G6 is more than a new Pontiac. It is a new way of thinking. Innovation by innovation, and detail by detail, G6 reshaped old standards to create a new and more personal definition of performance for the 21st century. Its design is taut and contemporary, shaped to outlast fickle twists of style. Its responses are crisp and immediate, but always instinctive and composed. Its functional systems are technically advanced, tuned to feel solid and rewarding at first drive. A machine that makes the refinement formerly exclusive to expensive imports accessible to an entirely new group of driving enthusiasts.
An exclamation point to a powerful idea.

More assertive, more powerful, more advanced. The 2006 Pontiac G6 GTP is more of everything the concept is meant to be. This year, the evolution continues with the heartbreaking style of a new Sport Coupé and the new high-performance GTP series. Rent assured, the attraction is mutual.
To be overtaken by something new is a rare event. This is one of them. Introducing the first-ever G6 GTP Sport Coupé, the latest in a line of emotionally compelling Pontiac coupes. Every line draws you in closer, flowing from one perfect arc to the next. This organic shape flexes over standard flangeless forged 18" alloy five-spoke wheels, set flush to the body sides for an unmistakably powerful presence. The performance is as athletic as its style, with a 240-horsepower 3.9L V6, an interactive, electronically controlled automatic or available 6-speed manual, and the StabiliTrak Sport stability control system. Yet its intentions remain discreet, with simple chrome accents and dual chrome exhaust tips as pleasing to the eyes as they are to the ears.

The element of surprise.
A four-door in function; a sports car in practice. That’s the G6 GTP Sport Sedan. Stretched over a 112” wheelbase, G6 features the fluid shapes and dramatic angles usually found only in sport coupes. While its interior dimensions give it impeccable credentials for a sedan, its attitude is far from sedate. Proven in the punishing world of Europe’s fastest and most challenging roads, its underbody structure resists road inputs with the grace of machines costing several times more. This in turn creates a more balanced platform for the fully independent sport suspension, yielding polished, predictable responses, even when the road has other intentions.
Nowhere is the G6’s refusal to compromise enjoyment for function clearer than with the available Panoramic Roof. The first and only four-panel sliding glass roof in its class, or on the North American continent, its innovative design holds multiple international patents. Significantly larger than a conventional sunroof, one touch of the switch gives the G6 sedan the feel of open-air freedom. Tinted for comfort and tempered for safety, the scrolling sunshade and four glass panels retract sequentially in a matter of seconds. So you can share the road, and still keep the sky to yourself.

The first four-door to own the sky.
All its seating is preferred.

Every touch point in the G6 is designed to stimulate your senses. The wraparound cockpit and performance seating give the driver the intimate feel of a sport car, while the long wheelbase and gently reclined rear seating help to provide exceptional passenger comfort.
Take your seat and the G6 willingly conforms. With a tilt/telescope wheel, adjustable lumbar support, the optional six-way power driver’s seat and optional power adjustable pedals, the number of potential driving positions is virtually infinite. Under way, G6’s refinement is obvious. From the texture of the fabric to the weave of the headliner, every shape is perfected and every surface is tailored to enrich your driving experience. Controls and switches work in precise harmony. Even the sounds are tuned, with advanced insulation strategically placed to minimize unwanted feedback. All the better to enjoy the optional XM Satellite Radio® and 200-watt, eight-speaker AM/FM/CD Monsoon® audio system. XM lets you hit the road without hitting any commercials, featuring 67 channels of 100% commercial-free music included in its over 150 channels of the best in music, news, sports, talk, comedy, XM Instant Traffic & Weather, and more. As if you needed any more reasons to get in and keep driving.

Selecting the ideal powertrain for the G6 is easy. Just drive one. New for 2006 is a 240-horsepower 3.9L V6 with sequential fuel injection, standard and only available in the G6 GTP. Proving the adage “there’s no replacement for displacement,” its specialty is a wide power band, thanks to an advanced variable intake system. Around town, incoming air is routed through a tract tuned for maximum economy and responsiveness. Put your foot down, and a second, larger intake tract opens, while the intake valve timing is changed to an aggressive high-performance profile for a very habit-forming surge of acceleration. This two-for-one technology lets the 3.9L provide 85% of its 240 lb-ft of torque from 1600 rpm to 6000 rpm, and the kick to accelerate from 0 to 60 in 6.6 seconds. GT models feature the 201-horsepower 3.5L V6 and more standard power than Audi A4 or BMW 323i. Also new this year in the G6 is a highly refined 167-horsepower 2.4L Ecotec 16V engine. Its rating of 162 lb-ft of torque is greater than any engine of its power in the class,* for responses that feel anything but standard.

