

THE NEW H2



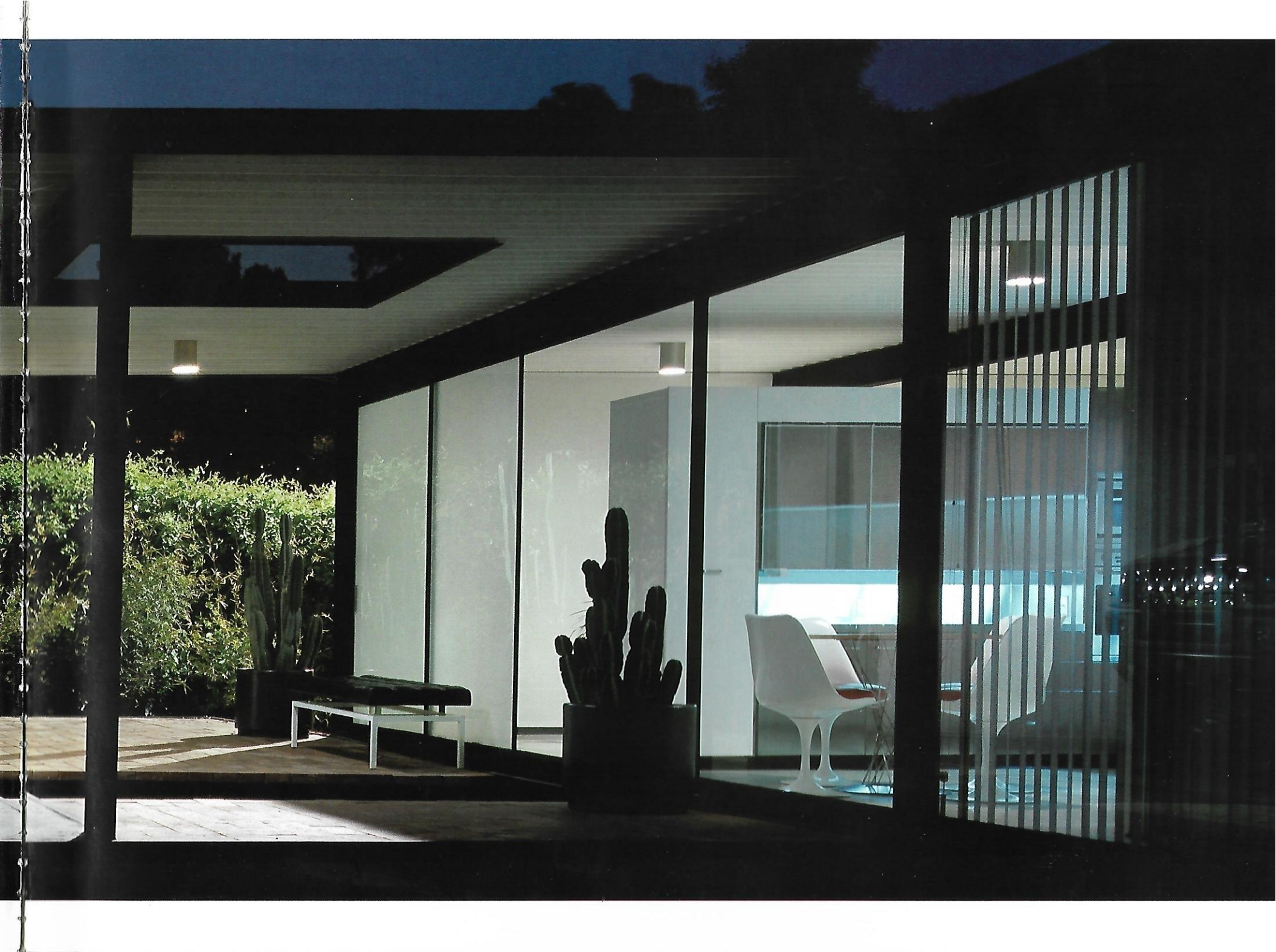


**LIKE**

A bright sun is positioned in the upper center of a clear, deep blue sky. Below the sky, the yellow front end of a vehicle is visible, including a headlight and a grille. The text "NOTHING ELSE" is overlaid in white, bold, sans-serif font across the middle of the image.

**NOTHING ELSE**





# A NEW MISSION

In recent years, and with few exceptions, the SUV category has become little more than a collection of glorified minivans and over-inflated station wagons, sporting outward appearances that fit a vague category definition, but falling well short of the mark in terms of power and capability.

Knowing this, HUMMER created a vehicle that sets a new standard for the entire category. The 2003 H2.

Not just a well-appointed truck lookalike, the H2 proudly carries on a tradition of off-road capability synonymous with the HUMMER name, and it brings with it a level of refinement and aesthetics that redefines HUMMER as well.



# THE H2









# FUNCTION

Very demanding off-road expectations mean that with every HUMMER, function leads the design process, and the H2 is no exception.

