

## SECTION 0A

# GENERAL INFORMATION

### CONTENTS

<p>Supplemental Inflatable Restraint (SIR)            Handling ..... 0A-1          When to Disconnect the Negative (-)            Battery Cable ..... 0A-1          Handling Electrostatic Discharge (ESD)            Sensitive Parts ..... 0A-1          Special Tool Ordering Information ..... 0A-2          Vehicle Identification Number (VIN) Plate ..... 0A-2          Model Identification ..... 0A-2          Engine Identification ..... 0A-2          Transmission Model Identification ..... 0A-2          Transmission Usage ..... 0A-2          General Vehicle Lifting and Jacking ..... 0A-4</p>	<p>Lock Cylinder Coding ..... 0A-5            Key Identification and Usage ..... 0A-5            Cutting Keys ..... 0A-5            Replacement Lock Cylinders ..... 0A-6            Assembling and Coding Lock Cylinders ..... 0A-6          Metric Fasteners ..... 0A-6          Fastener Strength Identification ..... 0A-7          Prevailing Torque Fasteners ..... 0A-9          English to SI Metric Conversion Table ..... 0A-9          Decimal and Metric Equivalents ..... 0A-9          Replacement Labels ..... 0A-15          Service Parts Identification Label ..... 0A-15            Options and Process Codes ..... 0A-15</p>
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#### SUPPLEMENTAL INFLATABLE RESTRAINT (SIR) HANDLING

**CAUTION:** This vehicle is equipped with Supplemental Inflatable Restraint (SIR). Refer to CAUTIONS in Section 9J under "ON-VEHICLE SERVICE" and the SIR Component and Wiring Location view in Section 9J before performing service on or around SIR components or wiring. Failure to follow CAUTIONS could result in possible air bag deployment, personal injury, or otherwise unneeded SIR system repairs.

**NOTICE:** If the vehicle interior has been exposed to extensive water intrusion, such as water leaks, window left open, driving through high water and so forth, the Sensing and Diagnostic Module (SDM) and the SDM connector may need to be replaced. With the ignition in the "LOCK" position, inspect the area under the front seat and the area around the SDM, including the carpet. If any significant soaking or evidence of significant soaking is detected, the water must be removed, water damage repaired and the SDM and SDM connector MUST be replaced. Before attempting any of these repairs, the SIR system must be disabled. See SECTION 9J under ON-VEHICLE SERVICE for instructions on how to disable the SIR system and replace the SDM and SDM connector. Failure to disable the SIR system may result in possible air bag deployment, personal injury or otherwise unneeded SIR System Repairs.

SIR equipped vehicles can be identified by:

- Steering wheel hub marked "AIR BAG."

- "AIR BAG" indicator lamp in the instrument cluster.
- Instrument panel right top surface marked "AIR BAG."

#### WHEN TO DISCONNECT THE NEGATIVE (-) BATTERY CABLE

**CAUTION:** Before removing or installing any electrical unit or when a tool comes in contact with "live" exposed electrical terminals, disconnect the negative battery cable to help prevent personal injury and/or damage to the vehicle or components. Unless instructed otherwise, the ignition switch must be in the "LOCK" position.

#### HANDLING ELECTROSTATIC DISCHARGE (ESD) SENSITIVE PARTS

##### Figure 1

Many solid-state electrical components can be damaged by electrostatic discharge (ESD). Some will display an ESD sensitive label (Figure 1), but many will not.

**NOTICE:** In order to avoid possible damage to any components, observe the following:

1. Body movement produces an electrostatic charge. To discharge personal static electricity, touch a ground point (metal) on the vehicle. This should be done any time you:
  - Slide across the vehicle seat.
  - Sit down or stand up.
  - Do any walking.

## 0A-2 GENERAL INFORMATION

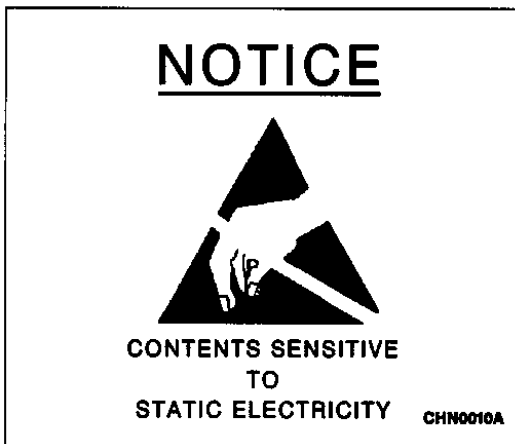


Figure 1—Electrostatic Sensitive Parts Label

2. Do not touch exposed electric terminals, components or connectors with your fingers or any tools. Remember, the connector you are checking might be tied into a circuit that could be damaged by Electrostatic Discharge.
3. When using a screwdriver or similar tool to disconnect a connector, never let the tool come in contact with, or come between the exposed terminals.
4. Never jumper, ground or use test equipment probes on any electrical components or connectors unless directed to do so in diagnosis. When using test equipment, always connect the ground lead first.
5. Do not remove the solid state component from its protective packaging until you are ready to install the part.
6. Always touch the solid state component's package to a ground before opening. Solid state components can also be damaged if:
  - They are bumped or dropped.
  - They are laid on any metal work benches or on components that operate electrically, such as a Radio, TV or Oscilloscope.

### SPECIAL TOOL ORDERING INFORMATION

Special service tools that are shown in this service manual that have tool product numbers beginning with "J" are available for worldwide distribution from:

Kent-Moore  
Automotive Group  
SPX Corporation  
29784 Little Mack  
Roseville, MI 48066-2298  
1-800-345-2233  
Monday-Friday 8:00 A.M. - 8:00 P.M. EST  
Telex: 244040 KMTR UR  
FAX: 1-800-578-7375

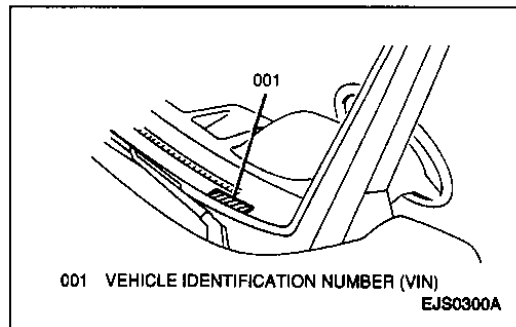


Figure 2—VIN Plate Location

### VEHICLE IDENTIFICATION NUMBER (VIN) PLATE

#### Figures 2 and 3

The vehicle identification number (VIN) legally identifies the vehicle. The VIN plate is located on the left side of the instrument panel (Figure 2) and is visible from outside of the vehicle.

The VIN plate consists of 17 characters (codes). Figure 3 gives detailed vehicle information for each character (code).

