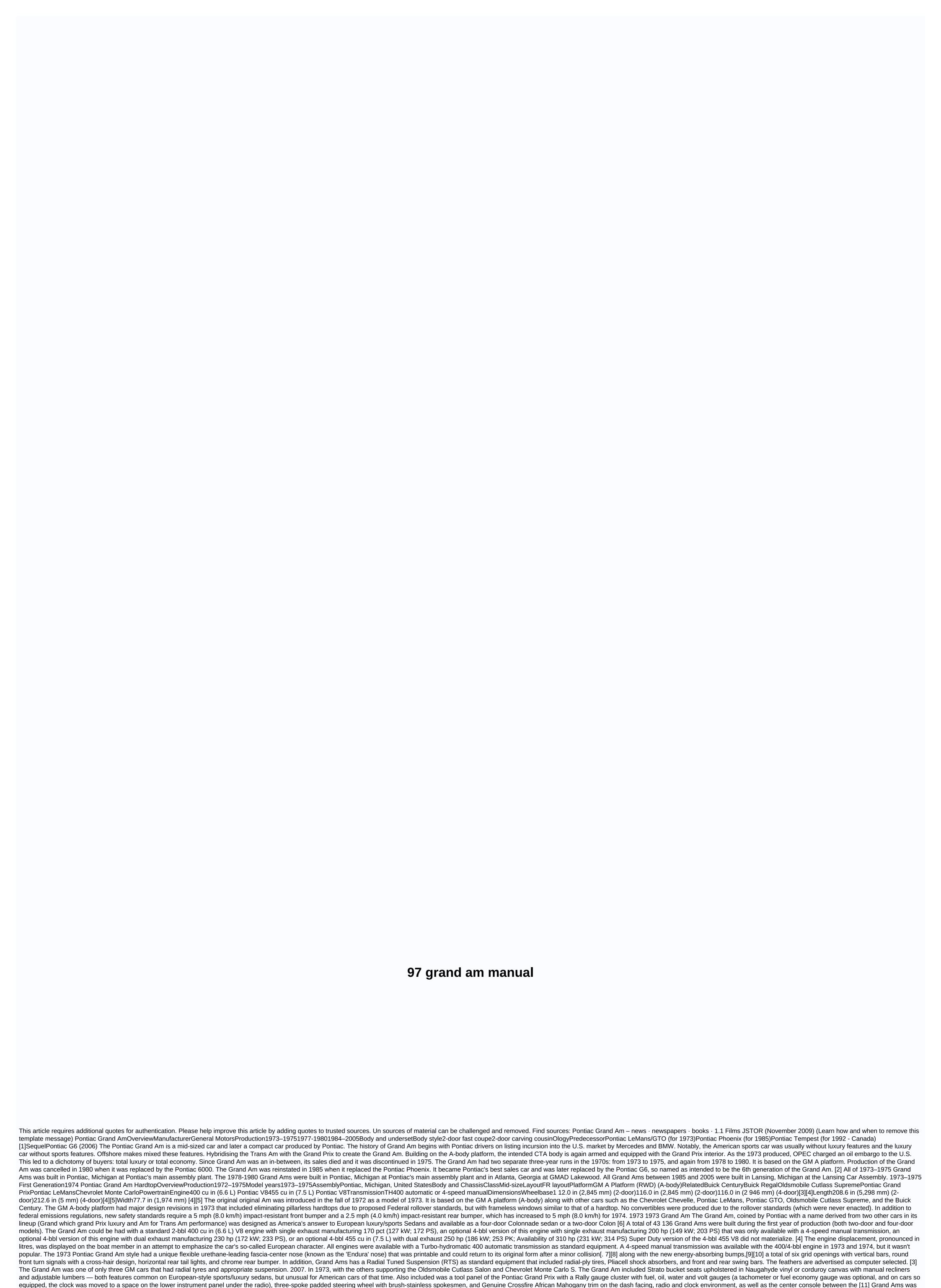
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also one of the first American cars with a swirling signal-mounted headlight dull switch that had been common on imported cars for decades. [13] Other standard equipment included concealed ancestors, a 1.12 in (28 mm) front stabilizer rod, and an in-the-foreclosed 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 penings 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

ption for any Pontiac A body for all three years but was non-functional. In a Popular Mechanics Owners survey, 67% rated the build quality as good to excellent and 79% liked the handling. [11] However, 22.1% do not like the fuel economy. [11] 1974 1974 Grand Am hardtop is The mid-sized Pontiac with foreign intrigue American Ingenuity on the cover of the four-page 1974 Grand Am brochure that features a green four-door sedan highlighted only minor styling changes this year's model, including a redesigned nose and grill with 12 openings ear styling was redesigned for the new 5 mph crash standards and had vertical rear taillights with hidden license plate and fuel filler above the bumper. Engine and transmission offerings were the same as 1973, but four-speed manual transfers were no longer offered in Cali utomatically available. Inside, the genuine African crossfire mahogany trim on the dashboard was replaced by a simulated material due to delamination problems on the 1973 models, but the true wood is continued on the center console, optional console clock, and radio be:	with horizontal bars. [3] The 1974 Grand Am's ifornia, where only Turbo Hydra-matic
-barrel single exhaust producing 190 hp (142 kW; 193 PS), 400 cubic inches 4-barrel single exhaust producing 200 pct (149 kW; 203 PS), 400 cubic inches 4-barrel dual exhaust manufact own more than 50 percent as a result of the 1973 oil crisis, and while the recession continued, prices for all 1974 model cars rose. Only 17,083 Grand Ams were built. 1975 The 1975 Grand Am looks the same as the 1974 model but has vertical front grill bars, a body-colore ingle-outlet, manducing the use of unleaded fuel, along with GM's High Energy Ignition and other items promoted as part of Pontiac's maximum [15] In addition to the standard roofline with lalled rear windows, Grand Am coupons can be ordered with the optional vinyl roof were dropped, and only the passenger seat had a recliner, a safety practice that would continue at GM for a 60/40 sofa seat with center armrest. Engines were also deposed to comply with the 1975 emissions regulations with two-barrel or new low of 7.6 to 1 on some engines. Standard was the 170 pct (127 kW; 172 PS) 400 cu in (6.6 L) V8 with two-barrel or new low of 7.6 to 1 on some engines.	ed rear bumper, and a catalytic converter ith a full triangular rear side window or a decade. New this year as a no-cost option was