In the end, the basic look of the H2 is a result of making it an exceptional off-road vehicle. However, the H2 is also inviting, comfortable and refined. So for the first time in HUMMER's history, form wasn't entirely a by-product of function.

But first things first.

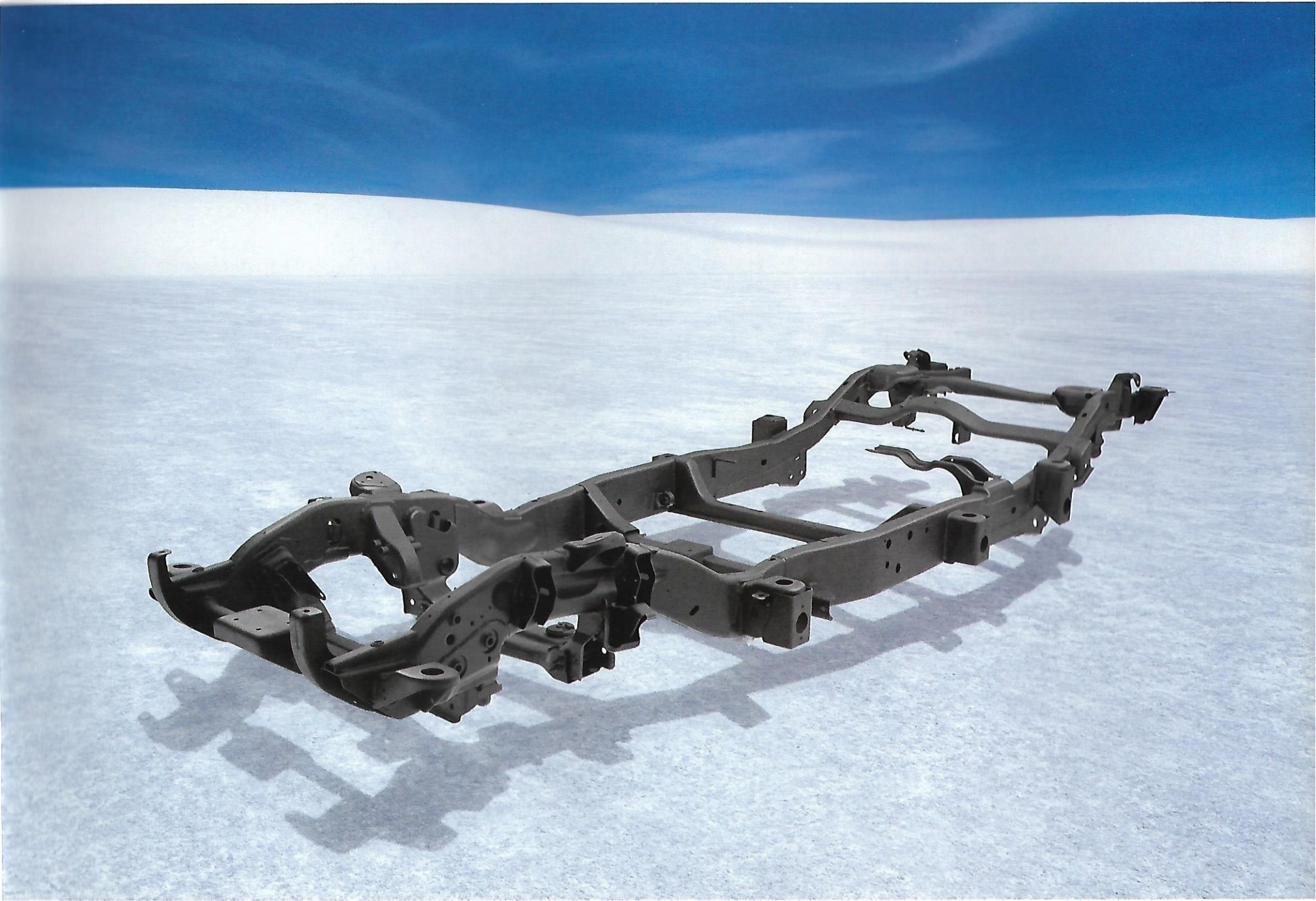
To build a HUMMER you have to start with a strong foundation. To this end, the H2 uses a welded, ladder-type frame with full-length, box-section side rails and a 3-piece modular design consisting of front, middle and rear sections.

## FOUNDATION

The front section is hydro-formed, making it strong enough to support a 9,000 lb. capacity winch in the integral receiver mount, which also allows you to affix a trailer hitch and easily "nose" a trailer into a garage or parking space. The mid-section is a fabricated and welded, stamped-steel, box segment that helps minimize vibrations for a smooth ride. The hydro-formed, short rear section is reinforced to handle the weight of a fully loaded H2 and comes with a standard, integral trailer hitch receiver certified to tow 6,500 lbs.\*

The end result is an immensely strong frame with a long wheelbase and a wide, balanced stance.

