8	6-spd man	4-spd auto (Hydra-Matic 4L60-E)
GTO	s	o	s

Key:

Standard	s
Optional	o



2004 PONTIAC GTO – A COMMAND PERFORMANCE

GTO. No other name in automotive history says “muscle car” like those three letters. When the GTO was introduced in 1964, its performance list included words like tri-power, “four on the floor” and a 389 cubic-inch V-8, and the car virtually defined true street performance.

Now the legend is back

Pontiac’s 2004 GTO is a modern-day incarnation of classic street performance. When you turn the key and hear the throaty dual exhausts announcing the 5.7L V-8, you’ll know you have your hands full. Compared to its ‘60s namesake, the new GTO sports a suspension that is tighter, an engine that’s more powerful and a four-on-the-floor manual transmission that now boasts two additional gears. The car will hit 60 mph (97 km/h) in under 6 seconds, and run the quarter mile in under 14 seconds. There’s nothing like it in its class.



Total performance

The completely new GTO isn’t just about horsepower, of course. Its unique personality includes impressive cornering abilities, a smooth ride and surprising comfort. But the heart of the GTO is indeed a truly awesome 5.7L LS1 V-8 engine, also known as the base powerplant for the Chevrolet Corvette. The LS1 produces an estimated 350 horsepower (261 kw) at 5200 rpm and with 365 lb.-ft. (495 Nm) of torque, it has no problem leaving a stop with purpose.

Seventeen-inch alloy wheels and performance tires are matched to a fully independent, performance-tuned suspension featuring direct-acting stabilizing bars and power rack-and-pinion steering. Traction control and a limited slip differential also come standard.

And, today’s GTO revs through six forward speeds with the close-ratio manual transmission, or you can choose a four-speed Hydra-Matic. Both come with a 3.46:1 final drive ratio.

Performance-oriented interior

The GTO is, first and foremost, a driver’s car. Every detail, from the chrome satin-finish steering wheel to the race-inspired metallic pedals, gives the driver a sense of performance from the moment the car is entered. The standard feature list starts off with leather 2+2 bucket seats, in black or color-coordinated with the vehicle’s exterior color. The high-tech seats provide lateral support, wrapping around the driver and front passenger and complementing the great handling characteristics of the chassis. Also standard is a six-disc CD-changer with premium 10-speaker sound system, cruise control, a multi-function driver information center, keyless entry system and a host of other features to enhance the driving experience.

Sensuous design

Rather than create an imitation of the original legend, the 2004 GTO provides a contemporary interpretation of the classic Pontiac sports coupe. The distinctive, tautly-stretched exterior, aggressive lowered stance and sleek, simple form all help express the clean, athletic styling direction of Pontiac. Add this to the obvious performance of the vehicle and you have a rear-wheel-drive V-8-powered premium sports coupe wrapped in a seamless, modern design.

Safety and quality

Bringing the GTO to a safe stop is accomplished through standard four-wheel disc brakes (ventilated front, solid rear), part of a four-channel anti-lock braking system. Other standard safety features include dual front air bags, three-point safety belts for all occupants and an Emergency Mode that automatically shuts down the engine, turns off the fuel pump, unlocks the doors and turns on the dome light any time the air-bag system is deployed.

Production of the 2004 Pontiac GTO will begin in September 2003 at Holden's award-winning Elizabeth plant in Australia using the latest techniques to ensure both measurable and "perceived" quality. Projected annual production will be 18,000 vehicles.

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SPECIFICATIONS

OVERVIEW

Model:	GTO
Body style / driveline:	4-passenger, front-engine, rear-drive coupe
Construction:	unitized body frame, 1- and 2-sided galvanized steel
EPA vehicle class:	mid-size coupe
Manufacturing location:	Holden Elizabeth Plant, Elizabeth, Australia
Key competitors:	Acura CL 3.2, BMW 3 Series, Infiniti G35, Chrysler Crossfire, Mazda RX8, Nissan 350Z, Ford Mustang GT Premium/Cobra, Dodge Charger

ENGINE

Type:	5.7L V-8
Displacement (cu in / cc):	346 / 5665
Bore & stroke (in / mm):	25 x 23 / 99 x 92
Block material:	cast iron
Cylinder head material:	aluminum
Valvetrain:	OHV, 2 valves per cylinder
Fuel delivery:	sequential-port fuel injection
Compression ratio:	10.1:1
Horsepower (hp / kw @ rpm):	350 / 261 @ 5200 (estimated)
Torque (lb-ft / Nm @ rpm):	365 / 495 @ 4000 (estimated)
Recommended fuel:	92 octane
Maximum engine speed (rpm):	6200
Emissions controls:	catalytic converter/EGR
Estimated fuel economy (mpg city / hwy / combined):	TBD

TRANSMISSIONS

	6-speed manual	Hydra-Matic 4L60-E
Type:	6-speed manual	4-speed electronic automatic FWD transverse
Gear ratios (:1):		
First:	2.97	3.06
Second:	2.07	1.63
Third:	1.43	1.00
Fourth:	1.00	0.70
Fifth:	0.84	—
Sixth:	0.57	—
Reverse:	3.28	2.30
Final drive ratio:	3.46:1	3.46:1



CHASSIS/SUSPENSION

Front:	independent MacPherson struts and progressive-rate springs
Rear:	independent semi-trailing control-link with gas pressure dampers
Steering type:	power assisted variable ratio rack-and-pinion
Steering ratio:	variable ratio
Steering wheel turns, lock-to-lock:	3
Turning circle, curb-to-curb (ft / m):	36.1 / 11

BRAKES

Type:	4-wheel discs (ventilated front, solid rear), power assisted with 4-channel anti-lock braking system.
Rotor diameter:	11.7 / 11.3

WHEELS/TIRES

Wheel size and type:	17-inch alloy
Tires:	P225/50R17

DIMENSIONS

Exterior

Wheelbase (in / mm):	109.8 / 2789
Overall length (in / mm):	189.8 / 4821
Overall width (in / mm):	72.5 / 1841
Overall height (in / mm):	54.9 / 1397
Track (in / mm):	61.8 / 1569
Curb weight (lb / kg, estimated):	3725 / 1690
Weight distribution (% front / rear, estimated):	55 / 45

Interior

Seating capacity (front / rear):	2 / 2
Head room (in / mm):	front seat: 37.3 / 947; rear seat: 37.3 / 947
Leg room (in / mm):	front seat: 42.2 / 1072; rear seat: 37.1 / 942
Shoulder room (in / mm):	front seat: 59.7 / 1515; rear seat: 51.7 / 1312
Hip room (in / mm):	front seat: 58.0 / 1472; rear seat: 50.2 / 1275



CAPACITIES

Trailer towing maximum (lb / kg):	1000 / 454
Fuel tank (gal / L):	18.5 / 70
Engine oil (qt / L):	5.3 / 6.0
Cooling system (qt / L):	auto: 11.5 / 10.9; manual: 11.8 / 11.2

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