88 PS) 400, or a 200 hp (149 kW; 203 PS) 455 cu in (7.5 L) - both with four-barrel carburetors. Turbo Hydra-matic was standard equipment and the only transfer on offer this year. Performance of 0-60 was 7.7 seconds. [3] A total of 10,679 Grand Ams were built in 1975[12] of falling sales and rising gas prices as a result of the 1973 oil crisis. Also a factor leading to the Grand Am's cancellation were plans for all of 1976 Pontiac A-body cars receiving the newly approved rectangular headlights, which would necessitate a complete redesign of the ecided that the cost of such a redesign could not be justified based on low production numbers. The basic GM A body design remained until 1977. Production 1973 Grand Am 2 by 34,445 1973 Grand Am 4 by 8,691 1973 Total 43,136 1974 Grand Am 2 by 13,961 1974 Grand Production 1975 Grand Am 4 by 1,893 1975 Total 10,679 Engines 1973–1975 400 cu in (6.6 L) V8 with 4-barrel carburement (standard others were optional) 1973–1975 400 cu in (6.6 L) V8 with 4-barrel carburement 1973–1974 400 cu in (6.6 L) V8 with 4-barrel carburement 1973–1974 400 cu in (6.6 L) V8 with 4-barrel carburement 1973–1975 400 cu in (6.6 L) V8 with 4-barrel carburement 1973–1974 400 cu in (6.6 L) V8 with 4-barrel carburement 1973–1974 400 cu in (6.6 L) V8 with 4-barrel carburement 1973–1975 400 cu in (6.6 L) V8 with 4-barrel carburement 1973–1975 400 cu in (6.6 L) V8 with 4-barrel carburement 1973–1975 400 cu in (6.6 L) V8 with 4-barrel carburement 1973–1975 400 cu in (6.6 L) V8 with 4-barrel carburement 1973–1975 400 cu in (6.6 L) V8 with 4-barrel carburement 1973–1975 400 cu in (6.6 L) V8 with 4-barrel carburement 1973–1975 400 cu in (6.6 L) V8 with 4-barrel carburement 1973–1975 400 cu in (6.6 L) V8 with 4-barrel carburement 1973–1975 400 cu in (6.6 L) V8 with 4-barrel carburement 1973–1975 400 cu in (6.6 L) V8 with 4-barrel carburement 1973–1975 400 cu in (6.6 L) V8 with 4-barrel carburement 1973–1975 400 cu in (6.6 L) V8 with 4-barrel carburement 1973–1975 400 cu in (6.6 L) V8 with 4-barrel carburement 1	and the series was dropped after this year due Grand Am's Endura nose and Pontiac officials and Am 4 by 3,122 1 17,083 1975 Grand Am 2 rementer, 4-speed (unavailable in California)
973–1975 455 cu in (7.5 L) V8 with 4-barrel carburement Notes: An SD-455 equipped engineering prototype Grand Am was built and tested,[4] but was later dismantled and destroyed. 1973 engines may have point or unified ignition. 1974 engines can be point or unified ign 1975 engines had HEI ignition. 1975 was the first year for the catalytic converter. 1978–1980 Second GenerationOverview Production1977–1980Model years1978–1980AssemblyPontiac, Michigan, United StatesBody and UnderstateclassMid-SizeLayoutFR LayoutPlatformG Plasmobile Cutlass SupremePontiac Grand PrixPontiac LeMansChevrolet El CaminoChevrolet Monte CarloPowertrainEng231 cu in (3.8 L) V6301 cu in (4.9 L) Pontiac V8305 cu in (5.0 L) Chevrolet V8Transmissionautomatic3-speed manual4-speed manual8 [16] Length198.6 in (5,044 mm)Width72.4 in (1,839 mm)[17] Second-generation Grand Am rear view for 1978 returned the Grand Am nameplate on a diminutive model using the Grand Prix's G platform. It was presented in both two- and four-door models with a vertical bar gone LeMans (1,804 may 1973-1975 models, this generation of Grand Ams also has standard carving contents of the