



THE 2006 LEXUS GS.





**BRACE YOURSELF.**

**ENERGY CAN NEITHER BE CREATED**

**NOR DESTROYED. IT IS STORED IN THE**

**FORM OF POTENTIAL. AS POTENTIAL ENERGY**

**INCREASES, TENSION BUILDS. UNTIL AN OBJECT IS SO**

**PACKED WITH ENERGY, IT SEEMINGLY PULSATES. IT BEGS**

**FOR YOU TO RELEASE IT. IT ALMOST DARES YOU. AND ALL THAT**

**SITS BETWEEN YOU AND AN EXPLOSION OF POWER IS A SINGLE TRIGGER.**

**A TRIGGER THAT, IN SOME CASES, CAN BE AS SIMPLE AS A SMALL BUTTON.**



A close-up photograph of a circular engine start/stop button. The button is black with a silver-colored metallic ring around its perimeter. In the center of the button, there is a glowing green indicator light with a diamond-patterned texture. Below the light, the words "ENGINE", "START", and "STOP" are printed in a white, sans-serif font, stacked vertically.

ENGINE  
START  
STOP

IN MARCH 2005 LEXUS WILL RELEASE AN ENTIRELY NEW GS.



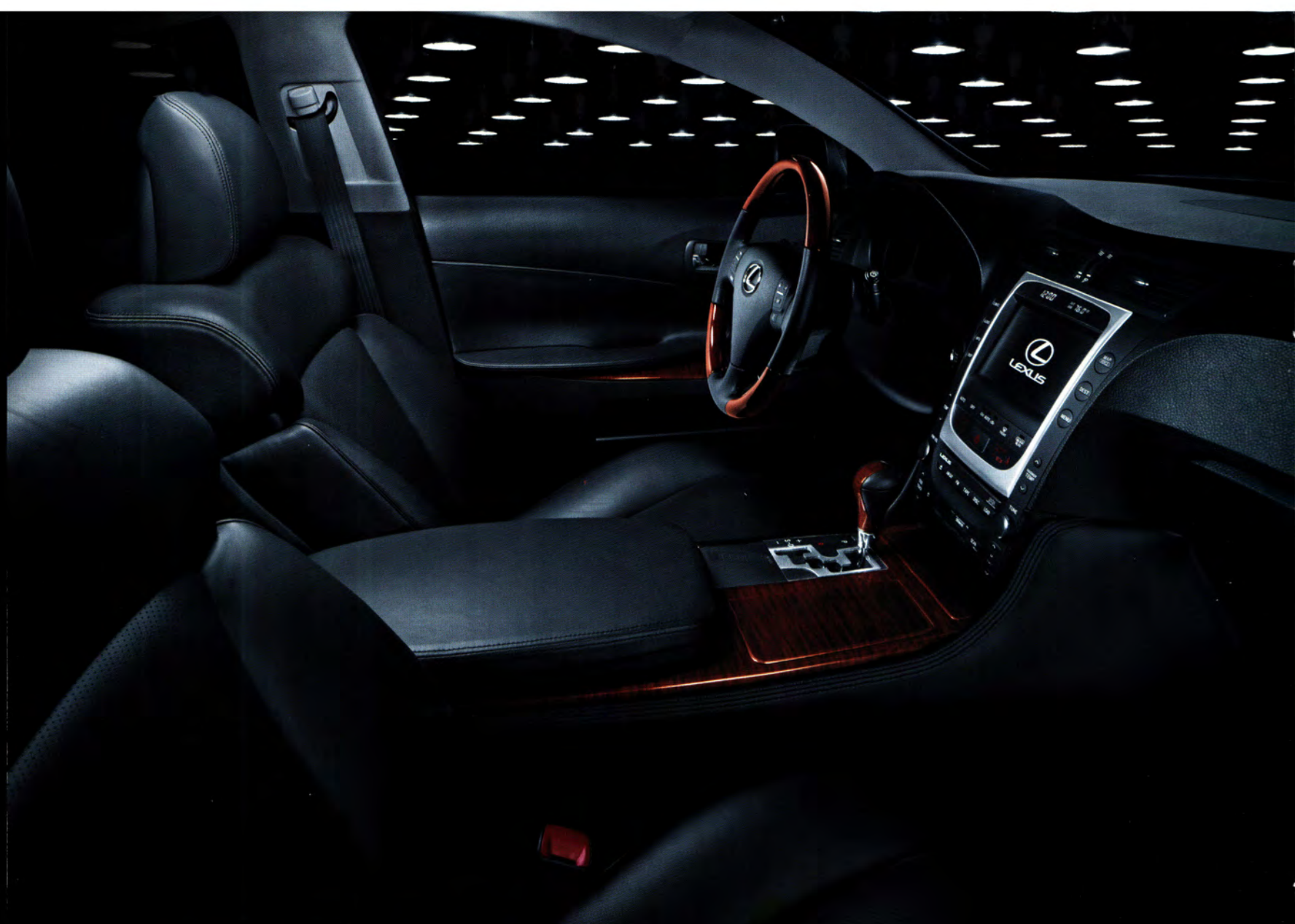
GS 430 shown.





Offered in three forms of its own, the new GS comes packed with potential energy: 245 horses worth in the 3.0-liter V6 engine in the GS 300 and GS 300 AWD. And a full stampede of 300 in the 4.3-liter V8 under the hood of the GS 430. But this is only the beginning of what makes the new GS so undeniably powerful. To truly understand, all you need to do is press the button.