\*Trailer tongue weight should be 10-15% of trailer, 1,000 lbs. maximum. Do not exceed the maximum allowable tongue weight for your vehicle Gross Combination Weight Rating (GCWR), which is the total allowable weight of the completely loaded vehicle and trailer, including any passengers, cargo, equipment, and conversions, and is 14,000 lbs. If you'll be pulling a trailer that, when loaded, will weigh more than 4,000 lbs., be sure to use a properly mounted, weight distributing hitch and sway control of the proper size. If your trailer weighs more than 2,000 lbs. loaded, then it needs its own brakes, and they must be adequate. See your HUMMER dealer for additional details.





# HEART AND SOUL

**ENGINE** Pumping life into the new H2 is the Vortec 6000 V8 engine. With 316 hp. and a 4-speed automatic transmission, it provides 360 lbs.-ft. of torque at 4,000 rpm. Those are numbers many SUVs can only dream about.

It's power so well balanced, that smooth cruising on the highway is as natural as climbing rocks in the wild.

**DRIVETRAIN** Like every HUMMER, the true spirit of the H2 really comes alive off-road. To ensure this, the H2 comes standard with a 2-speed, electronically-controlled, full-time 4WD system - perhaps the most advanced ever offered on a consumer vehicle.

With its 5 operational modes and 2-speed planetary gearset, the H2 is capable of adapting to many different road conditions at the touch of a button, making it one of the most versatile vehicles available to the civilian market as well.



**4 HIGH OPEN**, for normal everyday driving on dry road surfaces, allowing the front and rear axles to move at different speeds with a 40/60 front to rear power split.



**4 HIGH LOCKED**, for semi-slippery surfaces like snow, light sand, gravel or wet areas. This locks the front and rear axles together for additional traction and has a 50/50 front to rear power split.



**4 LOW LOCKED**, for severe off-pavement use. This locks the front and rear axles together and engages a reduction of the gear ratio to 2.64:1 for controlled rock and obstacle climbing. This mode also has a 50/50 front to rear power split.



**4 LOW LOCKED & REAR AXLE DIFFERENTIAL LOCKED** In this mode, the rear differential locks the rear axle shafts together sending equal torque to both rear wheels. Combined with the high torque output of 4 Low Locked, this provides the optimum, slow-speed capability for climbing large rocks or steep grades.

**NEUTRAL** is the 5th mode, which permits flat towing of the H2 behind another vehicle.

# SUSPENSION

**FRONT SUSPENSION** The H2 uses an independent torsion bar front suspension which is excellent on-road and incorporates features that make it even more impressive off-road. High-strength 46 mm monotube gas-charged shock absorbers, known for durability, grace the front suspension of the H2 while 2 rubber cushions called “jounce bumpers” absorb jolts under normal off-road conditions.

As things heat up and suspension travel increases, a frame-mounted urethane bumper acts as a final cushion to protect the suspension from hitting the frame. However, the shock absorbers themselves have integrated bump stop rings that slow the suspension’s travel before it needs to strike this final cushion.

In addition to a 4,000 lb. axle capacity, the front suspension also has a large 36 mm diameter tubular front stabilizer bar, in conjunction with a 30 mm diameter tubular rear stabilizer bar, to help minimize body roll when cornering.

The result is a smooth on-road ride, with front-end control that adapts to changing terrain, and maximizes traction in all conditions.

**REAR SUSPENSION** The standard rear suspension on the H2 features a 5-link trailing arm, coil springs and a stabilizer bar. The spring rate is variable from a soft on-road rate, through a transitional rate, to a stiff off-road rate, which helps prevent bump impact input forces from transmitting into the H2’s body.

Perhaps the most eyebrow raising aspect of the H2’s rear suspension is the solid rear axle. Since the H1 has 4-wheel independent suspension, it surprises some people that this is not so in the H2.

Independent suspension works best in the H1 because the drivetrain and the brakes are tucked up into the H1’s belly. However, the H2 has conventional brake and drivetrain placement to make an interior more suitable for everyday driving. This simple fact had profound implications when choosing an independent vs. solid rear axle suspension for the H2.

Consider this in the context of off-roading. Say you’re crossing a field strewn with boulders, (i.e. you didn’t notice one of those concrete curbs in the supermarket parking lot). As the back end of the H2 rolls over a “rock,” independent suspension allows the rear tires to rise, but leaves the rear-end housing where it is, and subsequently vulnerable to a rock strike. But the H2’s solid rear axle rises with the rear tires, lifting the rear-end housing, creating more ground clearance and allowing you to continue on your way.

An automatic self-leveling, air spring suspension system that works in conjunction with an on-board air compressor is an available option for the H2. It helps keep the H2 level under load, creates a longer suspension stroke for off-road operation and makes for a steeper departure angle when conditions call for it.