### MODEL IDENTIFICATION

#### Figure 3

Figure 3 provides detailed VIN code information for the model, body type, vehicle line and chassis type for the current year.

### ENGINE IDENTIFICATION

#### Figures 3 and 4

For detailed engine information, refer to the engine letter code located in the eighth position of the VIN (Figure 3).

Stick-on labels attached to the engine indicate the engine unit number and code. This label also contains bar codes for in-plant identification.

All engines are stamped with an engine identification serial number which identifies the assembly plant, the month and the day produced, and the engine type code. For the location of the engine identification number, refer to figure 4.

### TRANSMISSION MODEL IDENTIFICATION

#### Figure 5

For the location of the transmission identification number and detailed transmission information, refer to Figure 5.

### TRANSMISSION USAGE

Three types of transmissions are available, the 5-speed manual transmission (RPO MM5), the 3-speed automatic (RPO MX1), and the 4-speed electronic automatic transmission (RPO M41).

GENERAL INFORMATION 0A-3

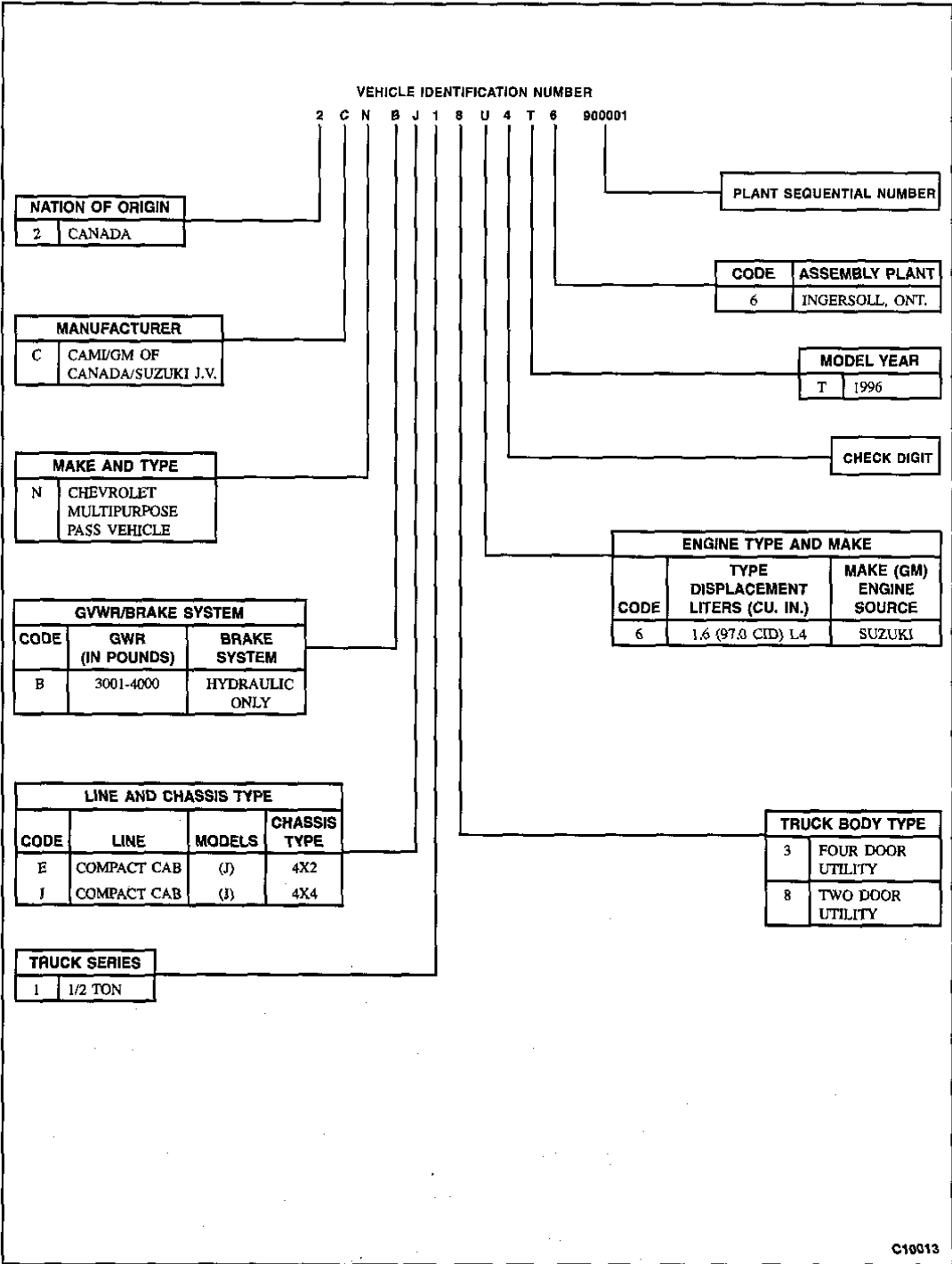


Figure 3—Vehicle Identification Number

## 0A-4 GENERAL INFORMATION

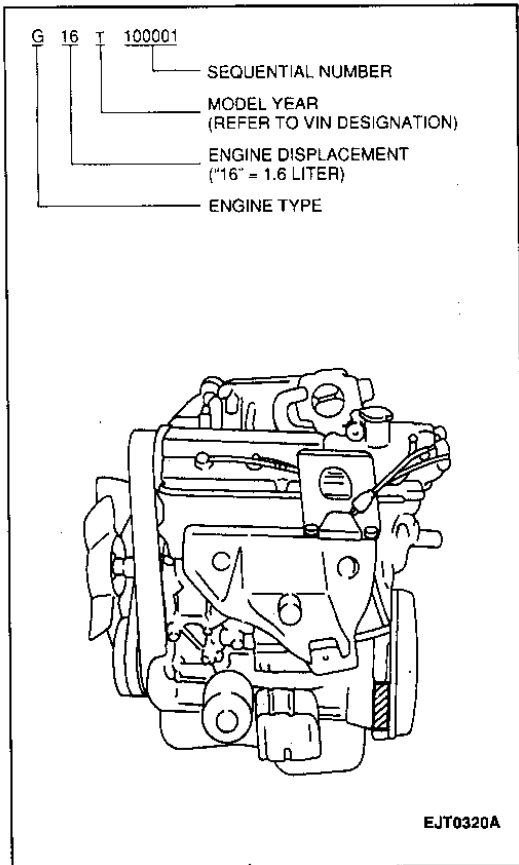


Figure 4—Engine Identification Number Location

Differential ratio depends on the transmission application. The 5-speed manual transmission and 4-speed electronic automatic transmission have a 5.12 differential ratio. The 3-speed automatic transmission has a 4.30 differential ratio.

