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.
IT STARTS WITH POWER

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GTO SHOWN HERE AND ON PREVIOUS PAGE IN PHANTOM BLACK METALLIC. SOME PHOTOS SHOWN IN THIS CATALOG MAY CONTAIN OPTIONAL EQUIPMENT.
GTO is about balanced performance: acceleration, handling, steering, and braking. What performance starts with, of course, is power. By elevating GTO to the exalted 400-horsepower mark, 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, Nismo 3, and the BMW M 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 racing 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 Prototypes 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.
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 RACING SERIES CLASS**

The GT-R, a racing variant of the street car, found quick success following its ’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 RACING 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 record consecutively won) 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.
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 forcornering, 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 100 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.
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 straight-shaft-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 rear trailing arm independent rear suspension helps keep both rear wheels squarely planted over 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.

Both GTO’s transmission choices use the same low 3.46:1 final drive ratio for greater even 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.

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*Testing conducted by ProFormance and sanctioned by SCCA. Based on tests performed April 2005 using 2005 models and SCCA’s performance and handling index.
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.
128 FT.
0 MPH
60 MPH
STOPPING DISTANCE

F E E T
0 20 40 60 80 100 120 140

(Approximate)
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 structure, outer panel, even door closures, is built to tolerances confirmed by laser measurement. Fundamental to GTO’s performance orientation, the process results in a fault, roadworthy feel. Capitalizing on the vehicle’s structural integrity, engineers also focused attention on powertrain isolation and sealing techniques, including triple door seals, providing the vehicle with excellent Noise, Vibrations, 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.
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. 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 GTO’s dominant interior theme are true racer-style drilled aluminum pedals, positioned to facilitate heel-and-toe driving.
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).
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.

- Phantom Black Metallic
- Quicksilver Metallic
- Impulse Blue Metallic
- Spice Red Metallic
- Brashin Orange Metallic
- Cyclone Gray Metallic
- Torrid Red
**S E T T I N G S**

**Electronics and Infotainment**

- **Audio**
  - 6-disc, in-dash CD changer, with Blaupunkt 200-watt 10-speaker audio system.
- **Navigation**
  - GPS navigation system with 6.5-inch LCD touchscreen.

**Security and Stability**

- **Steering**
  - Power-assisted variable-ratio steering.
- **Suspension**
  - Fully independent suspension with MacPherson strut front and semi-trailing arm rear.
- **Brakes**
  - 12.6 x 1.25-inch vented discs front and 11.25 x .75-inch vented discs rear.
- **Differential**
  - Limited-slip differential.

**Performance Data**

- **Engine**
  - 6.0L Gen IV LS2 V8 (400 hp/400 lb-ft torque).
- **Transmission**
  - 4-speed automatic standard; Tremec close-ratio 6-speed manual available.
- **Performance**
  - 0-60 under 5 seconds.
- **EPA fuel economy**
  - Automatic 16 city/21 highway.

**Dimensions (in inches)**

- **Length**
  - 189.8
- **Width**
  - 72.5
- **Height**
  - 54.9
- **Wheelbase**
  - 109.8
- **Track front**
  - 61.8
- **Track rear**
  - 60.1
- **Hip room front/rear**
  - 58.0/50.2
- **Shoulder room front/rear**
  - 59.7/51.7
- **Leg room front/rear**
  - 42.2/37.1
- **Head room front/rear**
  - 37.3/37.3

**MUSCLE AND TIRES**

- **Brakes ABS**
  - 4-channel, 4-wheel.
- **Safety**
  - 5-seat, 5-point driver and front passenger, seatbelt pretensioners.
- **Traction Control**
  - Bosch 3-channel ABS, electronic brake proportioning, 3-way adjustable control.
- **Stabilizer bars**
  - Front and rear.
- **Shift Knob**
  - Leather-trimmed.
- **Seatbelts**
  - 3-point, driver and front passenger.
- **Power Door Locks/Unlocks**
  - Power.
- **Door Lockout Protection**
  - Driver and front passenger.
- **Safety and Security**
  - Safety решетное устройство: 3-point, rear, all positions.
  - Safety жилет: 3-point, rear, all positions.
  - Safety жилет: 3-point, rear, all positions.

**Styling and Functionality**

- **Exterior**
  - 18 x 8-inch, 5-spoke, Satin-Silver painted.
  - 17 x 8-inch, 5-spoke, Satin-Silver painted.

**Capacities**

- **Fuel tank capacity**
  - Approx. 18 gal.
- **Trunk space**
  - Approx. 7 cu. ft.
- **Seating capacity**
  - 4

- **Safety and Security**
  - 0-60 under 5 seconds.
- **Performance Data**
  - Automatic 17 city/21 highway.
- **Soundproofing**
  - Automatic 17 city/21 highway.
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  - Automatic 17 city/21 highway.
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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

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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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, features, specifications, models, and availability. Specifications, dimensions, measurements, weights, 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. Some service information may have been updated since the time of printing (October 2005). Always check with your Pontiac dealer for complete details. Pontiac reserves the right to change or discontinue the model year for any product at any time, 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. Any new Pontiac dealer reserves the right to inspect and condition.
Covered for three years/36,000 miles, whichever comes first:
• The complete vehicle
• Tires
• Glass in your Pontiac dealership
• Cosmetic corrosion resulting from defects
• Repairs made to correct any vehicle defect
• No charge for recall examination

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 equipped 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 retailer is solely responsible for warranties on the body or equipment and any after-effect or any effect of the alteration 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.