Pontiac g5 wiki

The Chevrolet Cobalt is a compact car introduced by Chevrolet in for the model year. The Cobalt was available as both a coupe and sedan , as well as a sport compact version dubbed the Cobalt SS. The G5 replaced the Cavalier-related Pontiac Sunfire. The front suspension was independent with MacPherson struts , while a semi-independent torsion beam was used in the rear. The wheelbase was Side airbags are limited to the curtain type; torso type side airbags are unavailable. The IIHS also found model year Cobalts had the highest fatality rate in the small 4 door car class, with deaths per million registered years compared to its class average of Before the Cobalt only offered stability control as an option on Sport models. In early , 98, Cobalt coupes from the â€"06 model years were recalled after it was discovered they did not meet federal safety requirements because of a lack of adequate padding in a specific area of the vehicle's trim. This resulted in an unacceptable vulnerability to head injuries, though GM claimed the vulnerability would only affect motorists not wearing a seat belt. On March 2, , GM announced a recall of 1. The Pontiac G5 and its international variants were also affected, though GM had already ended production of the Pontiac brand by that point. On September 28, , GM announced a recall of 40, cars including the Chevrolet Cobalt from the model year because of a potential fuel leak. Although the recall was limited to five states, vehicles from other southern states were covered for repair when summer heat caused cracks in the fuel reservoir assembly. The fuel vapor leak could be detected during hot days by a gasoline smell in the vicinity of the car. Faulty ignition switches in the Cobalts, which cut power to the car while in motion, were eventually linked to many crashes resulting in fatalities, starting with a teenager in who drove her new Cobalt into a tree. Thirteen deaths were linked to the faulty switches during the time the company failed to recall the cars. The Pontiac Pursuit was originally introduced in Canada as a sedan in The Pontiac Pursuit was only available as a sedan and was only sold in Canada from to In , another version of the vehicle was released called the Pontiac G5 Pursuit in Canada, but it was now available as both a sedan and a coupe. This vehicle was available as both a sedan and coupe also in Mexico as the Pontiac G4 from to In the United States, the Pontiac G5 went on sale in as a model, serving as the replacement for the Pontiac Sunfire. The Pontiac G5 in the United States was only available as a coupe. However, in Canada, and in Mexico, the Pontiac G5 went on sale in early as a model, available as both a sedan and coupe. The G5 was discontinued as a direct result of General Motors phasing out the Pontiac brand in In , Chevrolet launched the Cobalt's eventual successor, the Chevrolet Cruze based on the new Delta II platform , in Europe, with launches in other markets including the US following in The Cobalt ended production on June 23, In , General Motors Brazil introduced a new model bearing the Cobalt name in the Brazilian market. The car is equipped with a 1. Flex engine. Although sporting a similar front end style, it is not directly related to the Chevrolet Agile , since it shares the overall underpinnings with the Chevrolet Sonic , [24] while the Agile is derived from the considerably older Opel Corsa B , from Chevrolet had no plans to bring the Cobalt to the North American market, which already had the Chevrolet Sonic and Chevrolet Spark as the subcompact cars in the continent. In January , the Cobalt was launched in the Russian market, where it was imported from Uzbekistan. However, in late , it was reintroduced under the new Ravon marque as the Ravon R4. The Chevrolet Cobalt was assembled in Colombia too. It was equipped with a simple range of two versions and a single 1. With a very discreet commercial performance and a taxi variant, its production in the Colombian market ended in early The Cobalt received a facelift in late for the model year. In Brazil, production ended in late , with being the final model year. The Cobalt has been succeeded by the Chevrolet Onix Plus sedan, which achieved higher sales upon its launch in From Wikipedia, the free encyclopedia. Redirected from Pontiac G5. Motor vehicle. Main article: Chevrolet Cruze. Retrieved January 4, Orlando Sentinel. September 14, Archived from the original on December 5, Retrieved September 20, Motor Trend. August 26, April 21, Retrieved December 2, November 5, Archived from the original on August 27, September 18, Archived from the original PDF on June 11, Retrieved April 4, Archived from the original on May 27, Retrieved April 22, The Vindicator. January 25, Archived from the original on April 26, Retrieved USA Today. September 29, Retrieved September 28, Time Australia. May 16, Washington Post. The New York Times. Retrieved March 30, General Motors. Retrieved February 19, Archived from the original on November 12, Retrieved April 14, Archived from the original on June 3, Retrieved June 6, GM Authority. March 17, Chevrolet vehicles. Established in , a division of General Motors since Express N N Orlando Spin. Category Commons. Pontiac vehicles. A division of General Motors , â€" Aztek Sunrunner Torrent. Montana Trans Sport. Hidden categories: CS1 maint: archived copy as title Use American English from July All Wikipedia articles written in American English Use mdy dates from January Articles with short description Short description is different from Wikidata All articles with unsourced statements Articles with unsourced statements from March Commons category link from Wikidata. Namespaces Article Talk. Views Read Edit View history. Help Learn to edit Community portal Recent changes