LeMans with either a standard carving contents of the LeMans with either a standard carving contents of the LeMans with either a standard carving contents of the LeMans with either a standard carving contents of the LeMans with either a standard carving contents of the LeMans with either a standard carving contents of the LeMans with either a standard carving contents of the LeMans with either a standard carving contents of the LeMans with either a standard carving contents of the LeMans with either a standard carving contents of the LeMans with either a standard carving contents of the LeMans with either a standard carving contents of the LeMans with either a standard carving contents of the LeMans with either and carving contents of the LeMans with eit	G-bodyRelatedBuick CenturyBuick Regal DimensionsWheelbase108.1 in (2,746 mm) prid and other trimmings to distinguish it from
ucket seats with console and recliner on passenger side, an optional tachometer,[18] and a choice of either cloth or Morroid vinyl upholstery. Standard equipment included power steering, power front disc brakes, Turbo Hydra-matic transmission, full instrumentation and Por arrel carburetor manufacture 140 hp (104 kW; 142 PS). Optional was a version of 4-bbl 155 (116 kW; 157 PS) version, along with numerous extra cost items such as snowflake wheels, whitewall or white-literate tires, power windows and seats, tilt steering wheel, sun canda ghter emissions regulations are made Pontiac V8 engines unavailable since 1977, Chevrolet V8 engines have been replaced, including a standard 135 hp (101 kW; 137 PS) 305 cu in (5.0 L) V8 with two-barrel carburetor or optional four-barrel version with 145 hp (108 kW; 1 who the standard powertrain to a Buick 231 cu in (3.8 L) V6 and floor-mounted three-speed manual as standard equipment. The 301 V8, rated at 135 pct (101 kW; 137 PS)[19] with a two-barrel, and Turbo Hydra-matic transmission was now optional. In terms of appearance, the only difference was that the park/signal and marker lenses were changed to amber. [20] New for 1979, a four-speed manual was available with the 150-horsepower 301 four-	ck and cruise control. In California, where 147 PS). 1979 1979 Pontiac Grand Am Very parrel carburetor or 150 hp (112 kW; 152 PS)
utomatic transmission was available and engine offerings included the standard Buick 231 cu in (3.8 L) V6 engine with two-barrel carburetor and 115 pct (86 kW; 117 PS) or optional Chevrolet 305 V8 rated at 160 pct (119 kW; 162 PS) with four-barrel. The wood-granular ins luminum trim, while the meter faces changed from silver with black lettering and numbers to black with white lettering and numbers. The same seat choices in either cloth or Morrokide trim were offered, including the standard notch bench seat, or optional 60/40 sofa or Strat adio combo was available and a heated back window was optional. [21] In 1979, the Grand Am was featured in the NASCAR Grand National circuit. 1980 This section calls no sources. Please help improve this section by adding quotes to trusted sources. Un sources of mat November 2018) (Learn how and when to remove this template message) The year 1980 was the final for the second-generation Grand Am. The four-door sedan was dropped, leaving only the two-door coup, receiving only minor appearance changes. Strato bucket seats in	strument panel was replaced by brushed to bucket seats with console. An AM/FM CB terial can be challenged and removed. In cloth or Morrokide upholstery were standard
