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97 grand am manual

This article requires additional quotes for authentication. Please help improve this article by adding quotes to trusted sources. Un sources of material can be challenged and removed. Find sources: Pontiac Grand Am – news · newspapers · books · 1.1 Films JSTOR (November 2009) (Learn how and when to remove this template message) Pontiac Grand AmOverviewManufacturerGeneral MotorsProduction1973–19751977-19801984–2005Body and undersetBody style2-door fast coupe2-door carving cousinOlogyPredecessorPontiac LeMans/GTO (for 1973)Pontiac Phoenix (for 1985)Pontiac Tempest (for 1992 - Canada) [1]SequelPontiac G6 (2006) The Pontiac Grand Am is a mid-sized car and later a compact car produced by Pontiac. The history of Grand Am begins with Pontiac drivers on listing incursion into the U.S. market by Mercedes and BMW. Notably, the American sports car was usually without luxury features and the luxury car without sports features. Offshore makes mixed these features. Hybridising the Trans Am with the Grand Prix to create the Grand Am. Building on the A-body platform, the intended CTA body is again armed and equipped with the Grand Prix interior. As the 1973 produced, OPEC charged an oil embargo to the U.S. This led to a dichotomy of buyers: total luxury or total economy. Since Grand Am was an in-between, its sales died and it was discontinued in 1975. The Grand Am had two separate three-year runs in the 1970s: from 1973 to 1975, and again from 1978 to 1980. It is based on the GM A platform. Production of the Grand Am was cancelled in 1980 when it was replaced by the Pontiac 6000. The Grand Am was reinstated in 1985 when it replaced the Pontiac Phoenix. It became Pontiac's best sales car and was later replaced by the Pontiac G6, so named as intended to be the 6th generation of the Grand Am. [2] All of 1973–1975 Grand Ams was built in Pontiac, Michigan at Pontiac's main assembly plant. The 1978-1980 Grand Ams were built in Pontiac, Michigan at Pontiac's 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. 1973–1975 First Generation1974 Pontiac Grand Am HardtopOverviewProduction1972–1975Model years1973–1975AssemblyPontiac, Michigan, United StatesBody and ChassisClassMid-sizeLayoutFR layoutPlatformGM A Platform (RWD) (A-body)RelatedBuick CenturyBuick RegalOldsmobile Cutlass SupremePontiac Grand PrixPontiac LeMansChevrolet Monte CarloPowertrainEngine400 cu in (6.6 L) Pontiac V8455 cu in (7.5 L) Pontiac V8TransmissionTH400 automatic or 4-speed manualDimensionsWheelbase1 12.0 in (2,845 mm) (2-door)116.0 in (2,845 mm) (2-door)116.0 in (2 946 mm) (4-door)[3][4]Length208.6 in (5,298 mm) (2-door)212.6 in (5 mm) (4-door)[4][5]Width77.7 in (1,974 mm) [4][5] The original original Am was introduced in the fall of 1972 as a model of 1973. It is based on the GM A platform (A-body) along with other cars such as the Chevrolet Chevelle, Pontiac LeMans, Pontiac GTO, Oldsmobile Cutlass Supreme, and the Buick Century. The GM A-body platform had major design revisions in 1973 that included eliminating 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 (which were never enacted). In addition to federal emissions regulations, new safety standards require a 5 mph (8.0 km/h) impact-resistant front bumper and a 2.5 mph (4.0 km/h) impact-resistant rear bumper, which has increased to 5 mph (8.0 km/h) for 1974. 1973 1973 Grand Am The Grand Am, coined by Pontiac with a name derived from two other cars in its lineup (Grand which grand Prix luxury and Am for Trans Am performance) was designed as America's answer to European luxury/sports Sedans and available as a four-door Colonnade sedan or a two-door Colon [6] A total of 43 136 Grand Ams were built during the first year of production (both two-door and four-door models). The Grand Am could be had with a standard 2-bbl 400 cu in (6.6 L) V8 engine with single exhaust manufacturing 170 pct (127 kW; 172 PS), an optional 4-bbl version of this engine with single exhaust manufacturing 200 hp (149 kW; 203 PS) that was only available with a 4-speed manual transmission, an optional 4-bbl version of this engine with dual exhaust manufacturing 230 hp (172 kW; 233 PS), or an optional 4-bbl 455 cu in (7.5 L) with dual exhaust 250 hp (186 kW; 253 PK; Availability of 310 hp (231 kW; 314 PS) Super Duty version of the 4-bbl 455 V8 did not materialize. [4] The engine displacement, pronounced in litres, was displayed on the boat member in an attempt to emphasize the car's so-called European character. All engines were available with a Turbo-hydromatic 400 automatic transmission as standard equipment. A 4-speed manual transmission was available with the 400/4-bbl engine in 1973 and 1974, but it wasn't popular. The 1973 Pontiac Grand Am style had a unique flexible urethane-leading fascia-center nose (known as the 'Endura' nose) that was printable and could return to its original form after a minor collision[. 7][8] along with the new energy-absorbing bumps.[9][10] a total of six grid openings with vertical bars, round front turn signals with a cross-hair design, horizontal rear tail lights, and chrome rear bumper. In addition, Grand Ams has a Radial Tuned Suspension (RTS) as standard equipment that included radial-ply tires, Pliazell shock absorbers, and front and rear swing bars. The feathers are advertised as computer selected. [3] The Grand Am was one of only three GM cars that had radial tyres and appropriate suspension. 2007. In 1973, with the others supporting the Oldsmobile Cutlass Salon and Chevrolet Monte Carlo S. The Grand Am included Strato bucket seats upholstered in Naugahyde vinyl or corduroy canvas with manual recliners and adjustable lumbers — both features common on European-style sports/luxury sedans, but unusual for American cars of that time. Also included was a tool panel of the Pontiac Grand Prix with a Rally gauge cluster with fuel, oil, water and volt gauges (a tachometer or fuel economy gauge was optional, and on cars so equipped, the clock was moved to a space on the lower instrument panel under the radio), three-spoke padded steering wheel with brush-stainless spokesmen, and Genuine Crossfire African Mahogany trim on the dash facing, radio and clock environment, as well as the center console between the [11] Grand Ams was also one of the first American cars with a swirling signal-mounted headlight dull switch that had been common on imported cars for decades. [13] Other standard equipment included concealed ancestors, a 1.12 in (28 mm) front stabilizer rod, and an in-the-foreclosed radio antenna. [3] Upscale options included air conditioning, tinted glass, power windows locks seating, rear defogger, various sound systems and tilting steering wheel. AM/FM stereo with a tire player was optional. [3] Pontiac also produced a single 1973 Grand Am station wagon as a feasibility study. It was a LeMans wagon converted to a Grand Am. A functional ram-air induction system has been developed for the Pontiac A-bodies lying using twin NACA openings in the hood, but the option was dropped due to inability to pass federally mandated drive-by noise standards. A few functional Ram Air systems were sold over the counter. The twin-scoop NACA hood had been an



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