



For Immediate Release

PONTIAC SOLSTICE

Vehicle Highlights

- Pontiac's first production two-seat roadster
- 2.4L Ecotec engine with 177 hp (132 kw)*
- Built on new rear-drive Kappa platform
- Near 50/50 weight distribution
- Four-wheel independent SLA suspension
- AM/FM and CD stereo with six speakers
- Standard Aisin five-speed manual transmission
- Available Hydra-Matic 5L40-E five-speed automatic transmission (late availability)
- Eighteen-inch five-spoke aluminum alloy wheels

**Preliminary, pending certification.*

Model Lineup

	Engine	Transmissions	
	2.4L Ecotec four-cylinder	5-speed manual	5L40-E 5-speed automatic
Solstice	s	s	o

Key:	
Standard	s
Optional	o
Not Available	-

PONTIAC SOLSTICE IS PURE ROADSTER

Inspired by the pure driving experience offered by classic roadsters, the 2006 Pontiac Solstice delivers invigorating driving thrills with balanced performance from a sophisticated, Ecotec-based powertrain and delivers them in a curvaceous form that can be best described as seductive. True sports car features include rear-wheel drive, four-wheel independent SLA suspension, 18-inch aluminum alloy wheels and a powerful 2.4L Ecotec four-cylinder engine rated at 177 horsepower (132 kw).* A close-ratio Aisin five-speed close-ratio manual transmission is standard, while a five-speed automatic will become available later in the model year.

“The Solstice is pure roadster and the newest expression of performance at Pontiac,” said John Larson, general manager for Buick-Pontiac-GMC. “In addition to invigorating performance and the exhilaration of top-down driving, the Solstice delivers a roomy, well-equipped package that puts fun back into everyday driving.”

Solstice was first shown as a concept at the 2002 North American International Auto Show in Detroit, where it had gone from idea to driveable concept vehicle in four months. A groundswell of support inside General Motors and legions of admiring enthusiasts helped give the project a green light for production in 2004. Less than two years later, the production model is hitting the street – a remarkable achievement given the fact that the vehicle’s architecture was created from scratch.

Customers were invited to submit orders for the first 1,000 production vehicles on April 15, 2005, in an event tied to the Solstice’s appearance on an episode of NBC’s “The Apprentice.” It took only 41 minutes to pre-sell the exclusive “First 1,000” vehicles, which feature sequential VIN numbering, special badging and certificate of authenticity.

Well-equipped sports car

Although Solstice conveys a minimalist image, it is nonetheless well-equipped with the type of comfort and convenience items appreciated by enthusiastic drivers. The interior is surprisingly roomy, allowing for a comfortable driving position for tall drivers – a trait that some competitors’ roadsters cannot boast. Standard equipment includes:

- Racing-inspired sport bucket seats with convenient seat cushion and seatback storage
- Leather-wrapped manual shift knob
- AM/FM and CD stereo with six speakers
- Rear window defogger
- Rake-adjustable steering wheel
- Three cupholders
- Easy-to-operate cloth convertible top with glass backlight
- Dual frontal air bags

Additionally, several option packages are available:

Power package – includes power locks, mirrors and windows, along with remote keyless entry

Convenience package – includes cruise control, driver information center and fog lamps

Premium package – includes leather seating surfaces (Ebony or Steel/Sand two-tone), leather-wrapped steering wheel and steering wheel radio controls

Other available equipment includes air conditioning, carpeted floor mats, MP3-capable CD player radio, MP3-capable radio with six-disc in-dash CD player, Monsoon Premium seven-speaker system, OnStar and XM Satellite Radio.

OnStar-equipped Solstice models feature OnStar dual-mode (analog-digital) equipment. OnStar's digital equipment also includes enhanced hands-free voice recognition capabilities including more intuitive continuous digit dialing and improved voice recognition accuracy. OnStar is the leading provider of in-vehicle safety, security and information services in the United States and Canada . Using the GPS satellite network and wireless technology, OnStar features core safety services and OnStar Hands-Free Calling that allows drivers to make and receive voice-activated phone calls using an externally mounted antenna for greater reception.

The OnStar service standard on the 2006 Solstice includes the General Motors Advanced Automatic Crash Notification (AACN) system, making crash data available to the participating 911 centers to help them dispatch the appropriate live-saving personnel and equipment to crash scenes faster.

Standard excitement, solid performance

In keeping with the spirit of a pure sports car, Solstice is designed to feel like an extension of the driver's body. It is built on GM's new rear-wheel drive Kappa architecture, which uses independent short/long arm-type suspensions in the front and rear to give the Solstice a responsive, road-gripping driving feel. Other driver-focused features include:

- Bilstein coil-over monotube shocks at all corners
- Rack-and-pinion steering (power assisted)
- Eighteen-inch aluminum alloy wheels
- P245/45R18 all-season tires
- Large, four-wheel disc brakes, with 11.7-inch (297 mm) front rotors and 10.9-inch (277 mm) rear rotors
- Available limited-slip rear differential
- Cockpit-style instrument panel with motorcycle-inspired gauges
- Short-throw shifter

To provide a solid foundation for the Solstice's responsive suspension, engineers developed a lower-dominant tube structure for the chassis. Hydroformed frame rails, which run the full length of the vehicle, are the basis of the chassis, while additional stampings form a rigid structure onto which the bodywork is attached. The hydroforming process uses pressurized fluid to form each frame rail from a single piece of steel, rather than several pieces of steel welded together. This creates a stronger frame rail and requires less time to form it. Additional components and stampings are added to the frame rail during vehicle assembly.