**FORM** The H2 needed to be an extension of the HUMMER legacy, not a divergence from it. One look and it had to register as a HUMMER. The goal was to create a capable truck that aesthetically outshines any other truck in the world.

## OUTSIDE

Even at a glance, you can see the family resemblance between the H2 and its predecessor, the H1. Hard, strong lines in the nearly vertical windshield, rectangular windows, level roof and upright rear gate, carve a familiar HUMMER silhouette.

It also has a powerful wide stance, round headlights, a louvered hood grille and hood lift handles familiar to the H1. Also notable are the roof-mounted exterior marker lights, rubber hood latches, the classic HUMMER grille and a “component-assembled” feel. These visual cues were carefully preserved, in some cases, for functional reasons, evident in the high capacity tow hooks, undercarriage protection, large 17 x 8.5" cast aluminum wheels finished with the HUMMER logo on the wheel cap, giant all-terrain tires with rim protection and triple sidewalls and optional brush grille guard.

But in other cases, styling cues were employed simply to elevate the overall appeal of the H2. Like the solid bumpers, the front skid plate embossed with the H2 insignia and the optional chrome appearance package.

The end result is still strong, but more refined and more fluid. Muscles still ripple under the skin, but the H2 doesn't intimidate.





# INSIDE

Like no other vehicle before it, the H2 strikes a balance between on-road performance, off-road capability and interior comfort. Everything has been designed to provide unsurpassed performance and power off-road without sacrificing any creature comforts when your road happens to be paved.

**COCKPIT & FRONT PASSENGER AREAS** Once behind the wheel of the H2, you'll quickly notice white faced gauges, a metallic look to the instrument panel, ergonomic steering wheel-mounted controls and an aircraft style shifter handle. You might be amazed at the head and shoulder room as well, thanks to the upright windows and a roof nearly as wide as the vehicle's floor.

Both you and your front passenger can also customize your ambient environments in the H2, allowing for a difference of up to 25° between the 2 spaces.

In addition to that, you'll also be treated to standard features like the OnStar® 1-year Safe & Sound plan\*, a PASSlock® anti-theft security system, dual front airbags\*\*, a Premium Bose® music system with 9 high performance speakers and AudioPilot® noise compensation technology, an in-dash CD/cassette player, side window defoggers, a driver information center personalizable for multiple drivers, cupholders, power outlets and a host of hooks and latches for tying gear down, all of which make the H2 more comfortable, versatile and inviting.



**SEATING** The H2 has seating for 5 adults with an option for 6. Comfortable cushions make the H2 pleasurable to sit in, and wide door openings in both the front and rear make it easy to get in and out.

The front seats have 8-way power adjustment for the cushions and the backs, 4-way adjustable lumbar supports and memory settings for 2 drivers. The 2nd row seats have a 60/40 split and also fold flat to create tons of extra space, and all the seats can be trimmed in leather and with the exception of the optional 3rd row seat, heated as an available option.

A more complete list of interior amenities in the 2003 H2 can be found on page 38.

\*1-year OnStar® Safe & Sound plan is standard on the H2. Call 1 800 ONSTAR-7 (1.800.667.8277) for system limitations and details.

\*\*Always use safety belts and proper child restraints, even with air bags. Children are safer when properly secured in the rear seat. See the Owner's Manual for more safety information.



# APPLIED SCIENCE

THE CULMINATION OF GOOD DESIGN





In the H2 you'll find not only some of the most advanced technology in the 4-wheel drive arena, but also some of the most rudimentary as well. Sometimes you need a complicated and complex solution to a problem, like our 5-mode, electronically-controlled, 2-speed transfer case. And sometimes a simple solution is the best, like an aluminum plate to protect the undercarriage.

As a result, some of the technologies that come to life in the H2 you may have expected to find, while others you may not even have known existed.

Together this illustrates that with HUMMER, good design is the application of smart science.

# EXPECTED

**FULL-TIME 4-WHEEL DRIVE** The H2 is always ready for action. On-road or off.

**TRACTION CONTROL** With proper training, you and your H2 can do some very amazing things. Climb a 16 in. vertical wall. Scale a 60% grade. Traverse a 40% side slope. Operate in up to 20 in. of water. And one of the things that makes all of that possible is traction.

Available at all times, the H2's traction control system (TCS) continually monitors the rotational speed of each wheel. If one wheel is spinning more than the others, TCS applies braking pressure to the spinning wheel to help it regain its composure, and transfers available torque to the wheels that have traction. Using this system, the H2, with 3 spinning wheels, would still be able to move forward, even up a 10% grade.

Another interesting thing about the H2's traction control system is the TC2 feature. This setting allows for additional wheel slip before the traction control kicks in, so the wheels of the H2 can actually paddle through certain surfaces like deep sand or snow.