Front engine, front wheel drive. Lordstown, Ohio , U. Ramos Arizpe , Mexico. Delta platform [2]. Chevrolet Sonic Opel Corsa E. Monte Carlo. Sports car. Sold as a Police Pursuit Vehicle. Grand Am. Grand Prix. Station wagon. Mid-size crossover. Compact SUV. Compact MPV. Montana SV6. Personal luxury. Pontiac was an American automobile brand owned, manufactured, and commercialised by General Motors. Introduced as a companion make for GM's more expensive line of Oakland automobiles, [1] Pontiac overtook Oakland in popularity and supplanted its parent brand entirely by Starting with the models, marketing was focused on selling the lifestyle that the car's ownership promised than the car itself. Amid the late s financial problems and restructuring efforts, GM announced in it would follow the same path with Pontiac as it had with Oldsmobile in and discontinued manufacturing and marketing vehicles under that brand by the end of The last Pontiac-badged cars were built in December , with one final vehicle in January Oakland Motor Car was founded in in Pontiac, Michigan, by Edward Murphy, a manufacturer of horse-drawn carriages. The following year, another former buggy company executive, William Durant, founded General Motors in Flint, Michigan, as a holding company for the Buick Motor Company. GM soon bought other automakers, including Oldsmobile and Cadillac. In , Oakland became part of GM. The first Pontiac model made its debut as part of the Oakland line in the s. The car, which featured a six-cylinder engine, proved so popular that the Oakland name was eventually dropped and Pontiac became its own GM division by the early s. It was named after the famous Ottawa chief , who had also given his name to the city of Pontiac, Michigan , where the car was produced. As a result of Pontiac's rising sales, versus Oakland's declining sales, Pontiac became the only companion marque to survive its parent, with Oakland ceasing production in Pontiacs were also manufactured from knock-down kits at GM's short-lived Japanese factory at Osaka Assembly in Osaka, Japan , from â€" The next year, it became the top-selling six in the U. This was done by using many components from the six-cylinder Chevrolet Master , such as the body, but installing a large chrome strip on the top and center of the front hood Pontiac called the "Silver Streak". Only eight-cylinder engines were offered in and , displacing In the late s, Pontiac used a Buick "torpedo" body for one of its models, just prior to its being used by Chevrolet, earning some media attention for the marque. An unusual feature of the "torpedo"-bodied exhibition car was that, with the push of a button, the front half of the body would open showing the engine and the car's front seat interior. A major change occurred in for Pontiac, with all models except the new station wagon now using the all-steel B-body shared with Oldsmobile, LaSalle , and small Buicks. A new stronger X frame had a Hotchkiss drive using a two-part drive shaft. In through , the Pontiac Torpedo was the brand's only product built on three different bodies. On February 2, , the last civilian Pontiac automobile was manufactured in the United States, as all automobile factories converted to military production. For an extended period of timeâ€"prewar through the early sâ€" Pontiacs were solid cars, but not especially powerful. They came with the Pontiac straight-8 engine , which were slightly less expensive to produce than the increasingly popular V8, but they were also heavier and longer. Additionally, the long crankshaft suffered from excessive flex, restricting straight-eights to a relatively low compression ratio with a modest redline. However, in this application, inexpensive yet quiet flatheads were not a liability. From to , all Pontiac models were essentially models with minor changes. The Hydramatic automatic transmission was introduced in and helped Pontiac sales grow even though their cars, Torpedoes, and Streamliners, were quickly becoming out of date. The first all-new Pontiac models appeared in They incorporated styling cues such as lower body lines and rear fenders that were integrated into the rear-end styling of the car. Along with new styling came a new model. Continuing the Native American theme of Pontiac, the Chieftain line was introduced to replace the Torpedo. These were built on the GM B-body platform and featured different styling from the more conservative Streamliner. In , the Catalina pillarless hardtop coupe was introduced as a "halo" model , much like the Chevrolet Bel Air of the same year. In , Pontiac discontinued the Streamliner and replaced it with additional models in the Chieftain line built on the GM A-body platform. This single model line continued until when the Star Chief was added. The models were the first to have one-piece windshields instead of the normal two-piece units. While the and models were heavily reworked versions of the Chieftain models, they were engineered for the V8 engine that was supposed to be introduced on the models, but the Buick division complained to corporate heads that the introduction might take sales away because Buick was introducing its new nailhead V-8 in The corporation held Pontiac back until Completely new bodies and chassis were introduced for Sales increased. With the introduction of this V8, the six-cylinder engines were discontinued; a six-cylinder would not return to the full-size Pontiac line until the GM corporate downsizing of A four-cylinder engine was introduced in the Tempest model line in , followed by an overhead-cam six-cylinder starting in

