



## 2004 Product Information



### >>> PONTIAC GRAND PRIX

#### NEW FOR 2004

- Comp G handling package includes 17-inch wheels and V-rated tires, TAPshift and StabiliTrak Sport (available on GTP)
- 3800 3.8L Series III engine equipped with Eaton supercharger produces 260 hp (186 kw) and 280 lb.-ft. (380 Nm) torque (standard on GTP)
- Head Up Display (HUD) now allows driver to operate at night in "stealth" mode (GT2 and GTP)
- TAPshift (Touch Activated Power) switches from an automatic to manual using Formula One-style paddles on the steering wheel
- Four-channel vehicle stability enhancement system
- Rear doors open to 82 degrees; 60/40 split folding rear seats; and fold-flat front passenger seat
- Trunk opening is nearly 10 inches wider and lift-over height almost 6 inches lower
- Optional head-curtain side air bags
- Front-seat safety belt pretensioners

#### MODEL LINEUP

	ENGINES		TRANSMISSION
	3800 3.8L Series III V-6	3800 SC 3.8L Supercharged Series III V-6	4-spd auto (Hydra-Matic 4T65-E)
GT1	s	–	s
GT2	s	–	s
GTP and Comp G	–	s	s

Key:

Standard                   s  
 Not available           –



### 2004 PONTIAC GRAND PRIX – FOUR DECADES OF HIGH-PERFORMANCE LUXURY

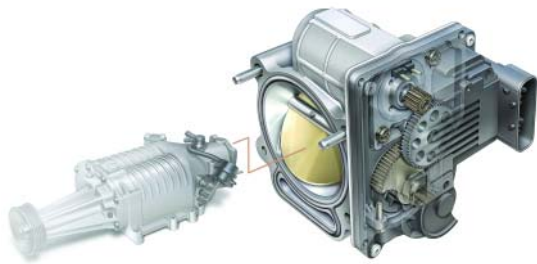
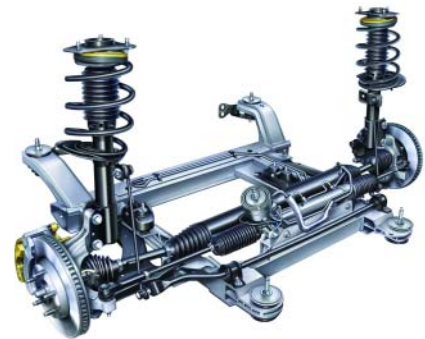
For more than 40 years, Pontiac Grand Prix has delivered style, performance and passion to large car enthusiasts. When it was introduced in 1962, Grand Prix came with standard bucket seats, a center console and very little exterior chrome – almost unheard of in a full-size car. The high-performance coupe also sold about 100,000 copies during the first two years of production.

For 2004, the all-new Grand Prix sets a new benchmark for style, all-around performance and excitement in a full-size sedan. The GT1, GT2 and supercharged GTP share changes in style, performance and comfort without losing the attributes that have made Grand Prix a winner since the first one rolled off the assembly line in the early '60s.

Class-leading design has also been an important part of Grand Prix's heritage. Designer John Manoogian describes the exterior of the new Grand Prix as understated. "It builds smartly on the classic 'less is more' philosophy underpinning Pontiac's contemporary design direction," said Manoogian. "At the same time, though, the car has all the things that people have always loved about the Grand Prix, including a strong wheel-to-body relationship and a wide, planted stance."

#### Suspension

Grand Prix is known for handling smooth stretches of interstate or curvy country roads equally well. WideTrack is key to its flat cornering and superb handling characteristics, even when the road is uneven. With the wheels wider apart, less weight is transferred in the turns and tire loads are more evenly balanced. At the heart of WideTrack handling is a four-wheel independent suspension featuring MacPherson struts with coil springs, lower A-arm and a 20-mm solid anti-roll bar in the front. Grand Prix's rear independent suspension features a tri-link coil-over-strut design and a 17.2-mm anti-roll bar on the GT and GTP. A 20-mm hollow anti-roll bar is used on the Comp G package. The result is a sportier ride with a solid, balanced feel that can make even a run to the grocery store a satisfying experience.



