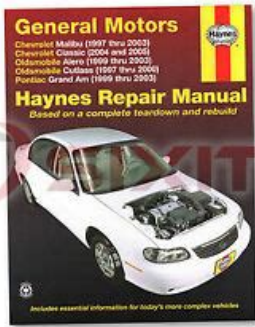


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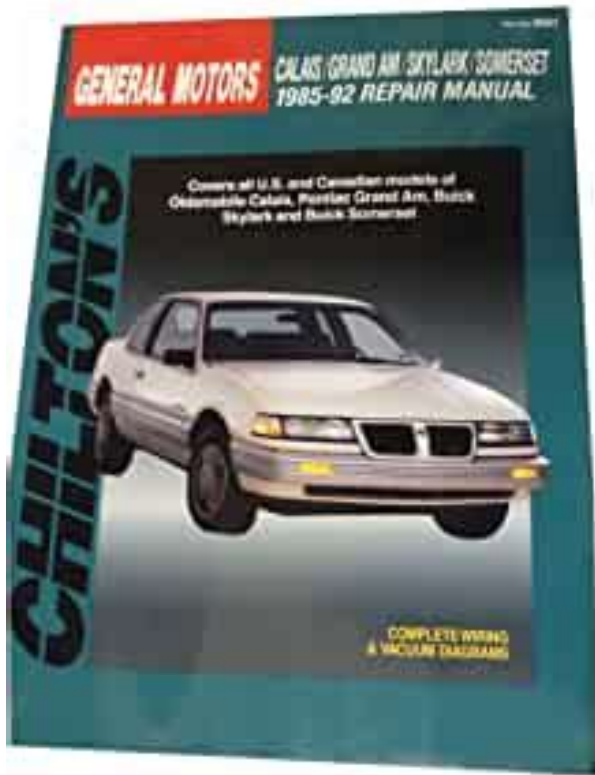
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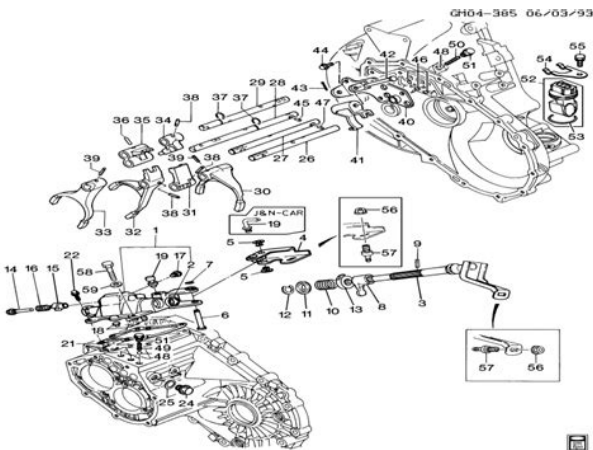
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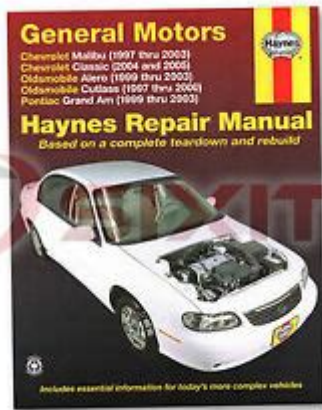