as well as on the Firebird. It was the first popular-priced, mass-produced engine in America using an overhead-camshaft configuration. In , when year-old Semon "Bunkie" Knudsen became general manager of Pontiac, alongside new heads of engineering, E. Estes and John DeLorean , Knudsen immediately began reworking the brand's image. One of the first steps involved the removal of the famous trademark "silver streaks" from the hood and deck lid of the models just weeks before they were introduced. Another step was introducing the first Bonneville â€"a limited-edition Star Chief convertible that showcased Pontiac's first fuel-injected engine. About Bonnevilles were built for It was possible to purchase a Cadillac for the price of the Bonneville, the model raised new interest in what Pontiac now called "America's No. A Tri power Bonneville was the pace car for that year's Indianapolis Also, was the last year Pontiac Motor Division would bear the "Indian" motif throughout the vehicle. The exception would be the Indian head high-beam indicator light in the instrument cluster. All models featured ball joint front suspension replacing the previous kingpin design. With the model year, Pontiac came out with its "Arrowhead" emblem, with the star design in the middle. The "Arrowhead" design ran all the way up the hood from between the split grille, and on Star Chief models, had eight chrome stars from the emblem design bolted to both sides of the vehicle as chrome trim. Knudsen saw to it that the car received a completely reworked chassis, body, and interior styling. Quad headlamps, as well as a longer, lower body, were some of the styling changes. The Chieftain line was renamed Catalina; Star Chief was downgraded to replace the discontinued Super Chief series and for the first time did not have a two-door hardtop , only a two-door sedan along with a four-door hardtop and four-door sedan; in addition, there was no Star Chief wagon. The Bonneville was now the top of the line, coming in three body styles, a two-door hardtop, four-door vista, and four-door station wagon. The Star Chief's four-door "Vista" hardtop was also shared by the Bonneville. Catalina models included a two-door hardtop, two-door sedan, four-door sedan, four-door hardtop vista as well as two station wagons, a six-passenger with two rows of seats, and a nine-passenger version with a rear-facing third row. All automatics were four-speed Super-Hydra-Matics or, as Hydramatic Division that designed and built them called them, "Controlled coupling HydraMatic". Oldsmobile used this same transmission and called it Jetaway Hydramatic; Cadillac also used it and called it or P Hydramatic. This coincided with major body styling changes across all models that introduced increased glass area, twin V-shaped fins, and lower hood profiles. The new "Wide-Track" Pontiacs not only had improved styling, but also handled better, contributing to Pontiac's resurgence in the marketplace. The models had a complete reskinning with the exception of the body's canopies, which remained identical to the '59s, but removed the tail fins and the distinctive split grille which Ford copied on the final Edsel models for The Ventura featured the luxury features of the Bonneville in the shorter, lighter Catalina body. Most of Pontiac's models built during the s and s were either styled like, or were siblings to, other GM makes except Cadillac. However, Pontiac retained its own front- and rear-end styling, interiors, and engines. The models were similarly reworked. The split grille returned, as well as all-new bodies and a new design of a perimeter-frame chassis for all its full-size models something which would be adopted for all of GM's intermediate-sized cars in , and all its full-sized cars in These new chassis allowed for reduced weight and smaller body sizes. The similarly styled Chevrolet still used the radically different "X" frame in the early s. Toward the end of the model year, an upscale version of the Tempest called the LeMans was introduced, named after the 24 Hours of Le Mans auto race in France. All three were unibody cars, dubbed the Y-body platform, combining the frame and body into a single construction, making them comparatively lighter and smaller. All three put into production new technology pushed by John DeLorean , [citation needed] on which GM had been working for several years prior, but the Tempest was by far the most radical. A flexible steel shaft rotating at the speed of the engine delivered power from the front-mounted engine through a " torque tube " to a rear-mounted transaxle. It almost eliminated the large floor "hump" common to front-engined, rear-drive cars. Though the Tempest's transaxle was similar to the one in the Corvair , introduced the year before, it shared essentially no common parts. GM had planned to launch a Pontiac version of the Corvair dubbed "Polaris" , but Bunkie Knudsenâ€"whose niece had been seriously injured in a Corvair crashâ€"successfully argued against the idea. The Polaris design apparently made it to full-scale clay before it was canceled. Instead, DeLorean's "rope-shaft" design was green-lighted. It also featured an innovative "rope" drive-shaft. The Tempest also featured a The engine gained the nickname "Hay Baler" because of its tendency to kick violently, like the farm machine, when its timing was off. It was based and shared parts with the , but an altered, reduced bore. The car's body and suspension were also changed to be lower, longer, and wider. The response was that more than half of the Tempests and LeMans separate lines for that one year only were ordered with the V8, a trend that did not go unnoticed by management. The next