### GENERAL VEHICLE LIFTING AND JACKING

Figures 6 through 10

**CAUTION:** To help avoid personal injury when a vehicle is on a hoist, provide additional support for the vehicle at the opposite end from which components are being removed. The additional support will reduce the possibility of the vehicle falling off the hoist. When removing major components from the vehicle while the vehicle is on a hoist, the vehicle frame should be chained to the hoist pads at the same end as the removed components to prevent tip-off. Failure to follow these precautionary measures could result in vehicle damage, serious personal injury, or death.

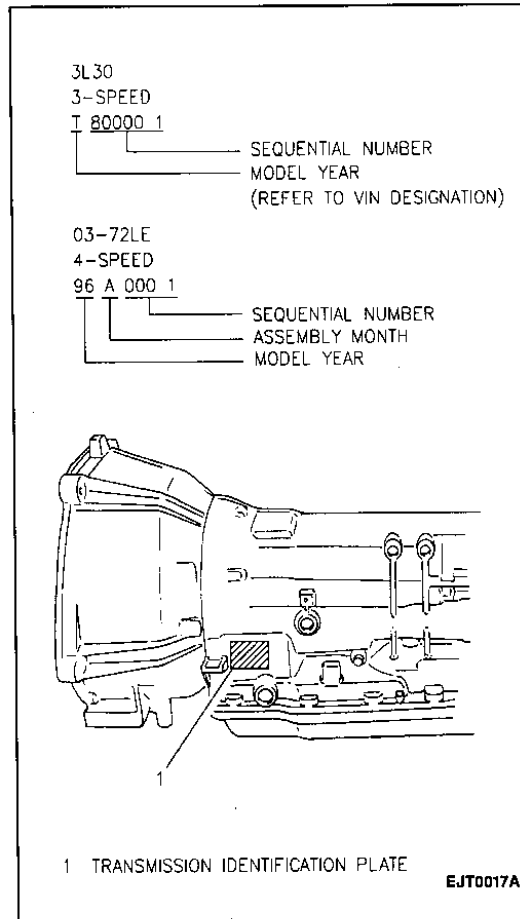


Figure 5—Transmission Identification Number Location

**NOTICE:** When jacking or lifting a vehicle at the frame side rails or other established lift points, be certain that lift pads do not contact the three way catalytic converter (TWC), brake pipes, parking brake cables or fuel pipes/hoses. Such contact may result in damage or unsatisfactory vehicle performance.

For lifting a vehicle with equipment other than the original equipment jack, various lift points have been established and are recommended (Figures 6, 7 and 8).

When a vehicle is lifted with the original vehicle jack or a floor jack, the wheels at the opposite end should be blocked. Lift points have been established when using the original vehicle jack or a floor jack (Figures 9 and 10). Jackstands should be used to provide additional support.

**CAUTION: TO HELP AVOID PERSONAL INJURY, ALWAYS USE JACK STANDS WHEN WORKING ON OR UNDER ANY VEHICLE THAT IS SUPPORTED ONLY BY A JACK.**

