

HSV GTO Coupé Series 3

Press Release



As a modern interpretation of a two-door performance car, HSV's GTO Coupé lacks for nothing. It already boasts knockout looks, awesome performance and dynamics and a healthy dose of luxury. However, that hasn't stopped HSV raising the benchmark even higher with the GTO Coupé Series 3 aiming to further enrich the HSV driving experience.

Limited edition LE Coupé

The first 100 vehicles of Series 3 production will see the renaissance of a very special nameplate – the 'LE'. This limited edition model, dubbed GTO Coupé LE, includes all Series 3 refinements plus a selection of distinctive 'LE' features such as a plush leather Senator-style interior trim package (in anthracite), a roof spoiler, factory fitted sun-roof and HSV 'Signature' 19 X 8 inch five spoke alloy wheels with Pirelli PZero tyres. Available only in single tone 'Turbine Grey' or 'Quicksilver' it's also identified by special 'LE' badge and a unique GTO LE build plate.

The production run of 100 vehicles, comprising 80 automatics and 20 manuals, will be split between Australia and New Zealand. The GTO Coupé LE offers an exclusive, subtle and very seductive package.

The **GTO LE** will be available from September as a Limited Edition build of 100 units and pricing will be \$79,990 rrp, plus on road costs.

Y Series 2 upgrades

Perhaps the biggest news of the upgrade is the more muscular output of the GTO Coupé's HSV enhanced LS1 V8 engine. Subtle modifications designed to improve intake and exhaust gas flow (or the way the engine breathes), along with minor engine calibration refinements have reaped substantial rewards. Maximum power now peaks at 285kW @ 5800rpm (292kW DIN) and maximum torque at 510Nm @ 4800rpm. However, they don't tell the full story from behind the wheel where it's quickly apparent that the engine's extra thrust and responsiveness is spread right through the rev range.

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Alterations to the lower airbox include a larger opening to allow a greater volume of air to enter and a relocation of the intake to increase isolation from engine heat. Access to cooler air ensures the engine is less susceptible to heat soak when the vehicle remains stationary – for example at traffic lights – which can affect initial launch performance.

To take maximum advantage of the more efficient intake system HSV's unique exhaust system was also refined. Using the HRT engine dynamometers HSV engineers set themselves the task of creating the ultimate set of extractors. There's a common misconception that simply increasing pipe diameter will increase exhaust system efficiency, however, it actually relies on a wide variety of factors.

All modifications were extensively road tested and the new system passed strict ADR drive by noise regulations. A side effect of the engine revisions sees the original gutsy exhaust note now joined by a perceptibly deeper intake note.

To better cope with the engine's more potent output the optional automatic transmission is now the 4L65E heavy-duty electronic four-speed unit, first introduced on Y Series GTS. This provides a more refined up-shift quality to the HSV powertrain.

Changes to Coupé's superb exterior styling were deemed unnecessary but two new colours join the range for Series 3 – HSV's exclusive 'Ultra Violet' and 'Impulse Blue'. At the rear GTO Coupé now includes, as standard, HSV Near Object Detection System (NODS) to assist in tight parking manoeuvres.

GTO Coupé's already pin sharp steering response is further enhanced with the fitment of a new strut brace linking the front strut towers under the bonnet.

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One of the major enhancements available as an option on GTO will be the fitment of HSV-APS; Adjustable Performance Suspension.

HSV has teamed with leading supplier Ohlins Suspension to offer for the first time in an Australian car an adjustable remote canister gas pressurised suspension system. Ohlins supplied this technology to HRT for many years and it was through this partnership that the package was developed.

HRT's Mark Skaife worked on the development of the feature and confirmed: "APS is for the true enthusiast and for those who appreciate excellence in suspension dynamics this premium system will transform the car. This is a classic example of how HSV can benefit from the partnership we have with HRT. Genuine race car technology cascading down into road use for HSV owners", Skaife added.

The Coupé's cabin still provides sumptuous accommodation for four adults but the front seats have been redesigned for greater comfort and to incorporate a new passive safety feature – active head restraints. In the event of a rear impact they reduce the chance of whiplash neck injuries by using a lever and pivot system to push the head restraint forward and upwards to meet the occupant's head.

Coupe GTS production will be to special customer order, and is not scheduled to commence until February 2004. Features and pricing on the Coupe 3 GTS will be released closer to that time.

Pricing on the GTO will be released shortly.