#### Powertrains

The 2004 Grand Prix offers two versions of its 3800 3.8L Series III V-6 engine. The normally aspirated 3.8L V-6 powers Grand Prix GT1 and GT2 models with 200 hp (145 kw) and 230 lb.-ft. (305 Nm) of torque and is mated to a four-speed automatic transmission. The top-of-the-line GTP is powered by a 3.8L V-6 with a high-performance Eaton supercharger that pumps out 260 hp (186 kw) and 280 lb.-ft. (380 Nm) of torque. Both engines employ electronic throttle control (ETC) to provide no-lag engine response.

#### Comp G

The new Competition Group Package (Comp G), optional on the GTP model, makes Grand Prix capable of attaining .83G of lateral acceleration in turns. StabiliTrak, a segment-exclusive four-wheel vehicle stability enhancement system, also is included in the Comp G package. StabiliTrak helps the driver maintain control of the vehicle in sudden maneuvers, particularly in low traction conditions, in emergency lane changes, and during avoidance maneuvers. If the system determines that the vehicle is not responding appropriately to the driver's

steering, StabiliTrak precisely reduces engine torque and applies precise amounts of pressure to the individual front brakes to slow the vehicle and help bring it back to its intended path.

Also standard with the Comp G package is TAPshift (Touch Activated Power), a feature providing all the fun of driving a manual transmission while retaining the convenience of an automatic. TAPshift uses Formula One-style paddles on each side of the steering wheel to manually control which gear the driver chooses. One click on the front of the paddle moves the transmission up a gear, while one tap from the backside produces a downshift. TAPshift holds the car in a specific gear until instructed by the driver to change.

### **Safety**

Safety is always a high priority for Grand Prix. Standard equipment for all 2004 Grand Prix models include driver and front-passenger dual-stage air bags and front-seat safety belt pretensioners. Side-impact head-curtain air bags are available. Every Grand Prix has manual lap/shoulder safety belts for all positions. Crash-avoidance features on Grand Prix include four-wheel anti-lock brakes (standard on GT2 and GTP models), an enhanced traction system available on GT1 and standard on GT2 models, all-speed traction control on the GTP, daytime running lamps with automatic exterior lamp control and tires with built-in tread wear indicators. GT2 and GTP models both have standard tire inflation monitoring systems, warning the driver if a tire should become under-inflated.

The head up display (HUD) now allows the driver to operate at night in "stealth" mode, enabling the driver to navigate with the instrument lights off for better night vision. HUD features include speed, compass, entertainment functions, warning messages and shift indicator for TAPshift.

### **Convenience and comfort**

Standard comfort features include a climate control that features manual settings and heating and cooling outlets for the rear seat. Also standard on all Grand Prix models is a center console with integral armrest, storage compartment and two power outlets; rear reading lamps; assist grips; electronic cruise control; power programmable door locks; a driver information center; remote keyless entry; AM/FM stereo with CD player; and rear-seat passthrough.



Grand Prix models also offer more versatility choices in 2004. The rear doors swing open 82 degrees, making it easier to enter and exit the rear seat and to load bulky items like a large TV or computer box. It's also simpler to load cargo, like bicycles or extra-wide boxes into the trunk, as the opening is nearly 10 inches (254 mm) wider and the lift-over height almost 6 inches (152 mm) lower. And, with the optional fold-flat front passenger seat coupled with the standard 60/40 split-folding rear seats, items as long as a 9-foot (2.7-meter) ladder or kayak can fit inside the vehicle with the trunk closed. It will make those sporting trips or jaunts to the lumberyard a snap. GT2 and GTP models include a trunk storage net to help confine cargo during trips.