year, the became a true with a new bore size of 3. The Tempest's popularity helped move Pontiac into third place among American car brands in , a position Pontiac would hold through In November , Knudsen had moved to Chevrolet. Pete Estes now became general manager of Pontiac and Delorean was promoted to Pontiac chief engineer. Both continued Knudsen's work of making Pontiac a performance-car brand. Pontiac capitalized on the emerging trend toward sportier bucket-seat coupes in by introducing the Grand Prix , taking the place of the Ventura, which now became a trim option on the Catalina. Although GM officially ended factory support for all racing activities across all of its brands in January , Pontiac continued to target performance enthusiasts by making larger engines with more power available across all model lines. For , the Grand Prix received the same styling changes as other full-sized Pontiacs such as vertical headlights and crisper body lines, but also received its own squared-off roofline with a concave rear window, along with less chrome. For , the Tempest and LeMans' transaxle design was dropped and the cars were redesigned under GM's new A-body platform - frame cars with a conventional front-engined, rear-wheel drive layout. The most important of these is the GTO , short for "Gran Turismo Omologato," the Italian for " Grand Touring , Homologated" used by Ferrari as a badge to announce a car's official qualification for racing. The entire Pontiac lineup was honored as Motor Trend's Car of the Year for , the third time for Pontiac to receive such honors. The February issue of Motor Trend was almost entirely devoted to Pontiac's Car of the Year award and included feature stories on the division's marketing, styling, engineering and performance efforts along with road tests of several models. On the technology front, saw the introduction of a completely new overhead camshaft 6-cylinder engine in the Tempest, and in an industry first, plastic grilles were used on several models. The model year saw the introduction for the Pontiac Firebird pony car , a variant of the Chevrolet Camaro that was the brand's answer to the hot-selling Ford Mustang. Full-sized cars got a major facelift with rounder wasp-waisted body lines, a name change for the mid-line series from Star Chief to Executive as well as a one-year-only Grand Prix convertible. The Ram Air V garnered much auto press publicity, but only a relative few were made available for sale. Pete Estes, who like Knudsen had moved to be general manager of Chevrolet in and Delorean, general manager of the Pontiac division, needed a car to take the place of the sagging sales of the full-size Grand Prix, but the development cost of the car was too much of burden for Pontiac division alone, so Delorean went to his old boss at Chevrolet to gather support for the development cost of the new "G" body Grand Prix. Estes agreed to share in the cost and allow Pontiac to have a one-year exclusivity on this new car, the next year Chevy would follow with its version which was called Chevrolet Monte Carlo. The new Grand Prix was such a sales success in as dealers moved , units - more than four times the number of Grand Prixs sold in Full-sized Pontiacs were also substantially restyled but retained the same basic under-body structure and chassis that debuted with the model - the roof-lines for the four-door pillared sedans and Safari wagons were the same as the models, while the two-door semi-fastback design gave way to a squared-off notch-back style and four-door hardtop sedans were also more squared off than models. Although originally conceived as a cubic inch model to compete directly in the Trans Am racing series, in a cost-saving move the Pontiac Trans Am debuted with the standard cubic-inch performance engines. This year also saw De Lorean leaving the post of general manager to accept a similar position at GM's Chevrolet division. His replacement was F. James McDonald. Pontiacs built in the late s conformed to new U. Federal Motor Vehicle Safety Standards. These included energy-absorbing interior parts such as steering columns, steering wheels, knobs and handles, dual-circuit hydraulic brake systems, shoulder belts, side marker lights, and headrests. The Firebirds received a heavy facelift but otherwise continued much the same as the original model. It was the final year for the overhead cam six-cylinder engine in Firebirds and intermediates, and the Firebird convertible until Production of the Firebirds was extended into the first three months of the model year all other Pontiacs debuted September 18, due to a decision to delay the introduction of an all-new Firebird and Chevrolet Camaro until February 26. In addition in the lates, GM directed their GM and Pontiac divisions to develop concept mini-cars called commuter car for urban drivers. GM developed a gasoline-electric drive hybrid the XP and the Pontiac X-4 a rear-wheel drive mid-engine car that was powered by a radical X-shaped aircraft type air-cooled two-stroke radial engine where the standard crankshaft was replaced by a unit called a Scotch yoke. While the GM car was fully tested the Pontiac concept was not. Neither was placed in production. Increasing insurance and fuel costs for owners coupled with looming Federal emissions and safety regulations would eventually put an end to the unrestricted, powerful engines of the s. Safety, luxury, and economy would become the new watch-words of this decade. Engine performance began declining in when GM issued a corporate edict mandating that all engines be capable of using lower-octane unleaded gasoline, which led to dramatic drops in compression ratios, along with performance and fuel economy.