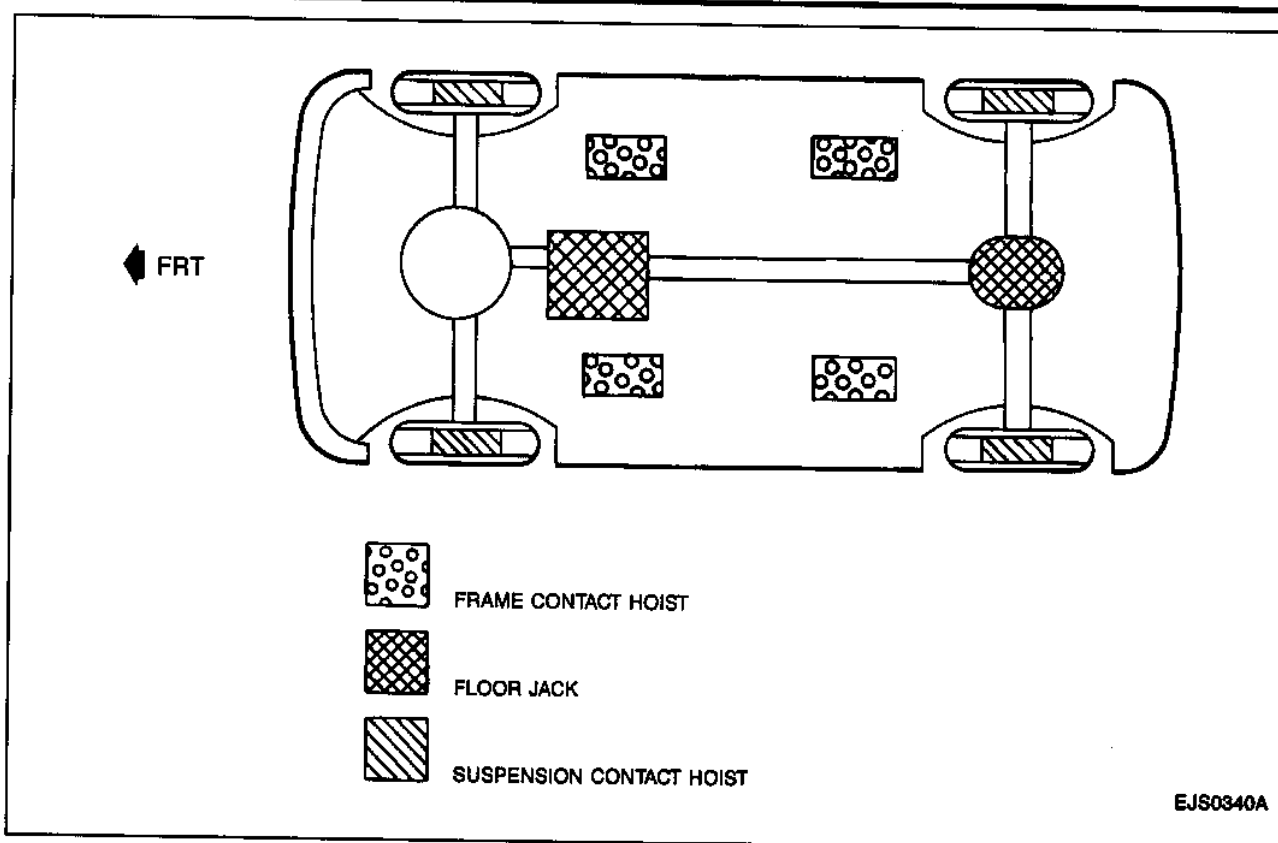


Figure 6—Vehicle Lifting and Jacking Points

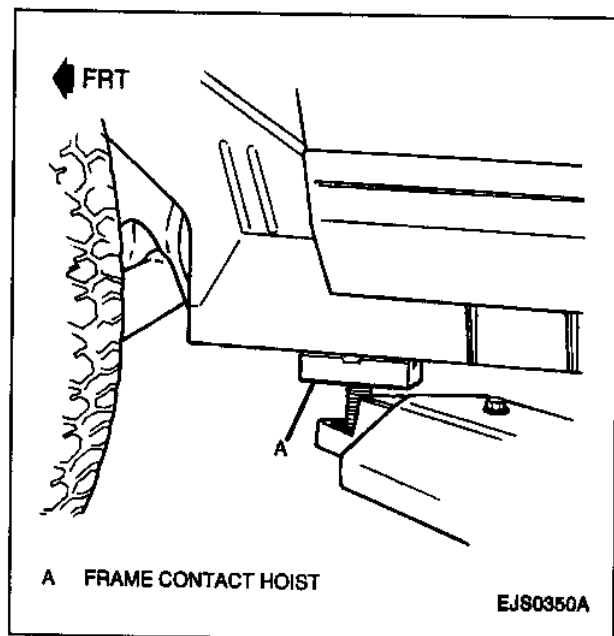


Figure 7—Front Hoist Support Location

When supporting the vehicle with jackstands, the jackstands should be placed under the frame at the area indicated for frame jacking or hoisting.

## LOCK CYLINDER CODING

### Key Identification and Usage

#### Figures 11 and 12

One key is used for the ignition, doors, instrument panel compartment (glove box) and the back door. The key is cut on both edges, making it reversible.

Key identification is obtained from the five-digit character code stamped on the key code tag (Figure 11). With this information, the key code cutting combination can be determined from a code list (available to owners of key cutting equipment from suppliers).

If key codes are not available from records or tags, the key code can be obtained from the right-side door lock cylinder (if lock has not been replaced). Lock cylinders supplied by the factory as service parts are unmarked. If the original key is available, the key code cutting combination can be determined by laying the key on the key code diagram (Figure 12).

### Cutting Keys

#### Figure 12

- Determine special code from the code list or the key code diagram (Figure 12).
- Cut a blank key to the proper level for eight tumbler position.
- Check key operation in the lock cylinder.

## 0A-6 GENERAL INFORMATION

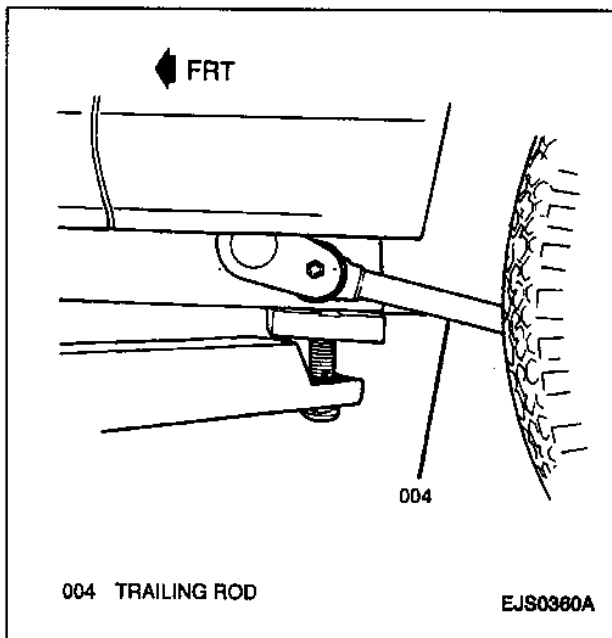


Figure 8—Rear Hoist Support Location

### Replacement Lock Cylinders

Replacement lock cylinders are available from GM SPO as a complete assembly with key. Tumblers are not available as service parts. If repairs to the tumbler are needed, replace it with a new lock cylinder and key.

### Assembling and Coding Lock Cylinders

No internal parts for the lock cylinders of this vehicle are available. The lock is serviced as a unit; there are no assembly or coding procedures.

### METRIC FASTENERS

#### Figure 13

**NOTICE:** Always use the correct fastener in the proper location. When you replace a fastener, use **ONLY** the exact part number for that application. General Motors will call out those fasteners that require a replacement after removal. General Motors will also call out the fasteners that require thread lockers or thread sealant. **UNLESS OTHERWISE SPECIFIED**, do not use supplemental coatings (paints, greases, or other corrosion inhibitors) on threaded fasteners or fastener joint interfaces. Generally, such coatings adversely affect the fastener torque and joint clamping force, and may damage the fastener. When you install fasteners, use the correct sequence and tightening specifications. Following these instructions can help you avoid damage to parts and systems.

Current model GM vehicles are primarily dimensioned in the metric system. Most fasteners are metric and are very close in dimension to well-known fasteners in the English system. It is important that replacement fasteners be of the correct nominal diameter, thread pitch and strength.

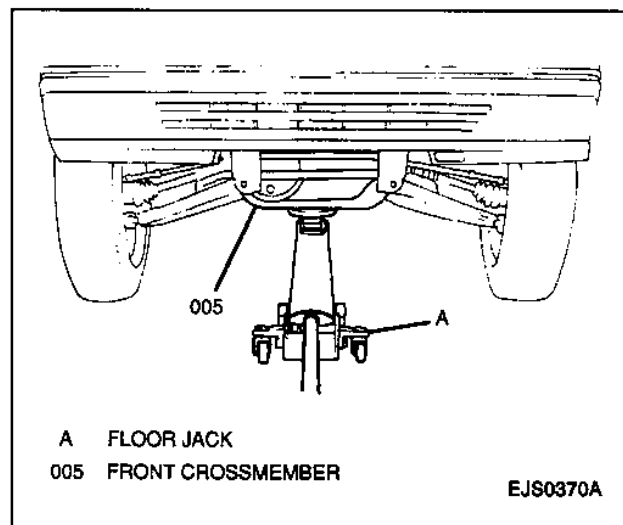


Figure 9—Front Floor Jack Support Location

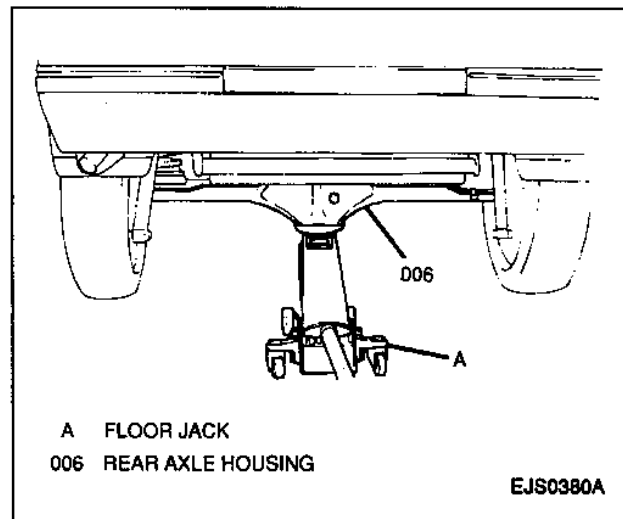


Figure 10—Rear Crossmember Lifting Point

Original equipment metric fasteners (except “beauty” bolts, such as exposed bumper bolts, and cross-recess head screws) are identified by a number marking which indicates the strength of the material in the fastener (as outlined below). Metric cross-recess screws are identified by a Posidriv® or Type 1A cross-recess. Either a cross-recess head or Type 1A cross-recess screwdriver can be used in Posidriv® heads, but a Type 1A cross-recess will perform better.