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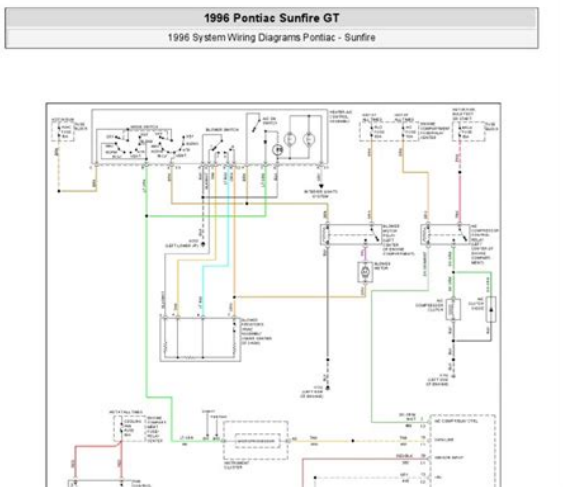
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Pontiac quickly gained popularity in the 1950s and became a companion make for Chevrolet. It was also seen as the performance division of General Motors for many years. Pontiac introduced a highpowered V8 engine which, in 1956, was the first in a series of NASCARready engines. If you want to fine tune your own Pontiac model, you can choose from our wide selection of repair manuals. They have all the information and guidance you need to handle any DIY servicing or repairs. This manual for the is divided into different sections. Each section covers a specific component or system and, in addition to the standard service procedures, includes disassembling, inspecting, and assembling instructions. A table of contents is placed at the beginning of each section. Pages are easily found by category, and each page is expandable for great detail. It is in the crossplatform PDF document format so that it works like a charm on all kinds of devices. By continuing to use this website you are giving consent to cookies being used. And by having access to our ebooks online or by storing it on your computer, you have convenient answers with 07 Pontiac Grand Prix Manual. To get started finding 07 Pontiac Grand Prix Manual, you are right to find our website which has a comprehensive collection of manuals listed. Our library is the biggest of these that have literally hundreds of thousands of different products represented. I get my most wanted eBook Many thanks If there is a survey it only takes 5 minutes, try any survey which works for you. GM Chilton Total Car Care series continues to lead all other doityourself automotive repair manuals. These manuals offer doityourselfers of all levels total maintenance service, and repair information in an easytouse format. Each title covers all makes and models, unless otherwise indicated. Request a FREE Catalog.

And by having access to our ebooks online or by storing it on your computer, you have convenient answers with 1996 Pontiac Grand Am Repair Manual 106087. To get started finding 1996 Pontiac Grand Am Repair Manual 106087, you are right to find our website which has a comprehensive collection of manuals listed. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. The history of Grand Am starts with Pontiac executives noting incursion into the US market by Mercedes and BMW. Notably, the American sports car was usually without luxury features and the luxury car without sport features. Foreign makes mixed these features. Pontiac hybridized the Trans Am with the Grand Prix to create the Grand Am. Built on the Abody platform, the intended GTO body was rebadged and fitted with the Grand Prix interior. As the 1973 was produced, OPEC levied an oil embargo to the USA. This resulted in a dichotomy of buyers total luxury or total economy. Since Grand Am was a “inbetweenner”, its sales died and it was discontinued in 1975. The Grand Am had two separate threeyear runs in the 1970s from 1973 to 1975, and again from 1978 to 1980. It was based on the GM A platform. Production of the Grand Am was canceled in 1980 when it was replaced by the Pontiac 6000. The Grand Am was reintroduced in 1985 when it replaced the Pontiac Phoenix. The 1978-1980 Grand Ams were built in Pontiac, Michigan at Pontiacs main assembly plant and in Atlanta, Georgia at GMAD Lakewood. All Grand Ams between 1985 and 2005 were built in Lansing, Michigan at the Lansing Car Assembly. It was based on the GM A platform Abody along with other cars such as the

Chevrolet Chevelle, Pontiac LeMans, Pontiac GTO, Oldsmobile Cutlass Supreme, and the Buick Century.