**ANTI-LOCK BRAKING SYSTEM** 4-channel ABS brakes designed to detect various road surfaces and respond accordingly are standard on the H2.

On gravel roads, for example, the system can recognize the irregular surface patterns common after heavy rains. When braking on this type of surface, the H2's ABS is designed to restrain itself from repeating a cycle of applying and depressurizing the brakes over and over and over again. Instead, the H2's ABS helps bring you to a controlled, civilized stop.

**OVERCONSTRUCTION** The H2 is big, solid and tough. It has an integral welded front end frame structure, impressively thick door frames and door skins, large bumpers, a specially designed, energy-absorbing, front end crash joint and safety cage construction.

**POWER ASSISTED STEERING** Once behind the wheel, you'll notice that the H2 has a surprisingly "car-like" feel to it, considering you're riding on such large tires. This, coupled with a short turning radius, makes the H2 quite nimble, and lets you parallel park right in front of your favorite restaurant so you can watch everybody looking at it while you eat.





# UNEXPECTED

**UNDERCARRIAGE PROTECTION** The H2 has full undercarriage protection running the entire length of the vehicle from nose to tail.

It starts at the front with a thick aluminum engine shield, stamped with the H2 logo. This is followed by a 1 in. diameter tubular steel, ladder-type framework to protect the transmission and catalytic converters, as well as integral rocker panel protectors which fit slightly outside the body sheet metal to protect both the undercarriage and sides of the vehicle. And with the addition of a transfer case shield and heavy-plastic, non-sparking fuel tank shield, the H2's undercarriage protection proves that even if you're a HUMMER, sometimes the best offense is still a good defense.

**VARIABLE THROTTLE CONTROL** When off-roading, you want more feedback in the gas pedal than you do for everyday driving. So the H2 incorporates an electronic throttle control unit with 2 different throttle progressions. One for normal on-road acceleration and another that allows for more precise throttle control in rugged, slow-speed, off-road conditions.

**DYNAMIC REAR PROPORTIONING** This system modulates the rear brake pressure as needed to ensure that braking is balanced between the front and rear brakes. This helps balance wear, and maximizes the utilization of the H2's front and rear brakes.

**INTELLIGENT MIRRORS** The heated side mirrors of the H2 incorporate a curb feature, and can be programmed to automatically tilt down when the vehicle is put into reverse, allowing you to see how far your tires are from the curb.

As if that weren't smart enough, they also have a power fold-in feature. If you're pulling into a narrow garage, you can fold the mirrors in at the touch of a button to give you extra clearance on each side.

**WARRANTY** GM backs your new H2 with its New Vehicle Bumper-to-Bumper Limited Warranty. The entire vehicle is warranted for repairs, including parts and labor, to correct defects in materials or workmanship (except normal maintenance), for 3 years or 36,000 miles, whichever comes first. The warranty covers towing to the nearest GM dealership, and there is no deductible for repairs during the warranty period. The warranty transfers automatically with vehicle ownership during the warranty period. HUMMER Trucks are designed to resist corrosion. All body sheet-metal components are warranted against rust-through corrosion for 6 years or 100,000 miles, whichever comes first. Application of additional rust-inhibiting materials is not required, and none is recommended. See your GM HUMMER dealer for terms and conditions of these limited warranties.

## THE EXTRA MILE

**ROADSIDE ASSISTANCE** The benefits of HUMMER Roadside Assistance include 24-hour operation, warranty towing, flat tire change, jump-starts, some courtesy transportation and travel benefits like trip planning and reimbursement for trip interruption. Roadside Assistance is included at no extra charge during the warranty period, however some services may incur costs.

**ONSTAR®** With your new H2 you will receive the OnStar® Safe & Sound service plan for a period of 1 year, standard. OnStar® operates right from the H2's instrument panel, and with this service, at the touch of a button, an OnStar® Advisor is available to contact emergency service providers, help diagnose any problems and arrange roadside assistance.

In the event of airbag deployment OnStar® will immediately notify your OnStar® Advisor and provide your H2's exact location. In the event of theft, OnStar® can also track your H2's exact position and help authorities to its location.

Call 1 800 ONSTAR-7 (1 800 667 8277) or visit [www.onstar.com](http://www.onstar.com) for system limitations and details.







# COMMUNITY

**THE HUMMER DRIVING ACADEMY** Starting the 1st half of 2003, one of the best ways to learn how to get the most out of the incredible technologies in your H2, is to participate in the HUMMER Driving Academy. It's an intensive driving experience on HUMMER's test course where you'll overcome obstacles both physical and psychological. You'll soon learn the basics of ditch crossings, water crossings, boulder navigation, recovery techniques and other advanced maneuvers.

The H2 is a unique vehicle that can do unique things. The HUMMER Driving Academy simply lets you learn what your H2 can really do from our trained experts.

