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2004 Pontiac Grand
Prix vehicles have 7
known recalls. The
most common recall

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is: Ignition Lock
Cylinder Concern.
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The most common
recall is: Ignition Lock
Cylinder Concern.
Engine Oil Leaks Onto
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Prix Repair: Service
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Cost

2004-2008 Pontiac

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Grand Prix Repair.

This category covers 2004, 2005, 2006, 2007, 2008 Pontiac Grand Prix models. The Grand Prix was updated for 2004 on a revised version of the GM W platform and was unveiled at the 2002 Chicago International Auto Show on February 7, 2002 as the Grand

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Prix G-Force Concept.
Author: Blake Klein.

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common auto repairs
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expect to pay for
auto repairs.

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..dealer wanted
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new.. said it was too
rusty and said " we
dont patch ". new cat
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The Grand Prix was

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updated for 2004 on
a revised version of
the GM W platform
and was unveiled at
the 2002 Chicago
International Auto
Show on February 7,
2002 as the Grand
Prix G-Force Concept.

2004-2008 Pontiac
Grand Prix Repair
(2004, 2005, 2006 ...

This is the Highly

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Detailed factory
service repair manual
for the 2004 PONTIAC
GRAND PRIX, this
Service Manual has
detailed illustrations
as well as step by
step instructions, It is
100 percents
complete and intact.
they are specifically
written for the do-it-
yourself-er as well as
the experienced

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PRIX Service Repair

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provides step-by-step
instructions based on
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This video shows how

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to replace the front driver's side window regulator on a 2004 Pontiac Grand Prix.

How To Replace the Window Regulator on a 2004 Pontiac ...

These instructions are designed to guide you through the step by step process of repairing a HUD (Heads Up Display) in

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a 2004 Pontiac Grand Prix car. These instructions may also assist with the HUD display repair on similar cars as well, but are specific to the Grand Prix. Allow 3 hours for the repair, but it can be done in 2 hours.

HUD - Heads Up
Display for Pontiac

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Grand Prix 2004

Repair ...

Problem with your 2004 Pontiac Grand Prix? Our list of 38 known complaints reported by owners can help you fix your 2004 Pontiac Grand Prix.

2004 Pontiac Grand Prix Problems and Complaints - 38

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Grand Prix offered
consumers a sensibly
sized family coupe or
sedan, with plenty of
performance on tap
thanks to the
availability of peppy
V6 engines or even a
powerful V8.

Pontiac Grand Prix

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Repair - iFixit

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Care to give you
everything you need
to do the job. Save
time and money by
doing it yourself, with
the confidence only a

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The Muncie 4-speeds, M20, M21, and M22 are some of the most popular manual transmissions ever made and continue to be incredibly popular. The Muncie was the top high-performance manual transmission GM

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offered in its muscle cars of the 60s and early 70s. It was installed in the Camaro, Chevelle, Buick GS, Pontiac GTO, Olds Cutlass, and many other classic cars. Many owners want to retain the original transmission in their classic cars to maintain its value.

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Transmission expert and veteran author Paul Cangialosi has created an indispensable reference to Muncie 4-speeds that guides you through each crucial stage of the rebuild process. Comprehensive ID information is provided, so you can positively identify the

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cases, shafts, and related parts. It discusses available models, parts options, and gearbox cases. Most important, it shows how to completely disassemble the gearbox, identify wear and damage, select the best parts, and complete the rebuild. It also

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explains how to choose the ideal gear ratio for a particular application. Various high-performance and racing setups are also shown, including essential modifications, gun drilling the shafts, cutting down the gears to remove weight, and achieving race-

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specific clearances.

Muncie 4-speeds need rebuilding after many miles of service and extreme use. In addition, when a muscle car owner builds a high-performance engine that far exceeds stock horsepower, a stronger high-performance transmission must be

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Grand Prix Repair Manual

built to accommodate this torque and horsepower increase. No other book goes into this much detail on the identification of the Muncie 4-speed, available parts, selection of gear ratios, and the rebuild process.

Written for the do-it-
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yourself, good enough for the pro. Includes everything you wish to know about your vehicles heating and air conditioning. From simple adjustments, to complete tune-ups and troubleshooting.

For the first time in one volume, Phil Edmonston,

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Canada 's
automotive “ Dr.
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vehicles, packing this
guide with insider
tips to help the
consumer make the
safest and cheapest
choice possible from
cars and trucks of the
past 25 years.

Every Haynes manual
is based on a

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Complete teardown and rebuild, contains hundreds of "hands-on" photos tied to step-by-step instructions, and is thorough enough to help anyone from a do-it-your-selfer to a professional.

With 18 years of research on the Pontiac Grand Prix,

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Don Keefe takes the reader on a voyage that covers nearly a half century, from the earliest design sketches of the late 1950s, bringing the concept to market, all production figures to date, to the exciting Grand Prix of today. Not simply a rosy depiction of the Grand Prix ' s history,

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the author also deals frankly with the darkest days of the 1970s and 1980s, leading to its rebirth as an exciting front-drive sport coupe. Also covered are experimental, showcar, and specialty versions of the Grand Prix.

How to Rebuild and
Page 52/56

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Modify High-Performance Manual Transmissions breaks down the disassembly, inspection, modification/upgrade, and rebuilding process into detailed yet easy-to-follow steps consistent with our other Workbench series books. The latest techniques and

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Transmission expert and designer Paul Cangialosi shares his

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Proven rebuilding methods, insight, and 27 years of knowledge in the transmission industry. He guides you through the rebuilding process for most major high-performance transmissions, including BorgWarner T10 and super T10,

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GM/Muncie, Ford
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Tremec T5. This new
edition also contains
a complete step-by-
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