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Download File PDF Pontiac Grand Prix 01 Engine Diagram Pontiac Grand Prix 01 Engine Diagram Phil Edmonston, Canada's automotive "Dr. Phil," pulls no punches. He says there's never been a better time to buy a new car or truck, thanks to a stronger Canadian dollar and an auto industry offering

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9/6/2012 · Swapped 2003 Pontiac Grand Prix GT engine into 2002 and it wont turn over. 2 Answers. I crashed my 2003 Pontiac Grand Prix GT and purchased a 2002 Pontiac Grand Prix GT with a bad engine. I swapped the motors and now I can't get it to turn over. Someone help!

The Pontiac Grand Prix is an automobile which was produced by Pontiac from 1962 to 2008. First introduced as part of Pontiac's full-size model offering for the 1962 model year, the Grand Prix name was also applied to cars in the personal luxury car market segment and the mid-size offering, positioned below the large Bonneville in Pontiac's model lineup.

2003 Pontiac Grand Prix P0753. Comments ? 2003 Pontiac Grand Prix 3.1 V6. Check Engine Light codes P0753. Question = I have a 2003 Pontiac Grand Prix with 84,000 miles on it. My "Service Engine Soon" just came on about a month ago and when it did my cruise control stopped working as well.

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2003 Pontiac Grand Prix GTP: Pontiac Grand Prix GTP is a car that has a 4 door saloon (sedan) body style with a front mounted engine supplying power to the front wheels. The 3.8 litre engine is a supercharged, overhead valve, 6 cylinder unit that develops 240 bhp (243 PS/179 kW) of power at 5200 rpm, and maximum torque of 380 N·m (280 lb·ft/38.8 kgm) at 3600 rpm.

2003 Pontiac Grand Prix GT: The Pontiac Grand Prix GT is a 4 door saloon-bodied motor vehicle with a front mounted engine powering the front wheels. Its 3.8 litre engine is a naturally aspirated, overhead valve, 6 cylinder that has an output of 200 bhp (203 PS/149 kW) of power at 5200 rpm, and maximum torque of 305 N·m (225 lb·ft/31.1 kgm) at 4000 rpm.

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18/10/2010 · I have a 2003 Pontiac Grand Prix. The engine is over heating. While driving, if I come to a stop, the needle increases steadily. I have to turn on the heat full blast to draw the heat away from the engine. Then as I begin moving again, the needle steadily moves down. I believe the fan is not working/engaging.

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