This, coupled with trying to build cars as plush as GM's more luxurious Buicks and Oldsmobiles, contributed to the start of a slow decline of Pontiac in This same year, Pontiac completely restyled its full-sized cars, moved the Bonneville, and replaced it with a higher luxury model named the Grand Ville, while Safari wagons got a new clamshell tailgate that lowered into the body while the rear window raised into the roof. The power tailgate, the first in station wagon history, ultimately supplanted the manual tailgate, which required marked effort to lift from storage. The models saw the first wave of emissions reduction and safety equipment and updates. GTO was a now sub-series of the LeMans series. The Tempest was dropped, after being renamed 'T' and 'GT' for The base mid-sized Pontiac was now called LeMans. James MacDonald left the post of general manager to be replaced by Martin J. Caserio in late Caserio was the first manager in over a decade to be more focused on marketing and sales than on performance. All other models including the big cars and Firebirds received only minor updates. Again, power dropped across all engines as more emissions requirements came into effect. The Firebird Trans Am's factory applied hood decal, a John Schinella stylized interpretation of Native American bird designs , took up most of the available space on the hood. One so equipped was tested by 'Car and Driver' magazine, who proclaimed it the last of the fast cars. But the pendulum had swung, and the SD only hung on one more year in the Trans Am. All Federal emissions and safety regulations were required to be in full effect for causing the demise of two of the three iterations of the big cubic inch engines after this year. The last version of the would hang on for two more years before being discontinued. For , Pontiac introduced the new sub-compact Astre , a version of the Chevrolet Vega. This was the brand's entry into the fuel economy segment of the market. Astre had been sold exclusively in Canada from It was offered through the model year. The models were the last of the traditional American large cars powered by mostly big-block V8 engines. After this year, all GM models would go through "downsizing" and shrink in length, width, weight, and available engine size. The Sunbird , based on the Chevrolet Vega and Monza's equivalent, joined the line. It was first offered as a Notchback, with a Hatchback body style added in The Sunbird was offered in its rear-wheel-drive configuration through the model year. Sunbird Safari wagon through At mid-year , Pontiac introduced the Phoenix, an upscale version of the Ventura which replaced the Ventura entirely after the end of the model year. Pontiac also introduced its cubic inch " Iron Duke " 4-cylinder overhead valve engine. It was first used in the Astre, replacing Astre's aluminum-block cubic inch Vega engine. The cubic inch L4 and the cubic inch V8 were the last two engines designed solely by Pontiac. Subsequent engine design would be accomplished by one central office with all designs being shared by each brand. For the model year, the full-sized Pontiacs received the same "downsizing" as GM's other "B" body cars. The new Bonnevilles and Catalinas continued to be best-sellers, although their styling similarity to the Chevrolet Caprice was seen by some buyers as a "cheapening" of Pontiac's image. In , the full-size Bonneville was discontinued, the name reassigned to the "A" body intermediate platform. That left the Catalina as the only big Pontiac, further reducing sales as buyers went for more plushness. The remainder of the s and the early s saw the continued rise of luxury, safety, and economy as the key selling points in Pontiac products. Wire-spoked wheel covers returned for the first time since the s. More station wagons than ever were being offered. Padded vinyl roofs were options on almost every model. Rear-wheel drive began its slow demise with the introduction of the first front-wheel drive Pontiac, the Phoenix a version of the Chevrolet Citation. The Firebird was available with Formula and Trans Am packages, plus a Pontiac first- a turbocharged V8, for the and model years. Introduced in , the wedge-shaped Firebird was the first major redesign of the pony car since Embedded marketing in the television series Knight Rider was successful. Pontiac introduced more performance-oriented models over the next decade. The Trans Am also set a production aerodynamic mark of. A convertible body style was reintroduced after nine years. GM adapted the J-body cars and the all-new for J later renamed Sunbird had a convertible as part of its line. The Fiero was a major departure from anything Pontiac had produced in the past. A two-seat, mid-engined coupe. The Fiero was partially responsible for Pontiac seeing its first increase in sales in four years. Pontiac also began to focus on technology. The STE sported digital instruments and other electronics as well as a more powerful V6 and retuned suspension. Later iterations would see some of the first introductions on Pontiacs of anti-lock brakes, steering wheel mounted radio controls, and other features. Full-size buyers, disappointed by the lack of an available big Bonneville, complained, resulting in Pontiac's importing the Canadian-market Pontiac Parisienne , which featured the Bonneville's deluxe trim. This car, although a Pontiac in name, was no more than a slightly re-trimmed Caprice. Despite this fact, the Parisienne sold in profitable numbers and this car continued in production until for the sedan, and for the Safari station wagon. With the exception of the Parisienne Safari, the Firebird, and Fiero, beginning in all Pontiacs, with the exception of

