

# 99 grand am repair manual

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Because of this, the Grand Am is remembered quite well for just how enjoyable it is to drive. Make sure your Grand Am continues to stroll along by picking up a Pontiac Grand Am repair manual. Repair manuals aren't just for mechanics anyone can understand the clear instructions found inside

one. The first Grand Am appeared in 1973 as GM's attempt to emulate the success of luxury sports cars coming from overseas. It was equipped with a 6.6L V8 engine and an automatic transmission, but there were a few options for superior engine choices that were ultimately unsuccessful. The first generation Grand Am experienced a few minor cosmetic changes until 1975, when it stopped production. Unlike many other longrunning car models, the Grand Am saw several years where it was pulled off the production line for redesigning. Because of this, the second generation Grand Am didn't emerge until 1978. The car was now quite smaller, a reflection of the shift to a different body platform, and looked a lot like muscle cars of the same time period. This Grand Am was equipped with a far superior 4.9L V8 engine. For the next two years, the option of a 3.8L V6 or 5.0L V8 engine were available, but were ultimately dropped as options. The third generation of Grand Ams was far different, as they now sported a rounded, sleeker appearance. They also shifted down to a compact sized car body. Unlike earlier models, this was the first generation to make heavy use of fourcylinder engines, offering just one V6 option until 1987 when it was cancelled. A fourth generation of Grand Ams began in 1992. These models had a slimmer, smaller appearance that better matched the small body frame the model was built on. It continued to use an array of fourcylinder engines, offering improved efficiency and power. There was a cosmetic update in 1996, which gave the model a fuller look. The fifth and final generation of Pontiac Grand Am vehicles were first sold in 1999 and ultimately ceased production in 2005.

Engine options were cut down significantly, with only a 2.4L fourcylinder and 3.4L V6 engine available until 2002, after which the fourcylinder was replaced with a lesspowerful version. This was a reflection of General Motor's ultimate goal of ramping down production. Anyone who drives a Pontiac Grand Am knows what it means to drive in complete comfort. A Grand Am probably won't blow you away by how fast it is, but it is very reliable and gets you where you need to go. Your vehicle just needs a little bit of focused care, something made simple with the use of a Pontiac Grand Am service manual. Find one today and invest in the longevity of you cozy sedan. I need to know if the power steering pump has a belt and where to find it. Here I am 5 years later and I cannot find that it even existed. I need one !! They are a combined company now and will be going all digital. If you ever have to replace the heater core in an 04 good luck. The Haynes for the 03 are similar but things are different, and I still have not got my heater core out yet. Been working on it for 3 weeks now. I need to know if the power steering pump has a belt and where to find it. Does the engine have one and if so where is it located on the engine Am Please refer to CarGurus Terms of Use. Content will be removed if CarGurus becomes aware that it violates our policies. 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 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. 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. 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 radialply tires, Pliacell shock absorbers, and front and rear sway bars. This was a LeMans wagon converted to a Grand Am. A functional ramair 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 fourspeed 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 twobarrel 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 fourbarrel 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 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. 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 twobarrel carburetor and 115 hp 86 kW; 117 PS or optional Chevrolet 305 V8 rated at 160 hp 119 kW; 162 PS with fourbarrel 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 fourdoor sedan was dropped, leaving only the twodoor 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 frontwheel 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 5speed manual was standard, and a 3speed 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. 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 drivers side airbag also became standard for 94, but the doormounted automatic seatbelts remained.

In 1995, the Quad 4 engines received balance shafts, and a direct driven power steering off the intake camshaft. The fourspeed automatic that was mated to the 3.1 in 94 became optional as a stepup from the threespeed 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.

GMs 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 fourspeed 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 Lansings old Fisher Body plant. Retrieved 20140412. Krause Publications. Retrieved 13 April 2012. Retrieved 20120531. Retrieved 20111112. CS1 maint archived copy as title link CS1 maint archived copy as title link Retrieved 20120827. Publications International. Retrieved 20120827. By using this site, you agree to the Terms of Use and Privacy Policy. This is the same type of service manual your local dealer will use when doing a repair for your Pontiac Grand Am. Comes with highly detailed illustrations and step by step instructions. Download Service Repair Manual for Pontiac Grand Am 1999 2000 2001 2002 2003 2004 2005 They are specifically written for the doityourselfer as well as the experienced mechanic. Using this repair manual is an inexpensive way to keep you vehicle working properly. Each manual provides stepbystep instructions based on the complete disassembly of the machine.

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