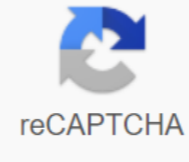




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2009 Pontiac G6 BookTOC Seats and Restraint System Functions and Controls Instrument Panel Drive Your Vehicle Service and Appearance Care Service Fuel Review Things Under the Hood Headlight Target Replacement Halogen Bulbs Headlights, Front Turn Signal, Sidemarkers, and Parking Lamps Center High-Mounted Stoplamp (CHMSL) (Sedan) Center High-Mounted Stoplamp (CHMSL) (Retractable Hardtop and Coupe) Rear Lights, Turn Signal, Sidemarkers, Stoplamps and Back-up Lamps (Sedan) Rear Lights, Turn Signal, Sidemarkers, Stoplamps and Back-up Lamps (Coupe) Rear Lights, Turn Signal, Sidemarkers, Stoplamps and Back-up Lamps (Retractable Hardtop) License Plate Lamp Replacement Lamps Windshield Wiper Blade Replacement Tires Look Care Vehicle Identification Vehicle Identification Number (VIN) Service Parts Identification Label Electrical System Capacities and Specifications Maintenance Plan Customer Assistance Index G6 Vehicle Model One Car produced by Pontiac: The G6 body is the basis for the trim design of the racing car Pontiac GXP.R. History The following section is an excerpt from Wikipedia's Pontiac G6 page of September 21, 2019, text available via the Creative Commons Attribution-ShareAlike 3.0 Unported License. The Pontiac G6 is a mid-size car produced by General Motors under the Pontiac brand. It was introduced in 2004 for the 2005 model year to replace the Grand Am. The car was built on the GM Epsilon platform, which it shared with the Chevrolet Malibu and Saab 9-3 along with other General Motors vehicles. Features included a remote start system (standard on GT, optionally based model), traction control/ABS, electronic stability control, automatic headlights and a panoramic sliding roof option. Production ended in 2010 with the demolition of the Pontiac line. Its name derives from the succession of the Pontiac Grand Am and serves as the sixth generation of the Grand Am, i.e. G6. The name change from Grand Am to G6 was introduced to reposition Pontiac as a rival to BMW, and served as the standard for most future models. For example, the Pontiac G8 was a class above the G6, while the Pontiac G5 was a class below. The nomenclature is also reminiscent of the Pontiac 6000, another mid-size car. The Pontiac G6 was first presented as a concept car at the 2003 North American International Auto Show. The concept used a 3.5-L V6 with a charging V6 that gave 285 hp and 272 lb ft of torque to an electronically controlled 4T65-E automatic transmission. When the G6 was introduced in 2005, it had two trim levels, base V6 and sportier GT. However, both trims used a 3.5-liter Pushrod V6 with 200 hp (150 kW) and 300 Nm of torque. Matching a four-speed automatic transmission, the GT had a TAPshift, where the driver could select the gears manually. The were well equipped, with power locks, windows and mirrors with keyless entry, six-speaker six-speaker Stereo, power driver seat, air conditioning and split foldable rear seat. GTs has added a Monsoon stereo system with eight speakers, premium fabric seats with six-way adjustment, remote start, ABS and traction control. In 2006, the G6 added two new trim steps and two new bodies, a coupe and a retractable hardtop convertible. The new trim levels were a new basic four-cylinder trim (sometimes referred to as SE) and the high-performance GTP. Coupés and convertibles were only available in GT and GTP trims. The new base model used a 169-hp, 2.4-L DOHC inline-4 that flies with a four-speed automatic transmission. The 3.5-liter V6 was now part of a sports package based on SE and remained with the GT standard. The new GTP used a 3.9-liter version of the GT's 3.5-Liter V6, but also uses variable valve timing (VVT), increasing power to 240bhp. A four-speed automatic transmission was standard, but a six-speed manual transmission was available at no cost. The GTP Cabrio was not available with the manual transmission and reduced its power to 227 hp due to a more restrictive exhaust system. The GTP also had a standard electronic stability control. The G6 2007 recorded more engine changes, and standard side torso and side curtain airbags (actually introduced at the end of the 2006 model year) were new. The GT now features VVT on its 3.5-L V6 and increased the power from 200 hp to 224 hp. The 3.9-L V6 became an option on the GT and produced 227 hp in automatic transmission form and 240 hp in manual transmission form. The GTP received a new 3.6 L DOHC V6 with 24 valves and VVT, which produces 252 hp at 6300 RPM. It is refined with a six-speed automatic transmission. In the middle of the model year, the six-speed manual was lowered with the 3.9 L and its output of 240 hp. The GTP convertible was also discontinued last trims. For 2008, the GTP became the GXP with more dramatic styling cues, and the 3.9-L engine became an exclusive convertible option with a power of up to 222. The SAE ratings also lowered the psyer values of the 2.4-liter and 3.5-liter models to 164 hp and 219 hp respectively (217 hp for convertibles). For 2009, 2.4 L four-cylinder engines were added to the coupé range. A brand new 6-speed automatic transmission, which debuted on the Chevrolet Malibu, became optional on 4-cylinder models. GM revised the G6 in mid-2009, creating a 2009.5 model year. Changes consisted of a revised front and rear facade and a redesign of the dashboard, in particular an updated radio with Bluetooth capability. Coupés and convertibles stopped production at the end of the 2009 model year, so examples with the 2009.5 changes were rather rare. After the introduction of this model, General Motors went bankrupt and announced that the G6 sedan would be discontinued in 2010. Most other Pontiac models but the G6 was in high demand for fleet vehicle orders, which facilitated production during the dissolution of the brand. Gm Gm GM marketed the Buick brand in Mexico to replace Pontiac after the 2009 model year, replaced the Pontiac G6 competitively with the larger Buick Lucerne, and later in the United States & Canada the G6 & Saturn Aura were eventually replaced by GM's revived Buick Regal nameplate. The Pontiac G6 convertible was later replaced by the Opel Cascada, which was marketed as Buick in the UNITED States in early 2016. Photos photo of Enrico Sifri (alias Germanen)/Pontiac G6 GTP in the Valley of The Fire, NV photo of Pontiac G6 - 110KB photo of IFCAR photo of Pontiac G6 - 76KB photo of IFCAR photo of Pontiac G6 - 94KB Pontiac G6 photographed in Washington, D.C., USA. Photo of IFCARSeptember 21, 2008 View photo of Pontiac G6 - 118KB 2004-2007 Pontiac G6 photographed in USA. 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