the Firebird, switched to front-wheel drive platforms. For the first time since , Pontiac was the number three domestic car maker in America. The median age of Pontiac owners dropped from 46 in to 38 in Pontiacs introduction included anti-lock brakes, GM's Quad-4 engine, airbags , and composite materials. Safari station wagon production ended in , the last V8 powered full-sized, rear-wheel drive Pontiac until the G8. The model year saw the launch of Pontiac's first minivan and light truck , the Trans Sport. At the end of the model year, the was discontinued in favor of the newly expanded Grand Prix line up and the new Trans Sport minivan, which replaced the station wagon. In , a brand-new Bonneville was introduced. This full-size model featured aerodynamic styling, large expanses of curved glass, front-wheel drive, and the Series I V6 as standard equipment. This package included leather bucket seats, specific grille, side trim, exhaust, dash trim, lace alloy wheels, as well as a spoiler, sport handling, and suspension systems and anti-lock brakes. An all-new Firebird was introduced in It was powered by either a 3. V8, and could be backed by a T six-speed manual. The Sunbird was replaced with the still J-body Sunfire in While a V6 engine was no longer available in the J-car, sedan, coupe, and convertible body styles did survive. For the Bonneville received updated front and rear fascias along with several other enhancements. Division Sales Figures [16]. The Grand Prix debuted in with the "Wider is Better" advertising campaign. It featured a supercharged 3. One design highlight of this generation Grand Prix is the sharing of the roof's sheet metal between both coupe and sedan models. In the Firebird was updated. The model year saw the replacement of the Trans Sport with the larger Montana minivan. In Pontiac introduced the polarizing proto-crossover Aztek. The coupe version of the Grand Prix was also discontinued. Also, in , it was announced that the Grand Prix would be in its last year of its generation, with an improved 7th generation on the way for It had an independent front and rear suspension and an upscale full leather interior. Sales did not reach the 18, units that GM predicted. The LS1 engine was retired in Pontiac added the drive-by-wire HP LS2 V8 for the and model years at no additional cost. Additional upgrades also consisted of stainless steel dual exhaust outlets, larger Corvette sourced PBR brakes with EBD, larger front vented rotors with vented rear rotors, and functional heat extractor hood scoops. The Bonneville GXP featured a 4. The GTP's new 3. With the cancellation of Oldsmobile in , Pontiac went through a complete product revamping through this period. The Grand Am was replaced with the mid-size G6 in The Grand Am was produced for the model year to fill the gap until the new G6 coupe and convertible became available for that model year. The Bonneville ended production in after nearly 50 years of production. Although it was not directly replaced, the RWD G8 introduced for the model year did fill some of the market void. The Solstice concept shown in was approved for production as a roadster and, for a few months, a hard-top coupe , which is considered to be quite rare, as a total of only 1, coupes made it off the assembly line in Wilmington, DE before it was shut down due to the demise of Pontiac. This is in stark contrast to the over 64, Solstice Convertibles that were manufactured on that same line. The controversial and slow-selling Aztek was finally phased out and replaced by the Torrent, which was identical to the Chevrolet Equinox. In the Sunfire was discontinued and replaced by the new Pontiac Pursuit later named G5 for the American market. Initially, Pontiac did not plan on offering the G5 in the United States, however, dealer pressure to fill the gap left by the discontinuation of the Sunfire caused Pontiac to introduce only the coupe variation into the U. The 4 door sedan was available in Canada as the Pursuit throughout the model run. This engine was built to give buyers a V8 sedan option until the all-new G8 arrived in The G8 gained positive reception for its high performance and low costs. It was later announced that the G8 may not see a second generation. Towards the end of the decade many rumors began spreading that Pontiac would become completely reliant on RWD. Reports ranged from a compact sedan based on the Alpha platform to a new RWD G6 for the model year. GM clarified that Pontiac would have begun to focus on "niche" models aimed at the "youthful and sporty" segment, but did not provide specifics. Pontiac was to trim its number of models to four, [19] although there was talk of retaining only one model. The decision to eliminate Pontiac was made primarily due to the increasing threat of a bankruptcy filing if the June 1 deadline could not be met. General Motors would eliminate an additional 7, to 8, factory jobs in the United States and shed 2, dealers by under a revised business plan. In early May , Jim Waldron, a Davison, Michigan , Pontiac dealer, announced that he was interested in purchasing the Pontiac brand and logos, and had found financing to purchase them and some soon-to-be shuttered GM plants in order to build cars. However, GM had already decided to retire the brand as it has begun to sell off its remaining inventory and said that, unlike Saturn, Hummer, and Saab, Pontiac was not for sale. The Pontiac brand was pulled after the model year in Mexico and the brand was renamed Matiz, selling only one vehicle, the Matiz G2 Matiz's logo is similar to Pontiac's. Pontiac became the second brand General Motors had eliminated in six years: Oldsmobile met the same fate in after being more slowly phased out over four years. A

Native American headdress was used as a logo until This was updated to the Native American red arrowhead design for in all usage except the high-beam indicator lamp, which retained the original logo through The arrowhead logo is also known as the Dart. Besides the logo, another identifying feature of Pontiacs were their "Silver Streaks"â€"one or more narrow strips of stainless steel which extended from the grille down the center of the hood. Eventually they extended from the rear window to the rear bumper as well, and finally; along the tops of the fins. Although initially a single band, this stylistic trademark doubled to two for The Streaks were discontinued the same year as the Indian Head emblems One long-familiar styling element was the split-grille design which was introduced in to complement the make's new "wide track" stance. The models, however, reverted to the full-width grille styling. The split-grille then returned for the model year and would remain as the marque's trademark. Other styling cues were the pointed "arrowhead" nose in the s and s , and "grilled-over" in the s , or multiple horizontal-striped taillights. This later feature originated with the Grand Prix , and although the Grand Prix also had rear grillework, the taillight lenses were not behind it. Less longstanding but equally memorable is the "cladding" common on the doors and fenders of Pontiacs