**THE HUMMER CLUB, INC.** When you drive a HUMMER you belong to a select group. That's why some of our owners started the HUMMER Club, Inc. HUMMER owners get together and have some fun by organizing various driving trips and group HUMMER outings. Sometimes to exotic places like Moab, Utah and other times to a local trail or private facility.

HUMMER Club, Inc. is the only nationally recognized organization dedicated exclusively to HUMMER owners and their vehicles. As a member you'll enjoy invitations to on-road and off-road events, a newsletter, access to the official web site and a variety of other fun things.

**TREAD LIGHTLY!®** With the power to cross any terrain comes the responsibility to protect that terrain and its potentially fragile ecosystems. That's why HUMMER is proud to be associated with the Tread Lightly!® program. Tread Lightly!® is a non-profit organization, following an example set in 1985 by the U.S. Forest Service, that helps protect public and private lands through education.

For more information on HUMMER's partners and/or ownership benefits check out [www.HUMMER.com](http://www.HUMMER.com).

# THE VERDICT

When we designed the H2 we wanted to make it the most off-road capable SUV in its class.

We wanted to make a truck that was as exciting in the driveway as it was behind the wheel. And one that would serve as a worthy benchmark for the expansion of one of the most famous automotive names in the world.

In short we wanted to make it a HUMMER. And in keeping with that famous heritage, make the H2 like nothing else. We are proud to say, this is that truck.

**The new H2. HUMMER. Like nothing else.**





Here's all the info any true HUMMER enthusiast really wants to know.

## **RAW DATA**

Tech specs, components, features, optional equipment, accessories, dimensions, performance data, available colors. Every little stat and all the post-purchase justification you could ever hope for is right here in case any of your friends demand proof that your 2003 H2 is the real deal.



## 2003 H2 TECHNICAL SPECIFICATIONS

## EXTERIOR DIMENSIONS (in.)

OVERALL HEIGHT <small>NOTE 1</small>	77.8
OVERALL WIDTH (EXCLUDING MIRRORS)	81.2
OVERALL LENGTH	189.8
WHEELBASE	122.8
OVERHANG	
FRONT	32.6
REAR	34.6
TREAD	69.4

## INTERIOR DIMENSIONS (1ST ROW MEASUREMENTS, in.)

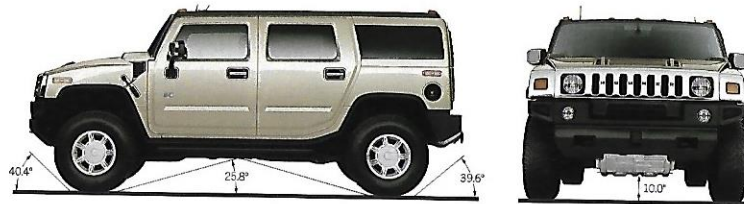
HEAD ROOM	40.5
SHOULDER ROOM	66.4
HIP ROOM	62.9
LEG ROOM	41.3

## CARGO DIMENSIONS

LENGTH (BEHIND 2ND ROW, in.)	37.3
WIDTH (AT FLOOR, in.)	67.6
VOLUME (ft. <sup>3</sup> )	
BEHIND 2ND ROW	40.0
2ND ROW SEATS FOLDED FLAT	86.6

## GROUND CLEARANCE

GROUND CLEARANCE (in.)	
STANDARD SUSPENSION	10.0
AIR SUSPENSION (ENGAGED)	10.7
APPROACH ANGLE	
STANDARD SUSPENSION	40.4°
AIR SUSPENSION (ENGAGED)	40.8°
DEPARTURE ANGLE	
STANDARD SUSPENSION	39.6°
AIR SUSPENSION (ENGAGED)	41.8°
BREAKOVER ANGLE	
STANDARD SUSPENSION	25.8°
AIR SUSPENSION (ENGAGED)	27.5°



## WEIGHTS &amp; CAPACITIES

GVWR (lb.) <small>NOTE 2</small>	8,600
CURB WEIGHT, BASE (lb.)	6,400
PAYLOAD, MAXIMUM (lb.) <small>NOTE 3</small>	2,200
TRAILERING, MAXIMUM (lb.) <small>NOTE 4</small>	6,500
WINCH CAPACITY (lb.)	9,000
FUEL TANK CAPACITY (gal.)	32
GROSS AXLE WEIGHT RATING (lb.)	
FRONT	4,000
REAR	5,000

## 2003 H2 COMPONENTS AND FEATURES

## ENGINE

**TYPE:** Vortec 6000 6.0L V8 with cast iron block and cast aluminum cylinder heads  
**HORSEPOWER** (@5200 rpm): 316 hp. (SAE)  
**TORQUE** (@4000 rpm): 360 lb.-ft.  
**GOVERNOR TYPE:** Sequential fuel injection  
**DISPLACEMENT:** 364 in.<sup>3</sup>  
**BORE AND STROKE:** 4.00 x 3.62  
**COMPRESSION RATIO:** 9.4:1