The question is, would you dare?



Vehicles shown with optional equipment.

# GS 430

## Engine

Type	90° V8, aluminum block and heads, certified Ultra-Low Emission Vehicle (U-LEV)
Displacement	4.3 liters (262 cubic inches)
Valvetrain	Four cam, four valves per cylinder, with continuously Variable Valve Timing with intelligence (VVT-i) on intake valves
Horsepower at RPM	300 hp @ 5,600
Torque at RPM	325 lb-ft @ 3,400

## Drivetrain

Transmission	Six-speed sequential-shift automatic Electronically Controlled Transmission with intelligence (ECT-i)
Drive Wheels	Rear, with standard Vehicle Dynamics Integrated Management (VDIM) <sup>1</sup>

## Chassis

Vehicle Dynamics Integrated Management (VDIM) <sup>1</sup>	Advanced stability and traction management system designed to proactively but seamlessly integrate separate vehicle dynamic functions to enhance driver control and vehicle performance under a variety of adverse conditions. VDIM manages the integration of Electronically Controlled Braking (ECB), Electronic Power Steering (EPS), Variable Gear-Ratio Steering (VGRS), Vehicle Stability Control (VSC) <sup>1</sup> , Traction Control (TRAC), Anti-lock Braking System (ABS), Electronic Brakeforce Distribution (EBD) and Brake Assist <sup>2</sup> .
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# GS 300

## Engine

Type	60° V6, direct injection, aluminum block and heads, certified Ultra-Low Emission Vehicle (U-LEV)
Displacement	3.0 liters (183 cubic inches)
Valvetrain	Four cam, four valves per cylinder, with continuously Variable Valve Timing with intelligence (VVT-i) on intake and exhaust valves
Horsepower at RPM	245 hp @ 6,200
Torque at RPM	230 lb-ft @ 3,600

## Drivetrain

Transmission	Six-speed sequential-shift automatic Electronically Controlled Transmission with intelligence (ECT-i)
Drive Wheels	Rear or available full-time all-wheel drive with standard Vehicle Stability Control (VSC) <sup>1</sup>

## Chassis

Vehicle Stability Control (VSC) <sup>1</sup>	Electronic system that monitors and helps control the loss of traction in a turn using yaw-rate, deceleration, vehicle-speed and steering-wheel-angle sensors. Modulates engine power and applies individual brakes as necessary. Integrates Anti-lock Braking System (ABS), Brake Assist <sup>2</sup> and Traction Control (TRAC).
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Destined to create a powerful impact of its own, the style of the GS breaks new ground. Sweeping, sculpted lines, sling-shot windows and a longer wheelbase are just some of the design elements that propel the new GS into uncharted territory. Into a world that is part sleek luxury and part raw exhilaration. While, of course, at the same time 100% Lexus.

Surely nobody could fault you for buying the GS based solely on its styling. But, make no mistake – this car is meant to be driven. And driven fast. So, to complement the powerful engines in the GS 430 and 300 models, each sports a six-speed sequential-shift automatic transmission. Compared to the typical five-speed automatic transmission, this new design

provides for smoother shifting and, more importantly, greater acceleration on demand.

Featuring a proprietary technology known as Vehicle Dynamics Integrated Management (VDIM)<sup>1</sup>, the GS 430 employs a series of sensors that can detect the onset of a loss of traction. The system can then apply a combination of individual wheel braking, throttle activation and steering assistance to help you maintain traction and control. Control that is all the more noticeable when enhanced by a new multi-link rear suspension that helps position the wheels in order to maintain optimum contact with the road as you burst out of corners.

Making the new GS 300 all the more potent is the addition of an all-wheel-drive (AWD) option, a first for Lexus sedans, and a new direct-injection V6 with dual VVT-i technology.

While the technology is complex, the result is really quite simple: Say hello to your headrest.

The performance of the new GS may be all you can think about when driving it. Yet, rest assured that Lexus placed just as much importance on its safety. Case in point: an available Pre-Collision System (PCS)<sup>3</sup>. Through the use of a millimeter-wave radar system which calculates the direction, distance and speed at which the GS is approaching an object, PCS can determine if a collision is imminent and automatically apply the brakes while simultaneously retracting the front seatbelts to help prepare the occupants. Would you expect anything less from Lexus?

The Lexus GS. Three models. One ignition button. Let the countdown begin.



THE PASSIONATE PURSUIT OF PERFECTION.  LEXUS

1. Vehicle Dynamics Integrated Management (VDIM) and Lexus Vehicle Stability Control (VSC) are electronic systems designed to help the driver maintain vehicle control under adverse conditions. They are not substitutes for safe driving practices. Factors including speed, road conditions and driver steering input can all affect whether VDIM and VSC will be effective in preventing a loss of control. Please see your *Owner's Manual* for further details. 2. Brake Assist is designed to help the driver take full advantage of the benefits of ABS. It is not a substitute for safe driving practices. Braking effectiveness also depends on proper brake-system maintenance and tire and road conditions. 3. The Lexus Pre-Collision System (PCS) is designed to help reduce the crash speed and damage in certain frontal collisions only. It is not a collision avoidance system and is not a substitute for safe and attentive driving. System effectiveness depends on many factors, such as speed, driver input and road conditions. Please see your *Owner's Manual* for further information.

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