produced in the s and s. Rather than minimizing the side bumper, Pontiac designers put two troughs going along the length. Bumpers with this appearance were found on nearly all Pontiacs until the arrival of the G6. From onwards, new Pontiacs had cleaner, more premium styling, but retained the traditional split grille. The models they produced were largely the same as their US built counterparts. Canadian cars had Canadian oak in the bodies, not peach wood like the US cars. After the Second World War the Pontiac brand continued to be very popular, and the product line was further harmonized with the Canadian Chevrolet products. In the late s and early s the US market embraced eight-cylinder engines and US Pontiacs equipped with the straight-eight engine were popular, but in Canada the straight-six continued to be the popular offering. Beginning in the model lineup consisted of the base " Pathfinder ", mid-range "Pathfinder Deluxe", and top-of-the-line " Laurentian ". The chassis was shared with the Chevrolet, and interiors were a combination of Chevy and Pontiac parts. The Canadian dealership lines were either Chevrolet-Oldsmobile-Cadillac or Pontiac-Buick-GMC; small towns usually had only one or the other, but not both, so it was imperative to keep Pontiac prices competitive with Plymouth and Ford and Chevrolet. In the "Strato-Chief" replaced the "Pathfinder Deluxe", and in the line was reorganized with the new " Parisienne " inserted at the top similar to the US market Bonneville. Even after the Canadian market was opened by the signing of the Autopact the Canadian full-sized Pontiac lineupâ€"and the practice of building them on Chevrolet chassis with Chevrolet enginesâ€"continued mostly unchanged into the s although the Strato-Chief was dropped in GM Canada also built right-hand drive versions of their Pontiacs for export to Australia, New Zealand and South Africa as knock-down kits until the late s. The interiors of these cars more closely resembled the equivalent Chevrolets than the Canadian market cars did, as the Chevys had already been designed for right-hand drive. When the compact Chevrolet Corvair and Pontiac Tempest were introduced in the Corvair was built in Canada, but the Tempest was not. Importing the Tempest into Canada from the United States was not a viable option as the duties that would have had to have been paid would have substantially increased the price of what was supposed to be the least-expensive Pontiac. Tentative plans to build a Pontiac version of the Corvair were scrapped when the more conventional Chevy II was introduced in late When the mid-sized Chevrolet Chevelle was introduced in it was sold in Canada as the Acadian Beaumont 'Beaumont' was formerly the top-level trim of Chevy II-based Acadian , and in Beaumont became its own marque. The Beaumont-badged Chevelles were in production in Canada until Even after the Autopact and Canadaâ€"United States Free Trade Agreement that replaced it in the practice of building Pontiac-badged Chevrolets for sale at Canadian dealers continued until the brand was discontinued in Pontiac engineer Clayton Leach designed the stamped steel valvetrain rocker arm, a simplified and reliable alternative to a bearing-equipped rocker. This design was subsequently picked up by nearly every OHV engine manufacturer at one point or another. Pontiac began work on a V8 configuration in This was initially intended to be an L-head engine, and 8 experimental units were built and extensively tested by the end of the s. So, in addition to building a new Pontiac Engineering building in â€", the decision to re-direct the V8 to an OHV design delayed its introduction until the model year, however the Buick division was introducing its new engine Nailhead V-8 in and asked the corporation to hold back or delay Pontiac's V-8 introduction until the model year which it did. In mid, Pontiac introduced a higher-powered version of its V8. Among other things, this version of the engine was equipped with a high-performance racing camshaft and dual 4-barrel carburetors. This was the first in a series of NASCAR -ready pre- Super-Duty V8 engines and introduced the long line of multi-carburetor equipped engines that saw Pontiac become a major player during the muscle

car and pony car era of the s. Pontiac's second generation V8 engines shared numerous similarities, allowing many parts to interchange from its advent in to its demise in Sizes ranged from cubic inch cc to cubic inch cc. This feature also made it possible for Pontiac to invent the modern muscle car , by the relatively simple process of placing its second largest-displacement engine, the cid cc , into its mid-size car, the Le Mans, creating the Pontiac LeMans GTO. From their inception in the s until the early s, Pontiac engines were known for their performance. The largest engine was a massive cubic inch cc V8 that was available in most of their mid-size, full-size and sports car models. At the height of the horsepower era, Pontiac engines reached a powerful rated horsepower SAE gross , though other engines achieved considerably higher outputs in actuality. Federal emissions laws eventually brought the horsepower era to a close and resulted in a steady decline for Pontiac's engines. One holdout to this industry-wide slide was the Super Duty engine of â€" The engine was the pinnacle of Pontiac engine development and was a very strong performer that included a few race-specific features, such as provisions for dry-sump oiling. This engine and its legacy drive the SD Trans Ams and Formulas as one of the more, if not the most, desirable Pontiacs ever produced. The only non-traditional Pontiac V8 engines were the cubic inch and the smaller displacement cubic inch V8s. Produced from through , these engines had the distinction of being the last V8s produced by Pontiac; GM merged its various brands' engines into one collectively shared group in , entitled General Motors Powertrain. Pontiac engines were not available in Canada, however, but were replaced with Chevrolet engines of similar size and power, resulting in such models as the Beaumont SD with a Chevrolet big-block cubic inch V8. PMD used Carter 1-barrel carburetors for many years but, by the time of the second generation, the V8 engines had switched mostly to 2-barrel offerings. These also were the basis for the Tri-Power setups on the engines. The Tri-Power setup included one center carburetor