### **Performance standard**

The 2004 Grand Prix is loaded with power and style. The full model line upholds the characteristics that have made Grand Prix great for four decades and its combination of good looks and high performance continue to set the standard for the sedan market. With the all-new 2004 model, Grand Prix is positioned for another four decades of performance leadership and excitement.

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## SPECIFICATIONS

### OVERVIEW

Models:	Pontiac Grand Prix GT (GT1 and GT2) GTP, GTP with Competition Group option
Body style / driveline:	5-passenger, front-engine, front-drive sedan
Construction:	unitized body frame, 1- and 2-sided galvanized steel
EPA vehicle class:	mid-size sedan
Manufacturing location:	Oshawa, Ontario, Canada
Key competitors:	Nissan Maxima, Dodge Intrepid, Nissan Altima, Honda Accord

### ENGINES

	<b>3800 3.8L Series III V-6 (L26)</b>	<b>3800 SC 3.8L Supercharged Series III V-6 (L32)</b>
Application:	std on GT	std on GTP
Type:	3.8L V-6	3.8L supercharged V-6
Displacement (cu in / cc):	231 / 3791	231 / 3791
Bore & stroke (in / mm):	3.8 x 3.4 / 96.52 x 86.36	3.80 x 3.40 / 96.52 x 86.36
Block material:	thin wall cast iron	thin wall cast iron
Cylinder head material:	cast iron	cast iron
Valvetrain:	OHV, 2 valves per cylinder	OHV, 2 valves per cylinder
Ignition system:	electronic	electronic
Fuel delivery:	sequential-port fuel injection	sequential-port fuel injection
Compression ratio:	9.4:1	8.5:1
Horsepower (hp / kw @ rpm):	200 / 145 @ 5200	260 / 186 @ 5200
Torque (lb-ft / Nm @ rpm):	230 / 312 @ 4000	280 / 380 @ 3600
Recommended fuel:	87 octane	92 octane
Maximum engine speed (rpm):	5900	5800
Emissions controls:	catalytic converter/EGR	catalytic converter/EGR
Estimated fuel economy (mpg city / hwy / combined):	20 / 30 / 24	18 / 28 / 22

## TRANSMISSION

Type:	Hydra-Matic 4T65-E 4-speed electronic automatic FWD transverse
Gear ratios (:1):	
First:	2.92
Second:	1.57
Third:	1.00
Fourth:	0.71
Reverse:	2.39
Final drive ratio:	3800: 3.05:1 (GT) 3800 SC: 2.93:1 (GTP) 3800 SC: 3.29:1 (GTP with Comp G Package)

## CHASSIS/SUSPENSION

Front:	MacPherson struts with coil springs, lower A-arm, 20-mm solid anti-roll bar
Rear:	independent, tri-link coil over strut, 17.2-mm anti-roll bar on GT/GTP
Steering type:	low-friction rack and pinion, power-assisted with Magnasteer I on GT2/GTP, Magnasteer II on GTP with Comp G
Steering ratio:	13.2:1
Steering wheel turns, lock-to-lock:	2.4
Turning circle, curb-to-curb (ft / m):	37.4 / 11.3

## BRAKES

Type:	4-wheel disc, ABS std on GT2 and GTP, opt on GT1; front: vented discs, power assisted; rear: solid discs, power assisted
Rotor diameter:	front: 11.7 / 297; rear: 10.5 / 270

## WHEELS/TIRES

	<b>GT1/GT2</b>	<b>GTP</b>	<b>GTP Comp G</b>
Wheel size and type:	16-inch steel, 16-inch 5-spoke aluminum (GT2)	17-inch 5-spoke aluminum, std tire inflation monitoring system	17-inch multi-spoke aluminum, std tire inflation monitoring system
Tires:	Goodyear Eagle LSP225/60R16, S speed-rated	Michelin Energy P225/55R17, H speed-rated	Goodrich Comp T/A P225/55R17, V speed-rated