General Motors Engineering Standards, along with other North American industries, have adopted a portion of the standard metric fastener sizes defined by ISO (International Standard Organization). This was done to reduce the number of fastener sizes used while retaining the best strength qualities of each thread size.

For example, the english 1/4-20 and 1/4-28 screws were replaced by the metric M6.0x1 screw, which was nearly the same diameter. The thread pitch, 25.4 threads per inch, is in between english coarse and fine thread pitches. Metric and english thread notations differ slightly. The thread major diameter of a 1/4-20 bolt is 1/4-inch, and the bolt has 20 threads per inch.

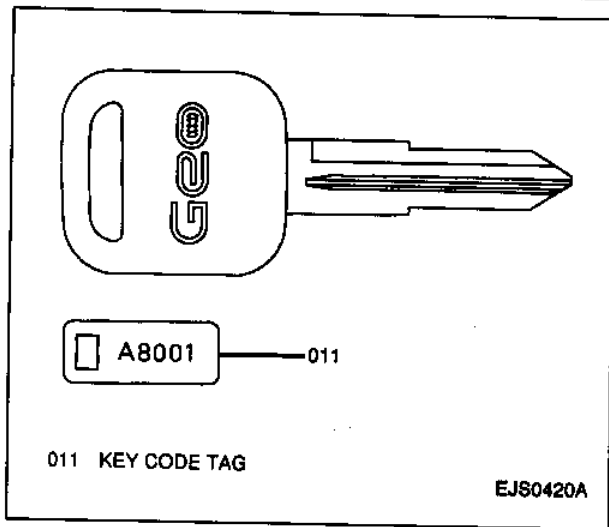


Figure 11—Key Code Tag

The thread major diameter of a N-m 6.0x1 bolt is 6.0 mm, and the distance between threads is 1 mm (Figure 13).

### FASTENER STRENGTH IDENTIFICATION

Figures 14 and 15

The most commonly used metric fastener strength property classes are 9.8 and 10.9, with the class identification embossed on the head of each bolt. Some metric nuts will be marked with a single digit strength identification number on the nut face (Figure 14).

English (inch) strength classes range from 2 (low strength) to 8 (high strength). A grade-2 bolt has no lines embossed on the bolt head. One radial line is embossed on the bolt head for each strength grade

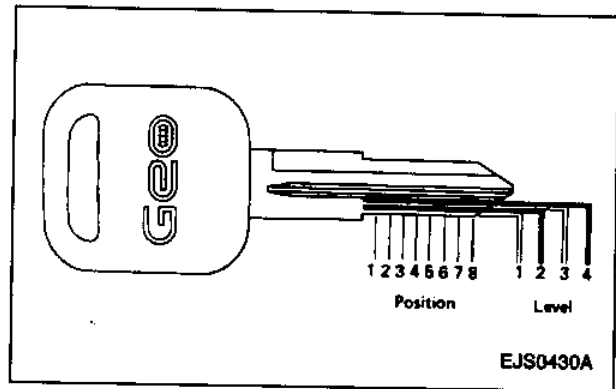


Figure 12—Key Code Diagram

above 2. That is, a bolt with one embossed line is grade-3, two embossed lines is grade-4 and so on. Six embossed lines signify grade-8, the highest-grade bolt (Figure 14).

Correct replacement bolts and nuts are available through GM SPO. Many metric fasteners available in the after-market parts channels are designed to metric standards of countries other than the United States and may be of different thread pitch. The metric fasteners used on GM products are designed to new, international standards that may not yet be manufactured by some non-domestic bolt and nut suppliers.

**NOTICE:** The designation of the standard fasteners used on this vehicle are of coarse screw thread up to M8 and fine screw thread beyond M10. The designation to pitch relations are somewhat different between coarse screw thread and fine screw thread (Figure 15). Therefore, when replacing fasteners, the pitch should be confirmed carefully even if the replacement fastener is the same metric fastener.