with idle control and two end carburetors that did not contribute until the throttle was opened more than half way. This was accomplished two ways, mechanically for the manual transmission models, and via a vacuum-switch on the automatics. This went through various permutations as it was only a factory installed option in from PMD also had a square-bore 4-barrel at the time, but this was rated at a lower power than the Tri-Power. This carburetor was later replaced by the Quadrajet , a spread bore. The term "Spread-bore" signifies the difference in sizes between the primaries and secondaries, using smaller primaries paired with larger secondaries for increased airflow at wider throttle with fuel delivery changes akin to the two-plus-four benefit of Tri-Power but with a single carburetor. The Q jet was not the only thing that gave the top GTO " engine and the H-O engines the same horsepower as the and Aside of the displacement advantage, the new engine had redesigned cylinder heads with different valve angles and larger ports. The different valve angles allowed for larger diameter intake and exhaust valves. There have been many test when a Tri-Power set-up was added to a " or " engine that they made even more horsepower than a Q-Jet. By the end of the muscle car era, the Quadrajet setup had become the nearly ubiquitous choice on PMD engines. The Quadrajet design continued until for Oldsmobile V8 applications, with added computer controls to meet emissions and fuel economy standards. From Wikipedia, the free encyclopedia. This article is about Pontiac, the automobile brand. For the 18th-century Ottawa leader, see Pontiac Ottawa leader. For other uses, see Pontiac disambiguation. Defunct automobile brand owned by General Motors. Main article: Pontiac V8 engine. The Truth About Cars. Retrieved June 25, Retrieved January 8, Car and Driver. July 13, Retrieved June 17, April 1, Retrieved September 2, â€" via Internet Archive. Pontiac general motors Ottawa chief. Retrieved September 2, Harvard Univ Asia Center. Retrieved September 2, â€" via Google Books. New York: Crown Publishers. Popular Mechanics. January Retrieved April 24, Auto Plants are Cleared for War". Life : February 16, Archived from the original PDF on April 2, Retrieved October 22, Archived from the original on June 20, Retrieved May 27, Retrieved October 12, April 16, April 27, Archived from the original on April 30, Retrieved May 2, The Flint Journal. Retrieved October 24, December 3, Retrieved October 5, Pontiac vehicles. A division of General Motors , â€" Aztek Sunrunner Torrent. Montana Trans Sport. Category Commons. Models which were exclusive to Canada. Automotive marques of General Motors. Lotus â€" Saab â€" Opel â€" Vauxhall â€" General Motors. Platforms Transmissions Hybrids Vehicles. William C. Categories : Pontiac General Motors marques Motor vehicle manufacturers based in Michigan Pontiac, Michigan Defunct motor vehicle manufacturers of the United States Vehicle manufacturing companies established in Vehicle manufacturing companies disestablished in establishments in Michigan disestablishments in Michigan Defunct manufacturing companies based in Michigan. Hidden categories: CS1 maint: extra text: authors list CS1 maint: archived copy as title Use mdy dates from September Articles with short description Short description is different from Wikidata All articles with unsourced statements Articles with unsourced statements from August Articles with unsourced statements from October Articles with

Folded after General Motors Chapter 11 reorganization. Detroit , Michigan , United States. Semon "Bunkie" Knudsen John Z. Wikimedia Commons has media related to Pontiac. Ventura II. Tempest Custom. Custom S. Grand Am. Strato Chief. Pathfinder Deluxe. Super Chief. Catalina Brougham. Parisienne Brougham. Star Chief. Star Chief Executive. Grand Ville. Grand Ville Brougham. Bonneville Brougham. Station wagon. Personal luxury. Grand Prix. Muscle car. Grand tourer. Mid-size crossover. Compact SUV. Compact MPV. Montana SV6. It was first introduced in for the model year. For and early , this car was known as the Pontiac Pursuit in the Canadian market, and G5 Pursuit during mid It was also known as the Pontiac G4 in Mexico from It was released to the U. In the United States, the G5 is only available as a coupe. GM has announced that when the Cruze goes on sale, a Pontiac version will not be sold. The G5 discontinued when the Cobalt discontinued in See Autopedia's comprehensive Pontiac G5 Review. Mention any minor facelifts or major changes made to the vehicle here. The Pontiac G5 comes in a coupe in the U. In Canada a sedan trim is available. There are two models offered. The Base G5 and the GT. As seen on the FuelEconomy. Specifications, details, graphs, pictures and other information regarding the powertrain is placed in this section. Please make sure to write information of the vehicle's performance in a third-person point of view. This section should include information about the car's acceleration figures , handling , braking , etc. If using information gathered from Road Test articles from a reputable automotive source, then please make sure to cite the quote. If there are any features of this vehicle that sets it apart from other vehicles in its class, then mention those unique attributes here. This section should includ

2001 ford f150 egr sensor
toyota tacoma starter solenoid
it trailer 2019

e information on the interior's design , build quality , ergonomics , space head and legroom, front and rear , features , stowage compartments and overall comfortability and livability. Add pictures wherever applicable and keep information in a third-person point of view. Please make sure to keep critiques in a third-person point of view. If using criticisms from a reputable automotive source, then please make sure to cite the quote. Refer to any pop-culture tidbits about the vehicle in this section. List out notable awards that the model has recieved while in production. Boldface the company or orgainization that gives out the award, and Italicize the name of the award. General Motors Company. List of Pontiac concept automobiles. This wiki. This wiki All wikis. Sign In Don't have an account? Start a Wiki. Pontiac G5 Black SideRear. Categories :. Cancel Save. Universal Conquest Wiki. FandomShop Newsletter GalaxyQuest. Coupe: Corporate website. A brand of the General Motors Corporation.