## DIMENSIONS

Exterior	GT1	GT2	GTP
Wheelbase (in / mm):	110.5 / 2807	110.5 / 2807	110.5 / 2807
Overall length (in / mm):	198.3 / 5038	198.3 / 5038	198.3 / 5038
Overall width (in / mm):	73.8 / 1875	73.8 / 1875	73.8 / 1875
Overall height (in / mm):	55.9 / 1420	55.9 / 1420	55.9 / 1420
Track (in / mm):	front: 61.7 / 1568 rear: 62.1 / 1577	front: 61.7 / 1568 rear: 62.1 / 1577	front: 61.7 / 1568 rear: 62.1 / 1577
Curb weight (lb / kg):	3477 / 1577	3484 / 1581	3583 / 1625
Weight distribution (% front / rear):	62 / 38	62 / 38	N/A
Interior			
Seating capacity (front / rear):	2 / 3		
Head room (in / mm):	front: 38.5 / 978; rear: 36.5 / 928		
Leg room (in / mm):	front: 42.4 / 1076; rear: 36.5 / 926		
Shoulder room (in / mm):	front: 57.9 / 1472; rear: 55.5 / 1410		
Hip room (in / mm):	front: 54.6 / 1388; rear: 53.5 / 1360		

## CAPACITIES

EPA interior volume (cu ft / L):	114 / 3228
Cargo volume (cu ft / L):	16 / 453, 57 / 1614 with all seats folded down
Trailer towing maximum (lb / kg):	1000 / 454
Fuel tank (gal / L):	17 / 64.3
Engine oil (qt / L):	3.8L engine: 4.3 / 4.1
Cooling system (qt / L):	3.8L engine: 11.2 / 10.6

Note: Information shown is current at time of publication. Please visit our GM Media web site at <http://media.gm.com> for updates.

### GRAND PRIX AND PONTIAC ACCESSORIES RAISE CUSTOMER'S LEVEL OF EXCITEMENT

Customers looking to personalize the exterior of the Grand Prix need look no further than Pontiac Accessories. Adding to the Grand Prix's sporty profile are accessories influenced by the Pontiac G-Force Grand Prix and Solstice roadster concept vehicles, featured during the 2002 auto show season.

"We recognize the excitement generated in car owners by the Grand Prix's performance and styling," said Nancy Philippart, GM Service and Parts Operations (SPO) executive director – GM Accessories Business Channel. "We have worked closely with the designers responsible for Grand Prix's distinctive styling to push its sports-car appearance and performance attributes to the limit."

Pontiac Accessories allow customers to add a finishing touch and put a personal mark on their vehicle. The addition of accessories offers Grand Prix customers a renewed passion for performance.

#### **Performance and appearance accessories**

Several accessories enhance the Grand Prix's performance appearance, including stainless steel exhaust tips and hex-patterned grille inserts. The exhaust tips are impervious to rust and corrosion, and are designed to replace the existing tips. The grille inserts create a bold statement with a light-value satin nickel finish and a hex pattern that fits flush to the fascia surface.

A rear-wing spoiler is larger and more expressive than the standard spoiler offered on the vehicle, and is available in black, white, sport red, galaxy silver, or primed. The spoiler bolts directly to the decklid using the same corrosion-protected holes as the standard spoiler.

#### **Available at Pontiac dealers**

All Pontiac Accessories can be purchased through Pontiac dealerships.

Pontiac Accessories permanently installed on a new GM vehicle at the time of delivery will be covered under the GM New Vehicle Limited Bumper-to-Bumper Warranty. GM Parts and Accessories permanently installed by a GM dealer after vehicle purchase will be covered for the balance of the new vehicle warranty, but in any event no less than 12 months or 12,000 miles.

Please visit [www.gmaccessorieszone.com](http://www.gmaccessorieszone.com) or call toll-free at 866-901-9001 to speak to one of GM's knowledgeable accessory agents.

SPO, headquartered in Grand Blanc, Mich., markets automotive replacement parts and accessories worldwide under the GM Parts and ACDelco brand names. For more information, visit the GM Goodwrench web site at <http://www.gmgoodwrench.com>.

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