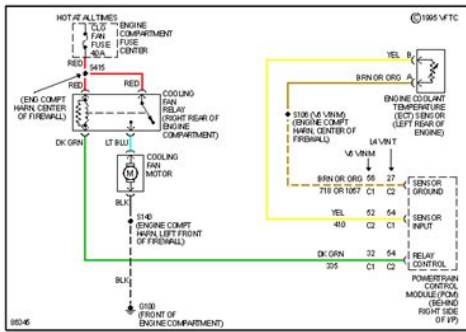


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The GM Abody platform had major design revisions in 1973 that included the elimination of pillarless hardtops due to proposed Federal rollover standards, but with frameless windows similar to that of a hardtop. No convertibles were produced due to the rollover standards that never were enacted. Additionally, Grand Ams featured a Radial Tuned Suspension RTS as standard equipment that included radial ply tires, Pliacell shock absorbers, and front and rear sway bars. This was a LeMans wagon converted to a Grand Am. A functional ram air induction system was developed for the Pontiac Abody utilizing twin NACA openings in the hood, but the option was dropped due to inability to pass federally mandated driveby noise standards. A few functional Ram Air systems were sold over the counter. The twinscoop NACA hood was an option for any Pontiac Abody for all three years, but was nonfunctional. Engine and transmission offerings were the same as 1973, but four-speed manual transmissions were no longer offered in California, where only the Turbo Hydramatic automatic was available. Only 17,083 Grand Ams were built. Standard was the 170 hp 127 kW; 172 PS 400 cu in 6.6 L V8 with two-barrel carburetor, optional were a 185 hp 138 kW; 188 PS 400, or a 200 hp 149 kW; 203 PS 455 cu in 7.5 L both with four-barrel carburetors. Turbo Hydramatic was standard equipment and the only transmission offered this year. Also a factor leading to the Grand Ams cancellation, were plans for all 1976 Pontiac Abody cars receiving the newly approved rectangular headlights, which would necessitate a complete redesign of the Grand Am's Endura nose and Pontiac officials decided that the expense of such a redesign could not be justified based on low production numbers. The basic GM Abody design remained until 1977. Like the 1973-75 models, this generation of Grand Ams also featured standard radial tires plus an upgraded Radial Tuned Suspension with front and rear sway bars.

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Fig. 12: Cooling Fan System Wiring Diagram ('N' Body - Achieva, Grand Am & Skylark)



Optional was a 4bbl 155 hp 116 kW; 157 PS version, along with numerous extra cost items such as snowflake wheels, whitewall or whitelettered tires, power windows and seats, tilt steering wheel, sunroof, and cruise control. In California, only an automatic transmission was available and engine offerings included the standard Buick 231 cu in 3.8 L V6 engine with two-barrel carburetor and 115 hp 86 kW; 117 PS or optional Chevrolet 305 V8 rated at 160 hp 119 kW; 162 PS with four-barrel carb. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. November 2018 Learn how and when to remove this template message The four-door sedan was dropped, leaving only the two-door coupe, which received only minor appearance changes. Strato bucket seats in cloth or Morrokide upholstery were standard equipment along with a center console with floor shifter for the Turbo Hydramatic transmission. Slow sales of the Grand Am led to its discontinuation after the 1980 model year. The Grand Am shared the same front-wheel drive platform as the Buick Somerset renamed Skylark in 1987 and the Oldsmobile Calais. Initially, the Grand Am was available in base or LE trim in coupes only. The 2.5 L Tech IV was standard, while a 3.0 L Buick V6 was optional. A 5-speed manual was standard, and a 3-speed automatic was optional, the latter required if the V6 engine was ordered. In 1986, a sedan and sportier SE trim were added. If one were to get the turbo engine, then the turbo boost gauge would take the place of the voltmeter. This was also the last year that the Buick sourced 3.0 L engine would be available in the Grand Am, as it was discontinued in mid-1987. The Quad4 LD2 engine became available for Grand Ams in 1988, replacing the previous model years 3.0 L V6 on the options list. It is worth noting that Sport buckets borrowed from the Trans Am GTA, were added to the option list this year for SEs.

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Other options included a Driver Information Center, electronic trunk release, and a moon roof. The base model was dropped after this model year. This was the final year that the Sport Bucket seats were available to SEs. The LE gained a Sport Performance Package RPO W32 late in the 1990 model year run. For the most part, the final year of this body style was essentially a carry-over year. Please help improve this article by adding citations to reliable sources. Unsourced material may be

challenged and removed. November 2018 Learn how and when to remove this template message . A high output version of the DOHC was offered as well. A new GT trim was offered that featured sportier wheels, smoother, yet larger cladding, and more standard equipment. In 1994, the V6 and standard 3speed powertrain were effectively replaced by GM's new 3.1 L 3100 series V6 engine and new 4speed automatic transmission. A driver's side airbag also became standard for 94, but the door-mounted automatic seatbelts remained. In 1995, the Quad 4 engines received balance shafts, and a direct driven power steering off the intake camshaft. The 4speed automatic that was mated to the 3.1 in 94 became optional as a stepup from the 3speed for 95 on the new Quad 4 engine. Please help improve this section by adding citations to reliable sources. Unsourced material may be challenged and removed. November 2018 Learn how and when to remove this template message Outside, an updated front fascia, rear fascia, and side skirts gave the Grand Am a smoother, more rounded look. The interior was redesigned and featured dual airbags, easier to use audio system and HVAC controls, and softer plastics. The Quad 4 was replaced by a new Twin Cam 2.4 L DOHC Dual Over Head Cam fourcylinder engine. Still based on the Quad 4, this was a reengineered version of the previous years 2.3 L with SFI fuel injection. The new engine made 155 lbft 210 Nm of torque at lower rpm than the older 2.3 L. The 3.1 L V6 remained optional.