<table>
<thead>
<tr>
<th>ENGINE</th>
<th>HP @ RPM</th>
<th>TORQUE @ RPM</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.9L V6 Std. GTP</td>
<td>240 @ 6000</td>
<td>241 @ 2800</td>
</tr>
<tr>
<td>3.9L V6 Std. GT; Opt. G6 Sedan</td>
<td>201 @ 5600</td>
<td>223 @ 3200</td>
</tr>
<tr>
<td>2.4L 16V Std. G6 Sedan</td>
<td>167 @ 5300</td>
<td>162 @ 4500</td>
</tr>
</tbody>
</table>

*All class claims based on J.D. Power and Associates 2005 Entry Midsize Car class and latest information available at the time of printing.
There is a difference between riding in a car and truly controlling it. The G6 has a choice of transmissions that define the difference. Standard in both the GT and GTP is an electronic automatic with driver-interactive manual shift mode. On the way to work, it is precise and responsive, automatically adapting to your driving style. On the way home, it is a driver-selectable manual, with tap-up/down shifting that lets you click through the gears with a flick of the wrist. The new 6-speed manual available in the GTP has ratios chosen to extract maximum performance from the engine and maximum enjoyment for the driver. If you’ve never driven a manual before, one test drive will make you wonder why you waited so long.

For once, transmissions that engage the driver.
Responds at the speed of thought.

G6 suspension and braking systems are designed to keep you ahead of the curve. Even its basic design is oriented to handling and control, using the inherent stability of a wide track and long wheelbase to the driver’s advantage. Generous sized four-wheel disc brakes with ABS are standard on GT and GTP, with front rotors vented to resist fade.

The suspension is fully independent, with direct-acting stabilizer bars that control body roll and keep each wheel squarely in contact with the road. Ride motion is managed by the G6’s robust structure. Built with integral reinforcing brackets and a large magnesium cross beam, G6 resists road-induced bending and twisting as stylishly as some of the finest performance machines from abroad. Which makes it right at home on the most challenging roads you can find.
One of the most important things a car can do is help the driver handle demanding situations with added confidence. That is why every G6 model has safety technologies to help the driver instinctively respond to the challenges of the road. The Electronic Traction System (ETS) is standard on G6. It electronically compares vehicle speed to wheel speed, and if it senses a loss of traction, reduces power to restore grip. In the GT, the Traction Control System (TCS) is standard, adding braking assist for more control. New this year on GTP is StabiliTrak, one of the world’s most advanced vehicle dynamic control systems. It constantly measures vehicle forces, and if it senses an impending loss of control, selectively manipulates braking and accelerator inputs to help you—and your G6—maintain composure.

It is impossible to overrate control.
For the rare situation when events are beyond control, G6 is layered with multiple safety systems. It has a robust steel safety cage body structure, with side protection beams, special welded reinforcements, and a stout magnesium cross-bar for exceptional rigidity. Front and rear crush zones are engineered to evenly disperse impact energy, while the hydroformed steel lower engine cradle surrounds the powertrain to minimize passenger compartment intrusion. Safety belt pretensioners and driver/passenger air bags** with smart deployment suppression are standard in all models; upper and lower side air bag restraints, the roof rail air bag, and seat-mounted side air bag to protect the head and upper body are optional.

GT and GTP models offer one-year of OnStar® Safe and Sound™ service. OnStar is a fully integrated in-vehicle system offering an unparalleled combination of safety, security, and convenience features, plus unlimited access to highly trained OnStar Advisors. OnStar also provides access to the added convenience of built-in, Hands-Free Voice-Activated calling.** Your dealer has all the information about subscription plans, services, and prices, or click on onstar.com.

Travel with your own security detail.

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

**Prepaid calling charges apply. Available in most markets. OnStar voice recognition system may not work with all voices. See back of the catalog or go to onstar.com for more information.
The future is unfolding before you.

There was a time when convertibles lived at the mercy of the weatherman. This was before the first-ever G6 Convertible. Coming in early 2006, it is the first in its class with a fully automatic retractable steel hardtop, and one of the few outside of premium ultra-luxury roadsters. With the flip of a switch, its stunning steel roof folds away to reveal a sleek four-seat roadster. And just as quickly, it banishes the old convertible compromises to history. Click on pontiac.com to receive regular updates and information.
G6 COUPE EQUIPMENT AND OPTIONS

EXTERIOR

STANDARD

GT

ISTA

2.4L 3.5L 3.5L 3.9L
includes 16" cast aluminum (PF9) wheels, power sunroof, ETR AM/FM stereo with 6-disc in-dash CD changer and OnStar with 1-year Safe & Sound Service, includes automatic notification ––

AVAILABLE

GT

ISTA

includes 17" Chrome Tech (PFE) wheels, power sunroof, ETR AM/FM stereo with 6-disc in-dash CD changer, and OnStar with 1-year Safe & Sound Service, includes automatic notification ––

INTERIOR

GT

ISTA

includes driver's power 6-way seat adjuster, leather-wrapped steering wheel rim, shift knob and brake handle and steering-wheel-mounted radio controls. Available in Ebony, Morocco, or Taupe interior trim.