A tunnel at the center of the chassis, which houses the transmission and driveshaft, is internally reinforced and enclosed at the bottom to enhance stiffness. This built-in strength reduces chassis flex and cowl shake in a vehicle designed from the outset as a convertible. The Kappa architecture's rigid structure also permits more precision when it comes to tuning the suspension. The short-long arm suspension design features forged aluminum upper and lower control arms that are strong and low in mass. The rear suspension also features a toe control link and the rear differential housing has an optimized three-point mounting design.

The Solstice's four-wheel disc brakes consist of 11.7-inch (297 mm) ventilated front rotors and 10.9-inch (277 mm) rear rotors, which combine to provide assured braking capability. ABS (with dynamic rear proportioning) is available. Engineers also executed on the following dynamic details to produce a world-class platform:

- A near 50/50 weight distribution provides a balanced handling feel
- Hydraulic engine mounts are used to provide a smoother engine feel
- An optimized acoustic barrier and sound absorption package to provide world-class levels of interior quietness
- Exterior components, such as mirrors, were wind-tunnel tested to minimize wind noise
- The tires were selected for handling performance and low noise

Compact powerhouse

Solstice is powered by a 2.4L Ecotec four-cylinder engine that produces 177 horsepower (132 kw) at 6600 rpm and 166 lb.-ft. of torque (225 Nm) at 4800 rpm.* With a curb weight of just 2,860 pounds (1,297 kg), the 2.4L Ecotec engine helps give the Solstice an enviable horsepower-to-weight ratio of nearly 16.2 to 1.

The 2.4L Ecotec is a sophisticated, dual-overhead cam engine with an aluminum block and cylinder head, which contributes to the Solstice's lightweight character and enhances front-to-rear weight balance. As with other engines in the Ecotec family, the 2.4L version in the Solstice features:

- Dual overhead camshafts (DOHC) and four valves per cylinder
- Twin counter-rotating balance shafts
- Low-friction, roller-finger follower valvetrain with hydraulic lash adjusters
- Zero-maintenance chain-drive for the camshafts
- Extremely compact dimensions and low mass
- Direct mounting of all accessories to the engine structure to eliminate common sources of noise, vibration and harshness
- Full circle transmission attachment is more rigid than most 4-cylinder powertrains for reduced noise and vibration
- GM Oil Life System for optimum oil change frequency (included with optional driver information system)
- No routine maintenance apart from oil/oil filter changes

- Catalyst located close to the exhaust manifold to speed catalyst “light-off” and reduce hydrocarbon emissions
- Innovative cast-in oil filter housing eliminates crawling under the car to perform oil changes. The design also eliminates throwaway oil-filter “cans” that retain used oil that typically end up in landfills

Matching the 2.4L Ecotec’s power is a standard close-ratio Aisin five-speed manual transmission. Later in the ’06 model year, the advanced Hydra-Matic 5L40-E five-speed automatic transmission will be offered as an option.

A 3.91:1 axle ratio is standard with the five-speed manual powertrain. The gears are housed in a rear axle derived from the Cadillac CTS, which was chosen for its excellent performance characteristics and high torque capability. A limited-slip rear differential is available.

Fluid lines, clever details

Designers worked carefully to transfer the clean lines, taut proportions and interesting details of the concept vehicle to the production model, including the forward-opening clamshell hood. The Solstice’s tightly wrapped proportions are accented with five-spoke aluminum wheels and a low, wide stance. A dual-port grille and expressive lighting at all corners instantly identify the car as a Pontiac. A body-color extension into the passenger compartment gives Solstice an integrated appearance when the top is down. In fact, the top folds flat into the rear clamshell opening, providing a smooth, seamless appearance.

Creative leveraging of GM resources, as well as clever solutions to other needs, helped complete the Solstice’s design efficiently and economically. For example, the back-up lamps are from the GMC Envoy, while door handles, fog lamps, seats, engine and transmission are shared with other GM vehicles.

However, some parts are pure Solstice. The taillamps, for instance, were designed with special reflectors to eliminate the need for a separate side marker light. This not only contributes to the car’s sleek, progressive design, but also eliminates the cost of a separate marker lens and bulb.

Solstice is available in seven bold exterior colors, each inspired by a personality trait: Aggressive (red), Cool (silver), Deep (blue), Envious (green), Mysterious (black), Pure (white) and Sly (gray).