The 3speed automatic was dropped for 1996, and the 4speed automatic featured standard traction control. Daytime running lamps with automatic lighting control were newly standard on all Grand Ams. 1997 models featured standard air conditioning. The Grand Am was redesigned for 1999. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. November 2018 Learn how and when to remove this template message The length was shortened slightly, but the wheelbase grew by more than three inches 76 mm. The suspension was now fully independent, with a revised MacPhersonStrut design up front. The rear suspension is a more refined Multilink design. The new Grand Am was offered in five trim levels SE, SE1, SE2, GT, and GT1. The 2.4 L Twin Cam engine was carried over, with 150 hp 112 kW; 152 PS and 155 lbft 210 Nm of torque. GM's 3400 V6, previously exclusive to their minivans, became available as an option on the SE and SE1, and was standard on all other trim levels. For 1999, all the Grand Ams featured a 4speed automatic transmission. The radio size in 2001 also changed from a 1.5 DIN size to a full 2 DIN size. Half way through 2002, the Twin Cam 2.4 L engine was replaced by a new 2.2 L Ecotec fourcylinder, which had improvements over the engine it replaced, but produced less output; 140 hp 104 kW; 142 PS and 150 lbft 203 Nm of torque. Changes for 2002 also included a stationary cup holder in the center console as opposed to a removable one. AntiLock Brakes and Traction Control were made optional on the SE in 2003 as well. An MP3 player was added to the uplevel CD player in 2004. In 2005, Pontiac began phasing out the Grand Am lineup for the new G6 replacement. SE sedans were retained for fleet sale and GT coupes were the last Grand Am model available for public sale. This was also the last car to be made at Lansing's old Fisher Body plant. Retrieved 20140412. Krause Publications. Retrieved 13 April 2012.

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Just put that onto the oil filter there and twist that oil filter off. Make sure again that the drip pan is underneath here, because there will be some oil that comes out when you remove that. You see right there. Well fastforward a little bit here, and you can see that the oil in this vehicle, we actually just did an intake manifold replacement, so theres a lot of coolant mixed with the oil. If you ever see coolant mixed with the oil, you need to stop and make sure that the other problems with your engine are fixed. Then you want to take your new oil filter and just put a little bit of fresh oil around the rim of that. Using a paper towel, clean out where the oil filter goes and then push your oil filter back into place. Just twist it in and you can replace that 15mm drain bolt. Now you want to remove your oil cap here and take your new oil. You want to put a funnel in there so you dont pour oil all over your engine. Just replace the oil. Best practice is to check your manual for how much oil your car takes. In this case it was four and a half quarts. We put four quarts in, started the engine, circulated the oil to make sure it filled up the oil filter and then just rechecked it and made sure that it was to the proper level according to the dipstick. We hope this video helps you out. Brought to you by www.1AAuto.com, your source for quality replacement parts and the best service on the Internet. Please feel free to call us tollfree, 8888443393. Were the company thats here for you on the Internet and in person. The experts at 1A Auto show how to replace a broken or snapped power door lock actuator on your 8898 Chevy or GMC pickup truck; or Tahoe, Suburban, or Yukon. Need your part faster. Choose expedited shipping at checkout. And by having access to our ebooks online or by storing it on your computer, you have convenient answers with 1996 Pontiac Grand Am Repair Manual.

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great first car for my daughter. Value Performance Quality Comfort Reliability Styling 7 11 Was this review helpful. Some call it an package, which can be useful to. Some call it anpackage, which can be useful to the clients, to be able to think about it.

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