PREMIUM VALUE PACKAGE

GT

ISTA


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

MECHANICAL

EXTERIOR

STANDARD

GT

ISTA

PREMIUM VALUE PACKAGE

GT

ISTA

PREMIUM PERFORMANCE PACKAGE

GT

ISTA

Sound system feature, Monsoon 8-speaker 200-watt high-performance stereo system with 200-watt high-performance power amplifier, OnStar with 1-year Safe & Sound Service, includes automatic notification ––

G6 SEDAN EQUIPMENT AND OPTIONS

EXTERIOR

GT

ISTA

PREMIUM VALUE PACKAGE

GT

ISTA

PREMIUM PERFORMANCE PACKAGE

GT

ISTA

Sound system feature, Monsoon 8-speaker 200-watt high-performance stereo system with 200-watt high-performance power amplifier, OnStar with 1-year Safe & Sound Service, includes automatic notification ––

INTERIOR

G6

GT

ISTA

PREMIUM VALUE PACKAGE

GT

ISTA

PREMIUM PERFORMANCE PACKAGE

GT

ISTA

Sound system feature, Monsoon 8-speaker 200-watt high-performance stereo system with 200-watt high-performance power amplifier, OnStar with 1-year Safe & Sound Service, includes automatic notification ––

STANDARD 2 AVAILABLE

Esta sobre el vehículo, está compuesto por ciertos componentes de seguridad que pueden ser accesorios de bajo costo que el propietario puede instalarse. Los componentes de seguridad son el colchón del airbag, el sistema de frenos, la foto de la seguridad y el sistema de seguridad de las puertas. Estos componentes de seguridad se pueden instalar en el coche. Se recomienda que el propietario consulte con un profesional de la industria para obtener más información acerca de los componentes de seguridad que se pueden instalar.

NOTAS

1. STANDARD 2 AVAILABLE

2. AVAILABLE

3. GT NOT AVAILABLE WITH 6-SPEED MANUAL TRANSMISSION.


5. Requires GT engine.

6. Requires UNO sound system.
<table>
<thead>
<tr>
<th>ENGINE MODEL</th>
<th>CITY/HWY</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.4L (LE5) G6</td>
<td>23/32</td>
</tr>
<tr>
<td>3.5L (LX9) G6</td>
<td>22/32</td>
</tr>
<tr>
<td>3.5L (LX9) G6 GT</td>
<td>21/29</td>
</tr>
<tr>
<td>3.9L (LZ9) GTP – automatic</td>
<td>18/24</td>
</tr>
<tr>
<td>3.9L (LZ9) GTP – manual</td>
<td>18/26</td>
</tr>
</tbody>
</table>

**Sedan Equipment and Options (continued)**

**Standard Equipment**

- 3.5L 4.0L 3.5L 3.9L
- Axle, 3.91 ratio – S
- Axle, 3.05 ratio – S
- Axle, 3.29 ratio – S
- Axle, 3.55 ratio (manual) – A
- Axle, 3.69 ratio – S
- Brakes, 4-wheel disc – S
- Brakes, 4-wheel disc, includes larger front rotors – S
- Brakes, 4-wheel anti-lock, 4-wheel disc, includes Enhanced Traction System – S
- Brakes, 4-wheel anti-lock, 4-wheel disc, includes Traction Control System – S
- Engine block heater – AAAA
- Engine (LE5), 2.4L, 4-cylinder (167 hp @ 6300 rpm, 162 lb-ft @ 4500 rpm) – S
- Engine (LX9), 3.5L, V6 (201 hp @ 5600 rpm, 222 lb-ft @ 3200 rpm) – S
- Engine (LZ9), 3.9L, V6 (240 hp @ 6000 rpm, 241 lb-ft @ 2800 rpm) – S
- StabiliTrak, Dynamic Control System, driver controlled – S
- Steering, electric power steering – S
- Suspension, touring – SS
- Suspension, Sport, with direct acting front stabilizer bar, enhanced steering rack bushing, and thicker rear stabilizer bar – S
- Traction control, Traction Control System, Full Function – S
- Transmission (M15), 4-speed automatic, electronically controlled with overdrive, includes manual shift mode – A
- Transmission (MN5), 4-speed automatic, electronically controlled with overdrive (includes manual shift mode on GT model) – S
- Transmission, 6-speed manual, includes 3.55 rear axle ratio – A

**Genuine GM Accessories.**

Your Pontiac dealer has the extras that make G6 even more responsive to your tastes. For the record, they are the only accessories tested and verified to meet original equipment standards for performance, appearance, and safety. More are being added monthly. Check pontiacaccessories.com for the latest information and availability.