quipment along with a center console with floor shifting for the Turbo Hydra-matic transfer. The V6 engine, two-barrel V8s and manual transfers were dropped leaving the four-barrel Pontiac 301 V8 with 170 hp (127 kW; 172 PS) the only engine offered in 49 states or, in Cal 05 V8. Slow sales of the Grand Am led to its strike after the 1980 model year. In the first year of the NASCAR Busch Series (1982), the championship was won by Jack Ingram in a 1980 Grand Am. 1985–1991 Third GenerationOverviewProduction1984–1991Model years19 itatesBody and ChassisClassCompact autoLayoutTransverse front engine, front-wheel drivePlatformN-bodyRelatedBuick SkylarkBuick SomersetOldsmobile Cutlass CalaisPowertrainEngine2.0 L LT3 turbo I42.3 L LD2 I42.3 LG0 I42.5 L Tech IV I43.0 L LN7 V6Transmission nanual3-speed THM125 automaticDimensionsWheelbase103.4 in (2,626 mm)[22]Length177.5 in (4,508 mm) (1985–88)[23][24]179 .2 in (4,552 mm) (1989–1991)Width66.5 in (1,689 mm) (1989–1991)66.7 in (1,694 mm) (1985–88)Height52.6 in For the 1985 model year, Polompact car to replace the aging and unpopled Phoenix (based on GM's X Body) using the new-for-1985 N Body. 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	85–1991AssemblyLansing, Michigan, United 5 speed Isuzu manual5-speed Getrag ntiac reused the Grand Am name for a new n was only available in base or LE trim in
oups. 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 was added. The SE trim has the V6 engine headlamps, a slightly revised interior with the various cloth used on all seats and door panel inserts, analog instrumentation (base and LE models have digital), and have standard with 14 aluminum wheels. 1985 LE coupe 1988 sedan, rear view 1991 sedan 1987 reads and a new Turbocharged four-cylinder engine taken from the Sunbird GT. The 2.0L turbo engine became the base engine for the SE model for 1987. If one were to get the turbo engine, then the turbo-boost gauge would take the place of the voltmeter. Popular Mechanics to verspeed manual in 15.73 seconds and the automatic transmission 16.02 seconds. [25] They noticed large amounts of torque steering out of a dead stop. It was also the last year that the Buick 3.0 L engine would be available in the Grand Am as it was discontinued in mid-1 eadlights, but only on the LE models. For 1988, front seatbelts were moved from the options list the previous medical processing and the available for Grand Am's in 1988, replacing 3.0L V6 on the options list the previous medical processing and the available for Grand Am's in 1988, replacing 3.0L V6 on the options list the previous medical processing and the available for Grand Am's in 1988, replacing 3.0L V6 on the options list the previous medical processing and the available for