The interior design is equally purposeful and intuitive, with details like pedals placed for easy heel-and-toe driving and a cockpit-style instrument panel that sweeps around the driver. Designers also worked with chassis engineers to optimize the placement of the shifter. Manual shifter throws between gear changes were studied and revised until the “just right” length was determined.

Interior colors include standard Ebony cloth, as well as with available all-Ebony or Steel/Sand (two-tone) leather seating surfaces.

**Preliminary, pending certification. A new voluntary power and torque certification procedure developed by the SAE Engine Test Code committee was approved March 31, 2005. This procedure (J2723) ensures fair, accurate ratings for horsepower and torque by allowing manufacturers to certify their engines through third-party witness testing. GM was the first auto manufacturer to begin using the procedure and expects to use it for all newly rated engines in the future.*

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Contact:

Jim Hopson

Pontiac Communications

Phone: 313-667-4124

E-mail: jim.hopson@gm.com

GM of Canada Communications

Tony LaRocca

Phone: 905-644-1804

Fax: 905-644-3873

E-mail: tony.larocca@gm.com

GM de Mexico Communications

Juan Bernardo Urrutia

Phone: 011 (5255) 5901-3046

E-mail: juanbernardo.urrutia@gm.com

SPECIFICATIONS

(See GM of Canada section for Canadian product differences)

Overview

Models:	Pontiac Solstice
Body style / driveline:	2-passenger, 2-door roadster ; front-engine, rear-wheel drive
Construction:	welded galvanized steel enclosed central tunnel and hydroformed tube
EPA vehicle class:	two seater
Manufacturing location:	Wilmington , Delaware
Key competitors:	Mazda Miata, Honda S2000, Toyota MR2 Spyder

Engine

	2.4L Ecotec
Type:	2.4L DOHC I-4
Displacement (cu in / cc):	145 / 2384
Bore & stroke (in / mm):	3.46 x 3.85 / 88 x 98
Block material:	cast aluminum
Cylinder head material:	cast aluminum
Valvetrain:	overhead camshafts, 4 valves per cylinder; variable valve timing
Ignition system:	electronic direct
Fuel delivery:	sequential multi-port fuel injection with high-pressure injectors and electronic throttle control
Compression ratio:	10.4:1
Horsepower (hp / kw @ rpm):	177 / 132 @ 6600*
Torque (lb-ft / Nm @ rpm):	166 / 225 @ 4800*
Recommended fuel:	premium recommended but not required

Max engine speed (fuel cut-off):	7000 rpm
Emissions controls:	close-coupled catalytic converters; Quick-Sync 24x ignition system; returnless fuel rail; fast-response O ₂ sensor
Estimated fuel economy (mpg city / hwy / combined):	20 / 28 / 23

Transmission

Type:	5-spd man (MA5)	5L40-E 5-spd auto
Gear ratios: (:1):		
First:	3.75	3.42
Second:	2.26	2.21
Third:	1.37	1.60
Fourth:	1.00	1.00
Fifth:	0.73	0.75
Reverse:	3.67	3.03
Final drive ratio:	3.91:1	3.91:1

Chassis/Suspension

Front:	independent short/long arm, with 27.2 mm stabilizer bar
Rear:	independent short/long arm, with 24.2 mm stabilizer bar
Steering type:	power rack-and-pinion
Steering ratio:	16.4:1
Steering wheel turns, lock-to-lock:	2.7
Turning circle, curb-to-curb (ft / m):	35.1 / 10.7

Brakes

Type:	std: four-wheel disc; opt: ABS with dynamic rear proportioning
Rotor diameter x thickness (in / mm):	front: 11.7 / 297
	rear: 10.9 / 277
Swept area (sq in / cc)	front: 243 / 1570
	rear: 189 / 1221

Wheels/Tires

Wheel size and type:	std: 18-inch x 8-inch five-spoke painted alloy; opt: 18-inch x 8-inch five-spoke chrome-plated alloy and polished aluminum alloy
Tires:	P245/45R18 Goodyear Eagle RSA

Dimensions

Exterior

Wheelbase (in / mm):	95.1 / 2415
Overall length (in / mm):	157.2 / 3992
Overall width (in / mm):	71.3 / 1810
Overall height (in / mm):	50.1 / 1273
Track (in / mm):	front: 60.7 / 1543
	rear: 61.4 / 1561
Curb weight, base (lb / kg):	2860 / 1297
Weight distribution (front / rear):	approx. 50 / 50

Interior

Seating capacity:	2
Headroom (in / mm):	38.5 / 977
Legroom (in / mm):	42.7 / 1085
Shoulder room (in / mm):	52.4 / 1332

Hip room (in / mm):	50.6 / 1284
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Capacities

EPA interior volume (cu ft / L):	54 / 1529
Passenger Volume (cu ft / L)	50 / 1416
Cargo volume (cu ft / L):	3.8 / 107.6 (top up)
Fuel tank (gal / L):	13.8 / 52.2
Engine oil (qt / L):	5 / 4.7
Cooling system (qt / L):	7.9 / 7.5

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Note: Information shown is current at time of publication.