## TRANSMISSION

4L65-E 4-speed automatic

## DRIVETRAIN

2-speed electronically controlled full-time 4WD

## TRACTION CONTROL SYSTEM (TCS)

Brake-controlled, single-wheel control capability with rear axle electronic locking differential

## STEERING

Variable ratio, integral power, recirculating ball

## BRAKES

4-wheel disc, 4-wheel/4-channel ABS and dual piston calipers with Dynamic Rear Proportioning

## FRONT SUSPENSION

Independent with torsion bars, 46 mm monotube gas-charged shocks and 35.9 mm front stabilizer bar

## REAR SUSPENSION

Standard 5-link variable-rate coil spring, 46 mm monotube gas-charged shocks and 30 mm rear stabilizer bar  
 Optional self-leveling air spring, 46 mm monotube gas-charged shocks and 32 mm rear stabilizer bar

## FRAME

3-piece fully welded ladder-type

## WHEELS &amp; TIRES

17 in. cast aluminum wheels  
 All-terrain LT315/70R-17 tires with full-sized spare

## PERFORMANCE

0-60 mph: 9.9 sec.  
**GRADE CAPABILITY:** 60%  
**SIDE SLOPE CAPABILITY:** 40%  
**WATER FORDING DEPTH:** 20 in.  
**VERTICAL SCALING HEIGHT:** 16 in.

Learn more at [www.HUMMER.com](http://www.HUMMER.com)

**NOTE 1** Size given does not include optional roof rack crossbars. May not fit in garages that do not accommodate vehicles of this size. **NOTE 2** GVWR (Gross Vehicle Weight Rating) includes vehicle, passengers, equipment and cargo. GVWR availability may vary, depending on equipment selected. **NOTE 3** Payload includes passengers, equipment and cargo. **NOTE 4** Trailer tongue weight should be 10-15% of trailer, 1,000 lbs. maximum. Do not exceed the maximum allowable tongue weight for your vehicle Gross Combination Weight Rating (GCWR), which is the total allowable weight of the completely loaded vehicle and trailer, including any passengers, cargo, equipment, and conversions, and is 14,000 lbs. If you'll be pulling a trailer that, when loaded, will weigh more than 4,000 lbs., be sure to use a properly mounted, weight distributing hitch and sway control of the proper size. If your trailer weighs more than 2,000 lbs. loaded, then it needs its own brakes, and they must be adequate. Maximum trailer weight ratings are calculated assuming a base vehicle, except for an option(s) necessary to achieve the rating, plus driver. The weight of other optional equipment, passengers and cargo will reduce the maximum trailer weight your vehicle can tow. See your HUMMER dealer for additional details.

## 2003 H2 STANDARD AND OPTIONAL EQUIPMENT

### STANDARD INTERIOR EQUIPMENT

Seating for 5  
 Dual front air bags NOTE 5  
 Driver's seat with standard memory feature for 2 drivers  
 Remote keyless entry with panic button  
 Tan wheat cloth seats with 8-way power adjustment for front passengers  
 Fold-down 60/40 split 2nd row seats  
 Driver information center  
 6 power points (cigarette lighter, 2 front, 2 rear and 1 tailgate accessible)  
 Dual zone heating, ventilation and A/C units  
 9-speaker Bose® music system with in-dash CD/cassette  
 Rear seat audio controls  
 Leather-wrapped steering wheel with secondary audio controls  
 Triple sealed doors and enhanced acoustical insulation  
 Electrochromic inside rearview mirror with compass and outside temperature display  
 OnStar® system NOTE 6  
 Content alarm anti-theft system  
 PASSlock® anti-theft vehicle security system  
 THEFTLOCK for RDS radio  
 HomeLink®  
 Rear compartment cargo and tailgate tie-downs

### STANDARD EXTERIOR EQUIPMENT

Front bumper with retrieval loops and access hole for hitch/winch receiver  
 Rear bumper with tow loops and access hole for class 3 hitch  
 Full undercarriage/rocker panel protection  
 Power-folding, heated outside rearview mirrors with curb assist feature  
 Daytime running lights

### OPTIONAL EQUIPMENT

Self-leveling rear air spring suspension with on-board air compressor  
 Leather-trimmed, heated seats  
 3rd row seating  
 6-disc CD changer  
 Sunroof  
 Brush grille guard (flat or wrap-around)  
 Chrome accents  
 Tool kit and flashlight  
 First-aid kit

## 2003 H2 OPTION PACKAGES

These are specialized H2 packages we've already put together to help streamline the process for those of you who like a little more instant gratification.