Grand Am's in 1988, replacing 3.0L V6 on the options list the previous medical processing and the available for Grand Am's in 1988, replacing 3.0L V6 on the options list the previous medical processing and the available for Grand Am's in 1988, replacing 3.0L V6 on the options list the previous medical processing and the available for Grand Am's in 1988, replacing 3.0L V6 on the options are formation and the formation and the available for Grand Am's in 1988, replacing 3.0L V6 on t	models took more power to the base engine, ok the quarter-mile with the Turbo engine and 1987. New for styling were composite leading
uckets' borrowed from the Trans Am GTA have been added to the options list for SE's this year. Other options included a driver information center, an electronic trunk release and a monthly bag. The base model was dropped after this model year. The standard 1988 Pontia ear fascia along with an indoor redesign for 1989. [27] The 2.5L obtained balance shafts and an increase in strength. The 2.3L 'LD2' Quad 4 replaces the 2.0L Turbo engine as standard equipment in the SE midway through the year. It was the final year that the 'Sports Buck GO Quad 4 was announced as being available late in the model year on Grand Am SE's; in fact, it was a limited run car, of which only 200 were built. All of 1989 LG0 Quad 4 Grand Am's were red on gray coupes, with appointments including (but not limited to) 16-machined ptional for SE's. SE's. would be the first year that the Grand Am could be ordered with either 16-wheels or a factory-installed CD player. NHSTA safety ratings for frontal crashes are as follows: Manager: 3 stars; Passenger: 4 stars. Changes were small for 1990 and 1991; Found 4 (paired to only a 5-speed manual) became the standard equipment for the SE's this year. The	tet' seats were available for SE's. The 2.3 L I face wheels. The 16-wheelers were only For 1990, a new High-Output version of the
RPO: W32) in late the 1990 model year run. The W32 option included SE ground effects (minus wheel well flares), the same standard (as well as optional) SE drive train, 14 aluminum wheels, a larger front larger swing bar, and a rear swing bar that was only otherwise available year of this body style and it was essentially a transfer year. The only changes were the addition of an Anti-lock Brakes System (ABS) as standard equipment for all Grand Am SE's (unavailable for LE's), and all 1991 model year cars equipped with a five-speed transmit or 1992, the Grand Am entered its fourth generation. Engines used: 1985–1991: 2.5 L Tech IV TBI I4 engine: 90 hp 1985-86, 98 pct (73 kW) MPG EPA City/Hwy/Overall 21/29/23 (w/3-speed motor) 1987–88, 110 hp (82 kW) MPG EPA City/Hwy/Overall 21/28/23 1989–91. 1 with MPFI: 125 hp (93 kW), [22] 150 lb·ft (200 N·m) of torque mid-1987-1989: 2.0 L MPFI I4 engine: 160 hp (123 kW), 175 lb·ft (237 N·m) of torque, Maximum Boost 10 PSI,MPG: EPA City/Hwy 18/27 1988–1991: 2.3 L LD2 Quad 4 MPFI I4 engine: 160 hp (120 lb·ft (220 N·m) of torque Transmissions used: 1985–1991: Isuzu sourced 5-speed manual with overdrive (2.5-liter only) 1988–1991: Muncie sourced, Getrag designed 5-speed manual with overdrive (Quad 4 only)	able on the SE model. 1991 was the final ission received a redesigned short throw shift. 1985–mid-1987: 3.0 L Buick LN7 V6 engine kW), 155 lb·ft (210 N·m) of torque 1989–1991:
