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Since every car built in the last 120 years, utilizes rubber weatherstripping this article applies to all automobiles. Nevertheless, those with Ttops and sunroofs will want to pay special attention to the tips provided here. In addition, we'll discuss sourcing new parts that look exactly like the original ones from the factory. Whether you have a classic Pontiac Firebird Trans Am or a vintage MercedesBenz achieving a watertight seal becomes paramount. In fact, it's just as important is how the replacement parts look. This is why we'll spend some time discussing the final installation. Classic car enthusiasts have a saying. Rust never sleeps. With that said, it's a failed weather strip that lets the water in and helps the rust take over. For this reason removal procedures can often become model specific. Some classic car auto repair manuals provide helpful stepbystep information to facilitate the removal of failed weatherstripping. Unfortunately, on older classic cars, with original parts, removing the old rubber can be a difficult operation. Thankfully, some special tools help make this task easier. They make narrow blade scrapers that fit inside of the weather strip retaining tracks. For vintage automobiles that utilize a combination of glue and retainers, you can use specialized solvents. Patience is a virtue when it comes to using weatherstrip removing solvents. Make sure to provide enough soaking time for the chemicals to their job. Although these weatherstrip solvents work well when used as directed, precautions must be taken to protect the paint. Body shop technicians often lay down protective masking tape around the tracks. In addition, they cover the painted surfaces in the vicinity in case any splashes occur. Taking extra time in this area is critical. There are a few more areas that also require some protection. After removing the bulk of the old weatherstripping go back and soak any remaining pieces and glue spots with additional solvent.

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Body technicians use a clever trick. They place a rag on top of the stubborn spot and then apply the solvent to the rag. Failure to completely remove all of the old glue can cause improper sealing of the new weatherstrips. When you're finished, the tracks and mounting surfaces should look brandnew. Many auto parts companies do an excellent job of serving this niche market. Several large, respectable autoparts companies provide complete classic car weatherstripping kits. Whether you have a 50yearold classic Cadillac Eldorado or a 1970 Chevrolet Chevelle muscle car you will find exact match parts available. As a mechanic that has performed more than a few classic car restoration projects I can tell you that there are often surprises included in the weatherstripping kits. When you perform a complete restoration you uncover rubber components that exist in places you never thought of. Let me provide an example using a 1948 Cadillac 2door fastback I helped restore. These old Cadillac cars are known for water leaks in the trunk. Often by the time people figure out where the leak was coming from, it became necessary to replace the trunk pan. Replacing the tiny little weatherstrip underneath the trunk emblem can save you a lot of time and aggravation down the road. The companies that produce these weatherstrip kits also supply specialized molding clips and oddball retaining fasteners. My advice is to give one of these companies a call and speak to somebody before you begin the project. This is better than ordering it online and figuring it out for yourself. These rubber pieces can also come with a manufacturing residue on them. Therefore, wash all of the weatherstripping with soap and water, especially the spots where you apply the weatherstrip adhesive. Now it's time to perform a dry fit installation. The dry fit is when you fully install the parts without the retainers and the glue. This allows you to get a feel for the curves and straight runs.

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With the dry fit completed, you're now ready for a permanent installation. Body shop technicians usually have their favorite types of weatherstrip adhesives. With that said, 3M makes an excellent

weatherstrip adhesive product. The best advice is to apply the adhesive to one section at a time. Although you will have to work quickly, you still have plenty of time before the weatherstrip adhesive cures completely. This is another reason for working one section at a time. Finally, allow 24 to 48 hours for a complete cure before performing a water test to verify proper sealing. Here are the 7 best muscle cars of all time. So sit back and start your engines! It looks just as great on the road if not more now than it did in its release. Interest has spiked in recent years thanks to hit television show Supernatural. These cars were built to last and many owners have watched their Impalas stand the test of time. Time may have brought new design and premium manufacturing, but nothing will pack the same punch as a classic muscle car. In 1967 you could choose from a variety of makes and models including hardtop, convertible, and sports coupe. Plymouth delivered. Plymouth incorporated 425 horsepower Hemi V8 engine that made their car popular on the racetrack. Available with versions of the V8 engine, this car could reach an apex of 450 horsepower. Year after year found success for Plymouth Road Runners but in 1970 they found another hotshot. Then, you will definitely love Americans muscle cars. Coined in 1949 due to the demand for a fast car, muscle cars have become one of Americas most loved cars. The 1960s and 1970s saw the creation of some of the best muscle cars of all time. If you are looking for a muscle car, read one as we look into some of the best muscle cars. The Mustangs have undergone a series of transformation from the first to the fifth generation.

There is more to this car that will make you want to own it. It was based on an Fbody platform and offered no less than three sixcylinder engines and four V8s. A longer and wider Camaro was then introduced in 1970. The fifth generation Camaro was later introduced in 2010 with a better body and an even better performing engine. Several other challengers were later introduced over the years but the oil crisis crippled the sales of the muscle cars and this lead to the early retirement of this car in 1974. In 2008 the challenger made its way back and this 3rd generation challenger has soldiered on and so far has had a number of stylistic updates. It is very fast and has a 797 horsepower supercharged V8 engine. It featured fourwheel disc brakes, optional side exhaust pipes, a big block, and a 6.5 liter V8. This muscle car has gotten even better with time and the C6 generation that was produced from 20052013 and has better handling and is a muchloved sports car. Get ready to experience this legendary ZR1 supercar with a 755 horsepower and a top speed of 212 MPH. If you want a luxurious muscle car, the dodge viper will be an ideal choice. This car has been in the market for 25 years and it is one of the best classics. It also borrowed a little bit from the Ferrari. This muscle car was an instant hit and GM improved its performance over the years. However, in 1974, its sales went down forcing its production to stop. Though you will not be able to find a new Pontiac because 2006 was the last year it was produced you can still buy it from its original owners. In 1967, the second generation Plymouth was introduced and it had responded to the need of the market. The model was much more aggressive with a V8 motor and better handling. It had three V8 engines and was on its way to muscle cars success. These cars have both high and low performing options but if you want to feel the real American muscle cars, then the high performing option is your ideal choice.

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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 radial-ply tires, Pliacell shock absorbers, and front and rear sway bars. This was a LeMans wagon converted to a Grand Am. A functional ram-air 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 drive-by noise standards. A few functional Ram Air systems were sold over the counter. The twin-scoop 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 four-speed 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 Ams 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 driver's 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. GM's 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 Lansing's 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. Type your questions to a ASE certified, many years experience Pontiac Grand Prix mechanic online, Get a Satisfaction Guarantee Answer from professional Pontiac Grand Prix technician, specialist ASAP! It just links to files like Google which is available on the internet.

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