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The 2004-2006 Pontiac GTO is one of the coolest cars on the used ... All of that power is sent through a six-speed manual transmission, and right next to the shifter sits a hydraulic e-brake which ...

Supercharged Pontiac GTO That Won't Quit

There is the option of either a four-speed automatic transmission or a Tremec six-speed manual. Also standard are traction control and a limited-slip differential. The Pontiac GTO is a carryover ...

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2006 Pontiac GTO

That's the harshest indictment we can make against this new Pontiac GTO. Yes, there are other ... a \$695 six-speed Tremec manual transmission that replaces the standard Hydra-Matic 4L60-E four ...

Tested: 2004 Pontiac GTO
Deserves the Show to Match its
Go

The sporty front-wheel-drive HHR was sold either with a five-speed manual transmission or a four-speed ... The fifth-generation Pontiac GTO was not the retro-cool muscle car people wanted it ...

2000s Cars That Weren't Cool
Then But Are Definitely Cool Now
The first of their modern muscle

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cars to appear was the revived Pontiac GTO that was built in Australia ... four-speed manual transmissions, sexy bodies and even sexier advertising, gasoline ...

Modern muscle on wheels

The 1965 Pontiac GTO comes with a 389ci Tri-Power V8 rated by the factory at 360-horsepower at 5200 rpm and a monstrous 424 lb.-ft. of torque at 3600 rpm. This particular car comes with a manual ...

1970 Chevelle SS 454 Vs 1965 Pontiac GTO

The ZL427 and ZL454 are based on the Camaro SS ' 6.2-litre V8s bolted to the 6-speed automatic and 6-speed manual transmissions

Read Online 2006 Gto Manual Transmission For Sale in its "E90" iteration from 2006 to 2011 (i ...

2011 Chevrolet Camaro SLP ZL585 Review

the M400 is essentially the same as the Noble M12 GTO-3R we tested in March 2005. To get past the hurdles of emissions and safety standards, the M400 is sold sans engine and transmission ...

Tested: 2006 Noble M400
Find a cheap Used Mitsubishi GTO Car near you Search 2 Used Mitsubishi GTO Listings. CarSite will help you find the best Used Mitsubishi Cars, with 271,472 Used Cars for sale, no one helps you more.

Used Mitsubishi GTO Cars for Sale

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The Chevrolet SSR is powered by Chevrolet's LS2 engine, a modified 400-horsepower 5.7 liter V8, the same powerplant as the Pontiac GTO and Chevrolet Corvette. Although powerful, the heavy car is ...

2005 Chevrolet SSR

2006-2009 Rockstar Games.

Rockstar Games, R*, Midnight Club marks/logos owned by Take-Two Interactive Software. All other marks/designs property of their owners. See manual for details.

Best price for MCLA: Complete on Xbox 360

I bought mine new in January 2006 after I totaled my 1999 BMW Dinan M3. The GTO is simply an amazing performer. The only mod

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Sale on it is a K&N cold air intake, which actually added a little spunk to it.

Used 2006 Pontiac GTO for sale in Charlotte, NC

I bought mine new in January 2006 after I totaled my 1999 BMW Dinan M3. The GTO is simply an amazing performer. The only mod on it is a K&N cold air intake, which actually added a little spunk to it.

Used 2006 Pontiac GTO for sale in Bassett, VA

The 2004-2006 Pontiac GTO is one of the coolest ... All of that power is sent through a six-speed manual transmission, and right next to the shifter sits a hydraulic e-brake which makes sliding ...

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Supercharged Pontiac GTO That
Won't Quit

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... in its "E90" iteration from 2006
to 2011 (i ...

By the mid-1960s, the American
automotive market was yearning
for faster, more responsive, and
sportier cars, and a crew of high-
performance enthusiasts at Pontiac
recognized this. Large V-8s were
commonly installed in full-size
cars, but performance was
hampered by pure chassis weight.
Under the guidance of Bunkie
Knudsen, John DeLorean, Bill

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Collins, and others, Pontiac installed the high-performance 389 V-8 into the nimble and lightweight intermediate-size LeMans chassis. It was a watershed moment for Pontiac; the 1964 GTO delivered astounding performance and created the muscle car blueprint that the Detroit manufacturers followed in the 1960s and 1970s. This volume in the Muscle Cars In Detail Series delivers a comprehensive review of this trend-setting and historic car. The GTO housed a 389 V-8 engine with a single Carter AFB 4-barrel carburetor, and along with dual exhaust and 4-speed manual transmission, it supplied extraordinary performance. To improve traction and handling, the GTO was fitted with stiffer

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Springs, limited-slip differential, larger-diameter front sway bar, and wider wheels. And to give it panache, the GTO was adorned with distinctive badges and a hood scoop. The 1964 GTO is a landmark car, and this book goes well beyond the glossy overview of other books about this car. All In Detail Series books include an introduction and historical overview, an explanation of the design and concepts involved in creating the car, a look at marketing and promotion, and an in-depth study of all hardware and available options, as well as an examination of where the car is on the market today. Also included is an appendix of paint and option codes, VIN and build-tag decoders, as well as production numbers.