vailable on HO Quad 4) 1992–1998 This section needs additional citations for verification. Please help improve this article by adding quotes to trusted sources. Un sources of material can be challenged and removed. (November 2018) (Learn how and when to remove this to trusted sources. Un sources of material can be challenged and removed. (November 2018) (Learn how and when to remove this to trusted sources. Un sources of material can be challenged and removed. (November 2018) (Learn how and when to remove this to trusted sources. Un sources of material can be challenged and removed. (November 2018) (Learn how and when to remove this to trusted sources. Un sources of material can be challenged and removed. (November 2018) (Learn how and when to remove this article by adding quotes to trusted sources. Un sources of material can be challenged and removed. (November 2018) (Learn how and when to remove this article by adding quotes to trusted sources. Un sources of material can be challenged and removed. (November 2018) (Learn how and when to remove this article by adding quotes to trusted sources. Un sources of material can be challenged and removed. (November 2018) (Learn how and when to remove this to receive this article by adding quotes to trusted sources. Un sources of material can be challenged and removed. (November 2018) (Learn how and when to remove this to remove this article by adding quotes to trusted sources. Un sources of material can be challenged and removed. (November 2018) (Learn how and when to remove this trusted in the form of the 160 pct (120 kW), 100 kg and 100	emplate message) Fourth evrolet Corsica P2.3 L LG02.3 L LG0 I42.3 L e)Width68.3 in (1,735 mm) (1996–98)683. 7 in s; the suspension and braking systems are
OHC. A high output version of the DOHC was also offered. A new GT trim has been offered that sportier wheels, smoother but larger cladding, and more standard equipment. 1993 brought further refinement to the Quad 4. This resulted in a loss of 5 horsepower (3,7 kW) to peed powertrain was effectively replaced by GM's new 3.1 L 3100 Series V6 engine and new 4-speed 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 batteering from the intake camshaft. The four-speed automatic that was paired to the 3.1 in '94 has become optional as a step-up of the three-speed for '95 on the new Quad 4 engine. In Japan, this generation was officially imported by Yanase and Suzuki with left-hand drive. In Japan, the V6 model was only presented there for the 1996 model year. All models had a three-speed (later four-speed) automatic transmission. 1996—1998 This section mentions no sources. Please help improve this section by adding quotes to trusted sources. Un sources.	all engines. In 1994, the V6 and standard 3 alance shafts and a direct driven power The main imports were the SE and V6 models. ses of material can be challenged and removed.