<table>
<thead>
<tr>
<th>ACCESSORY</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. QC1</td>
<td>16&quot; STEEL WITH BOLT-ON WHEEL COVERS</td>
</tr>
<tr>
<td>2. PFE</td>
<td>17&quot; CAST ALUMINUM, CHROME TECH, FIVE-SPOKE</td>
</tr>
<tr>
<td>3. PF9</td>
<td>16&quot; CAST ALUMINUM, PAINTED, MULTISPOKE</td>
</tr>
<tr>
<td>4. PFF</td>
<td>17&quot; CAST ALUMINUM, PAINTED, FIVE-SPOKE</td>
</tr>
<tr>
<td>5. NW2</td>
<td>18&quot; ALLOY, ULTRA-BRIGHT, FIVE-SPOKE, FLANGELESS</td>
</tr>
<tr>
<td>6. NW5</td>
<td>18&quot; ALUMINUM, PAINTED, FIVE-SPOKE, FLANGELESS</td>
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</tbody>
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**Dimensions (inches) & Capacities**

<table>
<thead>
<tr>
<th>SEDAN COUPE</th>
<th>WHEELBASE</th>
<th>112.3</th>
<th>112.3</th>
</tr>
</thead>
<tbody>
<tr>
<td>OVERALL LENGTH</td>
<td>189.0</td>
<td>189.1</td>
<td></td>
</tr>
<tr>
<td>BODY WIDTH</td>
<td>70.6</td>
<td>70.4</td>
<td></td>
</tr>
<tr>
<td>OVERALL HEIGHT</td>
<td>57.1</td>
<td>56.4</td>
<td></td>
</tr>
<tr>
<td>TRACK WIDTH, FRONT/REAR</td>
<td>59.6/60.0</td>
<td>59.8/60.4</td>
<td></td>
</tr>
<tr>
<td>HEAD ROOM, FRONT/REAR</td>
<td>39.0/36.5</td>
<td>38.9/36.3</td>
<td></td>
</tr>
<tr>
<td>SHOULDER ROOM, FRONT/REAR</td>
<td>55.4/55.4</td>
<td>54.2/51.1</td>
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</tr>
<tr>
<td>HIP ROOM, FRONT/REAR</td>
<td>52.7/51.9</td>
<td>52.6/49.9</td>
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</tr>
<tr>
<td>LEG ROOM, FRONT/REAR</td>
<td>42.2/37.6</td>
<td>42.2/35.8</td>
<td></td>
</tr>
<tr>
<td>CURB WEIGHT (LBS)</td>
<td>3,240</td>
<td>3,415</td>
<td></td>
</tr>
<tr>
<td>CARGO VOLUME (CUBIC FEET)</td>
<td>14.0</td>
<td>12.0</td>
<td></td>
</tr>
<tr>
<td>FUEL CAPACITY (GALLONS)</td>
<td>16</td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>SEATING CAPACITY (FRONT/REAR)</td>
<td>2/3</td>
<td>2/3</td>
<td></td>
</tr>
</tbody>
</table>

**EPA Estimated Fuel Economy**

<table>
<thead>
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</tr>
</tbody>
</table>

**Wheel Options**

- Steel 16" alloy wheel
- Chrome 17" alloy wheel
- Heavyweight floor mats
- Chrome exhaust tip
- Rear deck spoiler
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Covered for three years/60,000 miles, whichever comes first:
• The complete vehicle
• Tire
• Towing to your nearest Pontiac dealership (a) for corrosion-related issues that may affect safety or vehicle use, (b) for corrosion-related issues that can impair normal driving, (c) for cosmetic corrosion resulting from defects in workmanship or material of any alteration by such suppliers.
• Repairs made to correct any vehicle defect
• No charge for most warranty repairs
• Cosmetic corrosion resulting from defects
• Additional repairs to the vehicle
• Tires

Covered for six years/100,000 miles, whichever comes first:
• Repairs made to correct any vehicle defect
• Cosmetic corrosion resulting from defects
• Additional repairs to the vehicle
• Tires

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• 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

For more information on GM, click pontiac.com or call the Pontiac Customer Assistance Center at 1-800-2-PONTIAC.

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ONSTAR. OnStar services require vehicle electrical system and wireless service to be available and operating for features to function properly. OnStar relies on existing emergency service providers as well as wireless and satellite technologies and is subject to their limitations. The U.S. Federal Communications Commission (FCC) ruled that wireless carriers will no longer be required to support the analog wireless network after February 17, 2008. As of January 1, 2008, OnStar plans to offer service only through equipment that operates on the digital network, which may require the purchase of a system upgrade. Call 1-888-4ONSTAR (1-888-466-7827), see your OnStar Owner’s Guide, or visit onstar.com for system information and details.

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