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p.p1 {margin: 0.0px 0.0px 0.0px
0.0px; font: 12.0px Arial} After a brainstorming session, Pontiac executives and engineers decided to slot a 389-ci V-8 into the intermediate-sized Tempest against GM rules and the GTO was created. Little did they know what a profound impact that decision would make. The GTO would become a sensation and later was recognized as the first muscle car of the 1960s. Visionaries Pete Estes, John DeLorean, and other key Pontiac executives knew the youth market was waiting for a bold, lightweight sporty car. When their staff toyed with the concept of putting the large V-8 in the car,

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Pontiac executives jumped on the idea to meet that perceived market demand. Pontiac had a high-performance street car that could light up its tires and outperform the vast majority of the cars on the road. It also reshaped Pontiac ' s image of a company producing stodgy, lumbering full-size cars into a high-performance youth brand. Pontiac expert and long-time writer David Bonaskiewich delves deep into the GTO model and its history, bringing the equipment and options of this iconic muscle car into full focus. He reveals the hardware under the sheet metal: the V-8 engines, manual and automatic transmissions, rear differentials, interior options, color codes, and so much more. When the GTO was

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Released in 1964, it was offered as a unique performance package to the Tempest, and high-performance enthusiasts stood up and took notice. Examined are the GTO ' s 4-barrel 389 with dual exhaust, 3-speed floor shifter, stiffer suspension, limited-slip differential, and heavy-duty cooling system. The 1965 GTO was restyled with more interior room being added, and the renowned 389 Tri-Power engine joined the lineup, cranking out 360 hp. By 1966, the GTO was a runaway success. Pontiac made the GTO its own model, and it featured a sleeker Coke-bottle styling. A convertible joined the hardtop, and a pillared coupe also joined the lineup. The 1967 Pontiac GTO was arguably one of

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Sub most the superbly styled models ever, with a wide range of engines and high-performance hardware. All of these important upgrades, advancements, and model evolutions are covered in exceptional detail. The GTO stands alone in the annals for muscle car history. Not only did Pontiac create a classic muscle car, it created the muscle car blueprint that other Detroit manufacturers followed in the years to come. A glossy surface overview of this iconic model does not do it justice. If you have been searching for the in-depth, nuts-and-bolts guide to GTO equipment and options, you need look no further. p.p1 {margin: 0.0px 0.0px 0.0px 0.0px; font: 12.0px Arial}

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Take the fear out of buying your next GTO with this comprehensive, accurate and dependable ID guide to Pontiacs muscle powerhouse. Reliable data on buying, selling, restoring, appraising and owning a GTO, plus information to assist in deciphering trim codes, varifying VINs, interpreting body body codes, authenticating engine numbers, and more. Crammed with vital data. Old Cars Weekly. Sftbd., 8x 10 3/4, 121 pgs., 77 b&w ill., 20 color pgs.

In 1963 Pontiac's Chief Engineer John DeLorean and his two favorite staff engineers, Bill Collins and Russ Gee, came up with an inspired way to keep Pontiac cars in the performance limelight: bolt a big engine into

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Pontiac's upcoming Tempest intermediate body. Thus was the GTO born. Through cunning, resourcefulness, and outright trickery the minds of Pontiac managed to get this rocket into dealerships and out onto America's highways, and to introduce that most iconic of American automobiles, the muscle car, to the nation ' s most discriminating drivers. This is the story of the GTO, of the people who made it a reality and a sales sensation, of those who owned and loved the cars. And it is, above all, a story of the cars themselves, from the initial option package offered for the 1964 model year through the high-performance late-model standouts. With color photographs, drawings, and detailed stats, this

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Book is not so much the story of a historic car as an illustrated biography of American muscle.

Collector's Originality Guide: Pontiac GTO 1964-1974 provides a bumper-to-bumper look at every component that makes the GTO a classic, from the distinctive taillights of the 1964 GTO to the Radial Tuned Suspension of the 1974 model. Year by year, component by component, you'll discover a comprehensive and useful guide on factory specifications for restoring, re-energizing, and simply admiring the pride of Pontiac.

Pontiac's GTO is often credited as

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Being the first muscle car. As model year 1966 ended, an astounding 96,946 GTOs traversed Pontiac assembly lines, which set a high-water mark that would cement the GOAT as the most salable muscle car that was produced during the golden age of performance. Author David Bonaskiewich examines this model year in precise detail, taking into account every cosmetic change and optional hardware that warranted this sales boom. The Coke-bottle styling for the remodeled GTO certainly tipped the scales for some consumers. However, as they say, "The devil is in the details." This book delves into those details, showcasing the vast array of optional equipment across its three bodystyles

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(hardtop, sports coupe, and convertible). Thorough examinations of the drivetrain, interior, suspension, brakes, and wheels and tires are exhaustive, which unveils exactly why the 1966 GTO was the most successful muscle car ever assembled. Tune up those Tri-Power carburetors, turn on your favorite tune, and twist the key with 1966 Pontiac GTO: In Detail!

When the Pontiac GTO debuted in the fall of 1963, few people could have predicted that the landscape of the performance car would be changed forever. With the new GTO, a genre of automobiles was born that combined image, character, and "muscle." 515,797 GTOs rolled off assembly lines

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from 1963 through 1974; it ' s undeniable just how influential these cars were. What Pontiac couldn't have predicted was just how collectible the GTOs would be decades later. Author Peter Sessler dissects the GTO and presents critical data including engine and transmission codes, rear axle identification, exterior and interior colors, options, production numbers, and VIN decoding. If you're at a car show and someone asks you what the distributor number is on your GTO, open this book and find the answer. Correctly restoring a GTO is no easy matter. With this book you take a giant step toward understanding just what components are needed to bring your old Goat back to life.

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Possessing this much data is a surefire way to become a GTO expert. It even fits in your back pocket!

How to Restore Your Pontiac GTO covers all aspects of restoration- engines and drivelines, bodywork, interior and trim, suspension, brakes, chassis, and steering. The book provides guidance to completely restore your GTO, step-by-step.

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