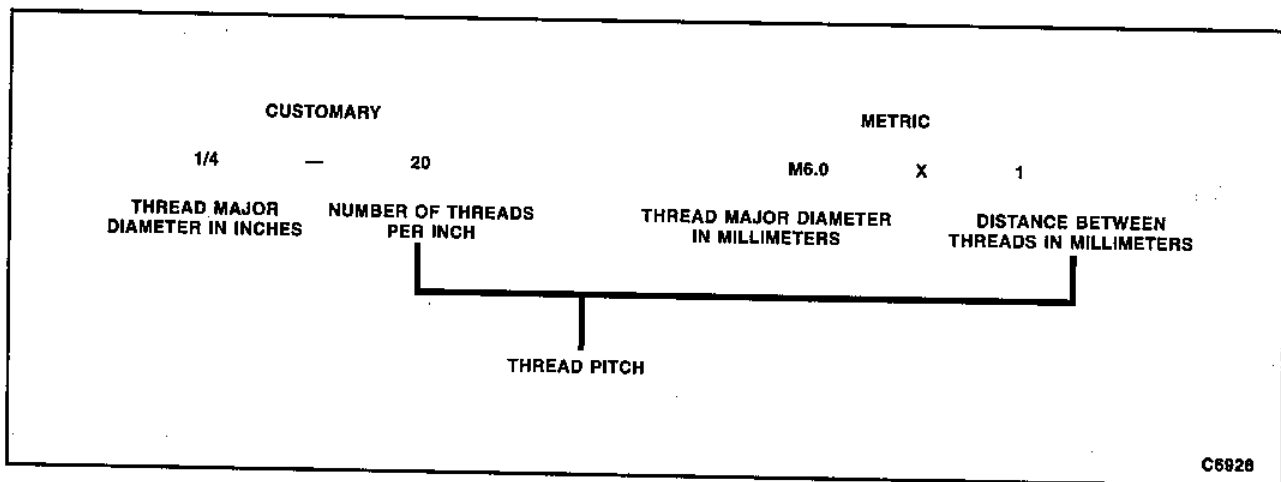


Figure 13—Thread Notation

# 0A-8 GENERAL INFORMATION

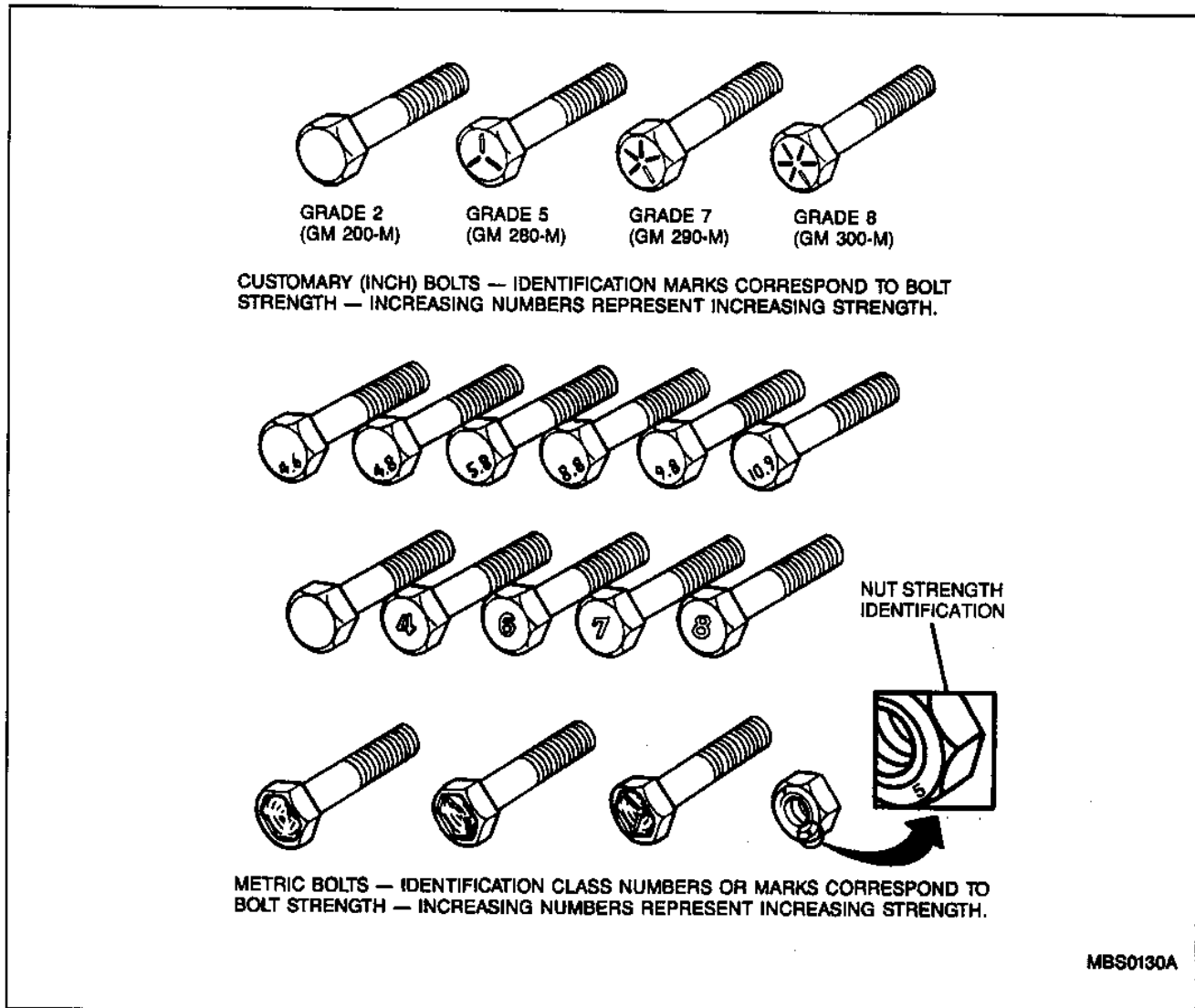


Figure 14—Fastener Strength Markings

## METRIC COURSE SCREW THREADS

Destination of screw thread	Pitch (mm)	Designation of screw thread	Pitch (mm)
M39	4	M8	1.25
M36	4	M7	1
M33	3.5	M6	1
M30	3.5	M5x0.8	0.8
M27	3	M4.5	0.75
M24	3	M4x0.7	0.7
M22	2.5	M3.5	0.6
M20	2.5	M3x0.5	0.5
M18	2.5	M2.5	0.45
M16	2	M2.2	0.45
M14	2	M2	0.4
M12	1.75	M1.6	0.35
M10	1.5		

## METRIC FINE SCREW THREADS

Destination of screw thread	Pitch (mm)	Designation of screw thread	Pitch (mm)
M39x3	3	M20x1.5	1.5
M36x3	3	M18x1.5	1.5
M33x2	2	M16x1.5	1.5
M30x2	2	M14x1.5	1.5
M27x2	2	M12x1.25	1.25
M24x2	2	M10x1.25	1.25
M22x1.5	1.5	M8x1	1

Figure 15—Metric Screw Table



**PREVAILING TORQUE FASTENERS**

**Figure 16**

A prevailing torque nut is designed to develop an interference between the nut and bolt threads. This is most often accomplished by distorting the top of an all metal nut or by using a nylon patch on the threads in the middle of the hex flat. A nylon insert may also be used as a method of interference between nut and bolt threads (Figure 16).

A prevailing torque bolt is designed to develop an interference between the bolt and nut threads, or the threads of a tapped hole. This is accomplished by distorting some of the threads or by using a nylon patch or adhesive (Figure 16).

**Recommendations for Reuse**

**Figure 17**

1. Clean non-rusted prevailing torque nuts may be reused as follows:
  - a. Clean dirt and other foreign material off nuts and bolts.
  - b. Inspect nuts or bolts to ensure there are no cracks, elongation or other signs of abuse or overtightening. If there is any doubt, replace with a new prevailing torque fastener.
  - c. Assemble parts and hand start nuts or bolts.
  - d. Observe that, before fastener seats, it develops proper torque as specified in the torque chart (Figure 17). If there is any doubt, replace it with a new prevailing torque fastener.
  - e. Tighten fastener to torque specified in the appropriate section of this manual.
2. Bolts and nuts which are rusty or damaged should be replaced with new parts.