### The serious off-roader might find these packages interesting:

#### AIR SUSPENSION PACKAGE

Self-leveling rear air spring suspension system  
 On-board air compressor

#### ADVENTURE SERIES

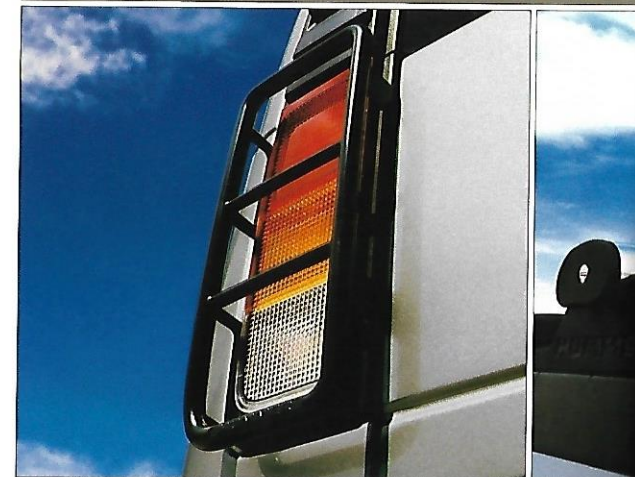
Air Suspension Package  
 Black roof rack crossbars  
 6-disc CD changer  
 Brush grille guard (flat or wrap-around)  
 First-aid kit  
 Tool kit and flashlight

### If you're looking for a few more creature comforts, this package is pretty hard to beat:

#### LUX SERIES

Leather-trimmed, heated seats  
 Chrome Appearance Package  
 Bright roof rack crossbars  
 Bright exterior door handles  
 Bright mirror caps  
 Bright license plate brow  
 Tubular side steps or removable "U" steps  
 6-disc CD changer

## 2003 H2 ACCESSORIES



### ACCESSORIZE, ACCESSORIZE, ACCESSORIZE.

The H2 comes standard with all sorts of features both for on-road use and off. But part of the fun of owning a HUMMER is being able to customize it your own way, ensuring that you really do have a HUMMER that's like nothing else. A HUMMER that's unique to you.

To that end, you can choose from over 40 individual H2 accessories à la carte. Many of the most popular ones can be seamlessly installed at your dealership so your customized H2 will be seasoned to your taste the day you take delivery.

For a complete list of H2 accessories, visit [www.HUMMER.com](http://www.HUMMER.com), call your local dealer, or order the brochure online.

#### WRAP-AROUND BRUSH GRILLE GUARD

This 1 in. diameter steel tubular brush grille guard wraps around the front grille and headlamps for a customized appearance offering protection both on-road and off. And a 1-piece no-drill design makes installation a snap.

#### BRUSH GRILLE GUARD MOUNTED OFF-ROAD LAMPS

Add a sportier look to the front of your H2 and increase functionality at the same time. This kit contains 2 complete lamp assemblies (black) with all attachments including mounting harness and switch. Intended for off-road use only.

#### REMOVABLE "U" STEPS

These 24 in. long cast aluminum alloy steps allow you to get in and out more easily and also access the roof. A molded tread pattern with a powder coat finish creates traction and durability. And the unique 1-step design allows for quick removal.

#### TUBULAR ASSIST STEPS

Frame-mounted, rough textured step pads and a strong tubular frame design not only help you get in and out of the H2, but also make it easier to reach items on the roof.





#### ROOF RACK CROSSBARS

Comes with 2 crossbar assemblies that attach to the factory roof rails and act as the base mount for all H2 bike/ski carriers as well as the hard cargo carrier. Available in black or bright.

#### ROOF-MOUNTED OFF-ROAD LAMPS

Comes with four 6 in., 12V, 55 watt lights that mount to the roof rack with sliding adjustable brackets. The kit contains: 1 crossbar assembly, sealing strip, 4 attached lamps with covers and shields, mounting brackets, switch and wiring harness. Intended for off-road use only. (SHOWN ABOVE)

#### HARD CARGO CARRIER

This hard surfaced, aerodynamic cargo carrier comes in handy for larger items that you want to keep out of the passenger area, but still away from the elements. It's fully locking and mounts to the required roof rack crossbars. Hardware included.

#### TUBULAR TAIL LAMP GUARDS

These rugged tail lamp guards, cast in aluminum alloy with a polyester powder coat, protect your tail lights. (SHOWN ABOVE)

#### CUSTOM CARPET FLOOR MATS

Made of heavy, durable nylon pile carpet, these mats are thick, rich and soft to the touch. And with tough vinyl nibbed backing these floor mats will remain locked in place.

## 2003 H2 EXTERIOR & INTERIOR COLORS





**HUMMER**<sup>®</sup> LIKE NOTHING ELSE.<sup>™</sup>

**A WORD ABOUT THIS BROCHURE** We have tried to make this brochure comprehensive and factual. We reserve the right, however, to make changes at any time and without notice, in prices, colors, materials, equipment, specifications, models and availability. Information may have been updated since the time of printing. Please check with your HUMMER dealer for complete details. HUMMER reserves the right to lengthen or shorten the model year for any product for any reason, or to start and end model years at different times.

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