November 2018) (Learn how and when to remove this template message) 1996–1998 GT coupe 1996-1998 SE sedan (rear view) For 1996, the Grand Am received a mid-generation facelift. Outside, an updated front fascia, rear fascia, and side-scoons gave the Grand Am a terior is redesigned and has dual airbags, easier to use sound system and HVAC controls and softer plastics. The Quad 4 has been replaced by a new 'Twin Cam' 2.4 L DOHC (Dual Ear Head Cam) four-cylinder engine. Still based on the Quad 4, it was a re-engineered ver replaced by a new 'Twin Cam' 2.4 L DOHC (Dual Ear Head Cam) four-cylinder engine. Still based on the Quad 4, it was a re-engineered ver replaced by a new 'Twin Cam' 2.4 L DOHC (Dual Ear Head Cam) four-cylinder engine. Still based on the Quad 4, it was a re-engineered ver replaced by a new 'Twin Cam' 2.4 L DOHC (Dual Ear Head Cam) four-cylinder engine. Still based on the Quad 4, it was a re-engineered ver replaced by a new 'Twin Cam' 2.4 L DOHC (Dual Ear Head Cam) four-cylinder engine. Still based on the Quad 4, it was a re-engineered ver replaced by a new 'Twin Cam' 2.4 L DOHC (Dual Ear Head Cam) four-cylinder engine. Still based on the Quad 4, it was a re-engineered ver replaced by a new 'Twin Cam' 2.4 L DOHC (Dual Ear Head Cam) four-cylinder engine. Still based on the Quad 4, it was a re-engineered ver replaced by a new 'Twin Cam' 2.4 L DOHC (Dual 4 L Still be 1.5 in 1996, and and 4-speed automatic standard traction control. Day running lamps with automatic lighting control was a re-engineered ver replaced by a new 'Twin Cam' 2.4 L DOHC (Dual 4 L Still be 2.5 in 1996, and and 4-speed automatic standard traction control. Day running lamps with automatic lighting control was a re-engineered ver replaced by a new 'Twin Cam' 2.4 L DOHC (Dual 4 L Still be 2.5 in 1996, and and 4-speed automatic standard traction control. Day running lamps with automatic lighting traction control was a re-engineered ver replaced by a new 1.5 in 1996, and and 4-speed automatic standard traction control. Day running lam	rsion of the previous year's 2.3 L with SFI fuel were new standard on all Grand Ams. 1997 , 155 lb·2.3L· DOHC Quad 4 HO L4 engine: (110 kW), 155 lb·ft (210 N·m) from torque
996–1998: 2 4L DOHC Twin Cam L4 engine: 150 pct (110 kW), 155 lb· feet (210 N· of torque Transmissions used: 1992–1994: Muncie acquired Getrag designed 5-speed manual with overdrive ('Quad 4 HO' only) 1992–1998: Isuzu acquires 5-speed manual with overdrive (Quad4' & Amp; Twin Cam only) 1992–1995: 3T40 1 4T60-E 4 speed automatically with overdrive (available with 3100 SFI V6 beginning in 1994) 1999–2005 This section requires additional citations for verification. Please help improve this article by adding quotes to trusted s hallenged and removed. (November 2018) (Learn how and when to remove this template message) Fifth generationOverviewProductionApril 1998–May 10, 2005Model years1999–2005AssemblyLansing, Michigan, United StatesBody and chassisClassMid-size[33][34]Layor rivePlatformN-bodyRelatedOldsmobile AleroOldsmobile CutlassChevrolet MalibuPowertrainEngine2.2 L L61 Ecotec I42.4 L LD9 Twin Cam I43.4 L LA1 V6Transmission5-speed Getrag F23 manual4-speed 4T40-E automatic4-speed 4T45-E automaticDimensionsWheelbase (1,792 mm) (1,793 mm) (1999–2000)70.4 in (1,788 mm) (2001–05)Height54.5 in (1,384 mm) (1999–2000)55.1 in (1,400 mm) (2001–05)Curb weightCoupe: 3,066 lb (1,391 kg) Sedan: 3,116 lb (1,413 kg)[36] Available in late spring 1998, the basic design of the fit	sources. Un sources of material can be utTransverse front-engine, front-wheel e107.0 in (2,718 mm)[35]Length186.3 in ifth-generation Grand Am was shared with the
Oldsmobile Alero (also new for 1999) and Chevrolet Malibu (introduced in 1996). The length is slightly shortened, but the wheelbase grew by more than three inches (76 mm). The suspension was now fully independent, with a revised MacPherson-Strut design upfront. The resign. The new Grand Am was presented in five trim levels: SE, SE1, SE2, GT and GT1. The 2.4 L Twin Cam engine was transferred, with 150 pct (112 kW; 152 PS) and 155 lb· feet (210 N·m) of torque. 3400 V6, formerly exclusive to their minivans, became available as an all other trim levels. For 1999, all of the Grand Ams featured a four-speed automatic transmission. The GT and GT1 also included 4-wheel disc brake, [37] and all Grand Ams until 2003 had standard ABS and Traction Control (optionally made at SE from 2003). The GTs also nextra five horsepower and 5 lb/ft of scenic over the 3.4 L V6 when installed in any of the SE-level trim. The 2000 models added a Getrag five-speed manual transfer as standard equipment with the four-cylinder. On GT models, the badge on the front fenders now reads Ra SC Creative Services designed the Grand Am SC/T for the SEMA show circuit, which was the concept designed for the Ram Air hood and body package. The SC/T later became an appearance package, starting in 2003. A road test by Car and Driver has a 0-60 mph time of the standard package.	n option on the SE and SE1 and was standard so have a Ram Air induction system, providing amAir V6, instead of V6H.O. on 1999 CT's.