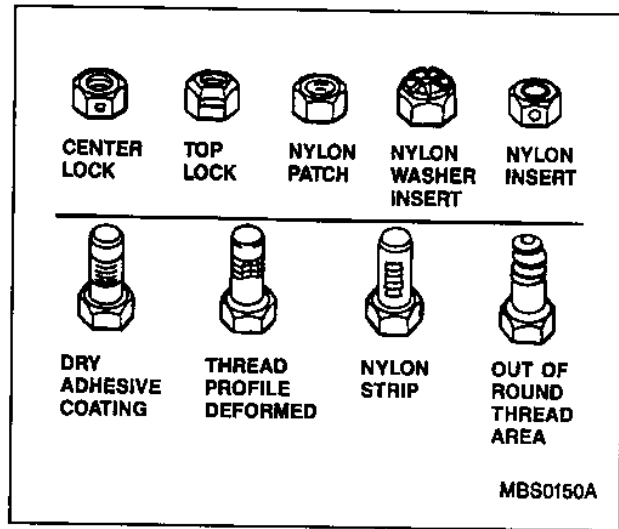


Figure 16—Prevailing Torque Fasteners

**ENGLISH TO SI METRIC CONVERSION TABLE**

**Figure 18**

To convert english units to metric units, multiply the english units by the conversion factor shown in Figure 18. To convert metric units to english units, divide the metric unit by the conversion factor shown in Figure 18.

**DECIMAL AND METRIC EQUIVALENTS**

**Figure 19**

For inch-to-millimeter decimal equivalents, refer to Figure 19.

FASTENER TYPE	TORQUE UNITS	METRIC-SIZE FASTENERS							
		6	6.3	8	10	12	14	16	20
Nuts and All Metal Bolts	N•m	0.4	0.4	0.8	1.4	2.2	3.0	4.2	7.0
	Lb. In.	4	4	7	12	19	27	37	62
Adhesive or Nylon Coated Bolts	N•m	0.4	0.4	0.6	1.2	1.6	2.4	3.4	5.6
	Lb. In.	4	4	5	11	14	21	30	50
FASTENER TYPE	TORQUE UNITS	INCH-SIZE FASTENERS							
		.250	.312	.375	.437	.500	.562	.625	.750
Nuts and All Metal Bolts	N•m	0.4	0.6	1.4	1.8	2.4	3.2	4.2	6.2
	Lb. In.	4	5	12	16	21	28	37	55
Adhesive Nylon Coated Bolts	N•m	0.4	0.6	1.0	1.4	1.8	2.6	3.4	5.2
	Lb. In.	4	5	9	12	16	23	30	49

Figure 17—Torque Chart

**0A-10 GENERAL INFORMATION**

MULTIPLY	BY	TO GET EQUIVALENT NUMBER OF:	MULTIPLY	BY	TO GET EQUIVALENT NUMBER OF:
<u>LENGTH</u>			<u>ACCELERATION</u>		
INCH	25.4	MILLIMETER(MM)	FOOT/SEC <sup>2</sup>	0.3048	METER/SEC <sup>2</sup> (M/S <sup>2</sup> )
FOOT	0.3048	METERS(M)	INCH/SEC <sup>2</sup>	0.0254	METER/SEC <sup>2</sup>
YARD	0.9144	METERS			
MILE	1.609	KILOMETERS(KM)			
<u>AREA</u>			<u>TORQUE</u>		
INCH <sup>2</sup>	645.2	MILLIMETERS <sup>2</sup> (MM <sup>2</sup> )	POUND - INCH	0.11298	NEWTON - METERS(N*M)
	6.45	CENTIMETERS <sup>2</sup> (CM <sup>2</sup> )	POUND - FOOT	1.3558	NEWTON1 - METERS
FOOT <sup>2</sup>	0.0929	METERS <sup>2</sup> (M <sup>2</sup> )			
YARD <sup>2</sup>	0.836.1	METERS <sup>2</sup>			
<u>VOLUME</u>			<u>POWER</u>		
INCH <sup>3</sup>	16387.	MM <sup>3</sup>	HORSEPOWER	0.746	KILOWATTS(KW)
	16.397	CM <sup>3</sup>			
	0.0164	LITERS(L)			
QUART	0.9464	LITERS			
GALLON	3.7854	LITERS			
YARD <sup>3</sup>	0.7646	METERS <sup>3</sup> (M <sup>3</sup> )			
<u>MASS</u>			<u>VACUUM, PRESSURE OR STRESS</u>		
POUND	0.4536	KILOGRAMS(KG)	INCHES OF MERCURY(HG)	3.377	KILOPASCALS(KPA)
TON	907.18	KILOGRAMS(KG)	INCHES OF WATER(H2O)	0.2491	KILOPASCALS(KPA)
TON	0.907	TONNE(T)	POUNDS/SQ. IN.	6.895	KILOPASCALS
<u>FORCE</u>			<u>LIGHT</u>		
KILOGRAM	9.807	NEWTONS(N)	FOOT CANDLE	10.764	LUMENS/ METER <sup>2</sup> (LM/M <sup>2</sup> )
OUNCE	0.2780	NEWTONS			
POUND	4.448	NEWTONS			
<u>TEMPERATURE</u>			<u>VELOCITY</u>		
TO CONVERT FAHRENHEIT TEMPERATURE TO CELSIUS TEMPERATURE, USE FORMULA: °(F - 32) X 0.556 = (°C)			TO CONVERT CELSIUS TEMPERATURE TO FAHRENHEIT TEMPERATURE, USE FORMULA: °F = (1.8 X °C) + 32		
<p>MILES/HOUR</p> <p>1.6093</p> <p>KILOMETERS/HR. (KM/H)</p>			<p><u>FUEL PERFORMANCE</u></p>		
<p>MILES/GAL</p> <p>0.4251</p> <p>KILOMETERS/ LITER(KM/L)</p>			<p>GAL/MILES</p> <p>2.3527</p> <p>LITER/ KILOMETERS(L/KM)</p>		