utomatic. [35] In 2004, Pontiac Grand Am GT coupes for 2001 dropped the SE2 trim level, a new family of Delco stereos and new wheel designs were introduced. The radio size in 2001 also changed from a 1.5 DIN size to a full 2 DIN size. Midway through 2002, the Twin C cotec four-cylinder, showing improvements over the engine it had replaced but had less output; 140 pct (104 kW; 142 PS) and 150 lb·ft (203 N·m) from the torque. Changes for 2002 also included a stationary cup holder in the middle console as opposed to a removable one emoved in 2003, a change that affected other models throughout Pontiac. Anti-Lock Brakes and Traction Control were also optionally made on the SE in 2003. An MP3 player was added to the uplevel CD player in 2004. In 2005, Pontiac began phasing out the Grand Am lin vere retained for fleet sale and GT coups were the last Grand Am model available for public sale. The final Grand Am rolled off the line at Lansing Michigan's, Lansing Car Assembly plant on May 10, 2005, shortly before Lake Orion, Michigan plant began meeting G6 coupes isher Body Plant. Engines: 1999–2002: 2.4L DOHC Twin Cam L4 (LD9 model) engine: 150 pct (110 kW), 155 lb·ft (1210 N·2.2L DOHC Ecotec L4 engine: 140 pct (100 kW), 150 lb·ft (200 N·) of torque 1999–2005: 3.4L 3400 OHV V6: 170 hp,(170 model) engine:	e. The body cladding on SE models was neup for the new G6 replacement. SE sedans s. It was also the last car made at Lansing's old
205 for GT)[38] Transmissions: 1999–2005: 4-speed automatic with overdrive (4T40-E for four-cylinder engines, 4T45-E for V6 engines) 2000–2005: Get 5-speed manual with overdrive (only four-cylinder engines) 2005 Pontiac Am Sedan Safety The Insurance Insurance for m gives a Poor Rating in its frontal crash test for marginal structural integrity, a possible head injury, and poor dummy control. 2003 National Highway Traffic Safety Administration (NHTSA) Crash Test Ratings (coupe):[39] Frontal Driver: Frontal Passenger: Rollover: References Administration (NHTSA) Crash Test Ratings (sedan):[40] Frontal Driver: Frontal Passenger: Rollover: References Administration (1996). The Canadian Motor Buyer's Survival Guide: How to buy or low of the surger and Die Burger and Die Burger and the Burger and 19949. Retrieved 2014-04-12. AmcCraw, Jim (2007-09-25). 2005 Pontiac G6. automobile.com. Archived from the original on 2007-11-13. A b c d e f Gunnell, John Muscle Motors 1973-2006. Krause Publications. In 1994, Die Burger and 490-7 called for Die Burger and 978-7.19.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1	assenger: Side Rear Passenger: Rollover: lease the right vehicle at the right price. n (2007). standard catalogue of American
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