Figure 18—English to SI Metric Conversion Table

FRACTIONAL INCH, DECIMAL INCH, AND METRIC mm					
Fractions	Decimal In.	Metric mm	Fractions	Decimal In.	Metric mm
1/64.....	.015625.....	.39688	33/64.....	.515625.....	13.09687
1/32.....	.03125.....	.79375	17/32.....	.53125.....	13.49375
3/64.....	.046875.....	1.19062	35/64.....	.546875.....	13.89062
1/16.....	.0625.....	1.58750	9/16.....	.5625.....	14.28750
5/64.....	.078125.....	1.98437	37/64.....	.578125.....	14.68437
3/32.....	.09375.....	2.38125	19/32.....	.59375.....	15.08125
7/64.....	.109375.....	2.77812	39/64.....	.609375.....	15.47812
1/8.....	.125.....	3.1750	5/8.....	.625.....	15.87500
9/64.....	.140625.....	3.57187	41/64.....	.640625.....	16.27187
5/32.....	.15625.....	3.96875	21/32.....	.65625.....	16.66875
11/64.....	.171875.....	4.36562	43/64.....	.671875.....	17.06562
3/16.....	.1875.....	4.76250	11/16.....	.6875.....	17.46250
13/64.....	.203125.....	5.15937	45/64.....	.703125.....	17.85937
7/32.....	.21875.....	5.55625	23/32.....	.71875.....	18.25625
15/64.....	.234375.....	5.95312	47/64.....	.734375.....	18.65312
1/4.....	.250.....	6.35000	3/4.....	.750.....	19.05000
17/64.....	.265625.....	6.74687	49/64.....	.765625.....	19.44687
9/32.....	.28125.....	7.14375	25/32.....	.78125.....	19.84375
19/64.....	.296875.....	7.54062	51/64.....	.796875.....	20.24062
5/16.....	.3125.....	7.93750	13/16.....	.8125.....	20.63750
21/64.....	.328125.....	8.33437	53/64.....	.828125.....	21.03437
11/32.....	.34375.....	8.73125	27/32.....	.84375.....	21.43125
23/64.....	.359375.....	9.12812	55/64.....	.859375.....	21.82812
3/8.....	.375.....	9.52500	7/8.....	.875.....	22.22500
25/64.....	.390625.....	9.92187	57/64.....	.890625.....	22.62187
13/32.....	.40625.....	10.31875	29/32.....	.90625.....	23.01875
27/64.....	.421875.....	10.71562	59/64.....	.921875.....	23.41562
7/16.....	.4375.....	11.11250	15/16.....	.9375.....	23.81250
29/64.....	.453125.....	11.50937	61/64.....	.953125.....	24.20937
15/32.....	.46875.....	11.90625	31/32.....	.96875.....	24.60625
31/64.....	.484375.....	12.30312	63/64.....	.984375.....	25.00312
1/2.....	.500.....	12.70000	1.....	1.00.....	25.40000

Figure 19—Decimal and Metric Conversions

## LIST OF AUTOMOTIVE ABBREVIATIONS WHICH MAY BE USED IN THIS MANUAL

	<b>A</b>		
A	Amperes	CO	Carbon Monoxide
A/C	Air Conditioning	Conn	Connector
A/F	Air/Fuel (Air/Fuel Ratio)	CPU	Central Processing Unit
AT	Automatic Transmission	CTP	Closed Throttle Position
ABDC	After Bottom Dead Center	cu ft or ft <sup>3</sup>	Cubic Foot, or Feet
ABS	Acrylonitrile-Butadiene-Styrene	cu in or in <sup>3</sup>	Cubic Inch
ABS	Antilock Braking System	CV	Constant Velocity
AC	A GM Division		
AC	Alternating Current		<b>D</b>
ACL	Air Cleaner	dB	Decibels
ADJ	Adjust	dba	Decibels on A-weighted scale
Al	Aluminum	DC	Direct Current
AM/FM	Amplitude Modulation/Frequency Modulation	dia	Diameter
API-GL	American Petroleum Institute Gear Lubricant	DLC	Data Link Connector
ASM	Assembly	DTC	Diagnostic Trouble Code
ATDC	After Top Dead Center	DVM	Digital Volt Meter
AVG	Average		
AWG	American Wire Gage		<b>E</b>
	<b>B</b>	ECL	Engine Coolant Level
B+	Battery Positive Voltage	EBCM	Electronic Brake Control Module
BARO	Barometric	ECM	Engine Control Module
Bat	Battery	ECT	Engine Coolant Temperature
BBDC	Before Bottom Dead Center	EEPROM	Electrically Erasable Programmable Read Only Memory
BP	Back Pressure	EFE	Early Fuel Evaporation
BTDC	Before Top Dead Center	EGR	Exhaust Gas Recirculation
Btu	British Thermal Units	EI	Electronic Ignition
	<b>C</b>	EM	Engine Modification
°C	Degrees Celsius	EMF	Electromotive Force
CD	Compact Disc	EPROM	Erasable Programmable Read Only Memory
CE	Commutator End	ESC	Electronic Spark Control
cfm	Cubic Feet per Minute	ESD	Electrostatic Discharge
cg	Center of Gravity	ETR	Electrically Tuned Receiver
CID	Cubic Inch Displacement	EVAP	Evaporative Emission
CKP	Crankshaft Position	EXH	Exhaust
CKT	Circuit		
CL	Closed Loop		<b>F</b>
cm <sup>3</sup>	Cubic Centimeter	°F	Degrees Fahrenheit
CMP	Camshaft Position	FC	Fan Control
		FED	Federal (All States Except California)
		ft	Foot, Feet
		FWD	Front Wheel Drive

		kPa	Kilopascals
		KS	Knock Sensor
		kV	Kilovolts (thousands of volts)
	<b>G</b>		
g	Gram or Gravitational Acceleration		
GA	Gage		
GAL	Gallon		
Gas	Gasoline		
GCW	Gross Combination Weight		
GEN	Generator		
GM	General Motors		
GND	Ground		
Gov	Governor		
	<b>H</b>		
Harn	Harness		
HC	Hydrocarbons		
HD	Heavy Duty		
HEI	High Energy Ignition		
hex	Hexagon		
Hg	Mercury		
HiAlt	High Altitude		
HO2S	Heated Oxygen Sensor		
hp	Horsepower		
HPL	High Pressure Liquid		
HPV	High Pressure Vapor		
HVAC	Heater-Vent-Air Conditioning		
Hz	Hertz		
	<b>I</b>		
IAC	Idle Air Control		
IAT	Intake Air Temperature		
IC	Ignition Control or Integrated Circuit		
ICM	Ignition Control Module		
ID	Inside Diameter or Identification		
IGN	Ignition		
INJ	Injection		
INT	Intake		
IP	Instrument Panel		
IPC	Instrument Panel Cluster		
	<b>K</b>		
kg	Kilogram		
kHz	Kilohertz		
km/h	Kilometers Per Hour		
km/l	Kilometer Per Liter		
		L	Liter
		L4	Four Cylinder, In-Line Engine
		lb. ft.	Pound feet (torque)
		lb. in.	Pound inch (torque)
		LCD	Liquid Crystal Display
		LF	Left Front
		LH	Left Hand
		LR	Left Rear
		LT	Left
			<b>L</b>
			<b>M</b>
		M/T	Manual Transmission
		MAF	Mass Air Flow
		MAP	Manifold Absolute Pressure
		MAN	Manual
		Max	Maximum
		MC	Mixture Control
		MFI	Multiport Fuel Injection
		mi	Miles
		Min	Minimum
		MIL	Malfunction Indicator Lamp
		mL	Milliliters
		mm	Millimeter
		MPG	Miles Per Gallon
		MPG	Miles Per Hour
		ms	Millisecond
		MV	Megavolt
		mV	Millivolt
			<b>N</b>
		NC	Normally Closed
		NEU	Neutral
		N.m	Newton-meters (torque)
		Ni	Nickel
		NIGI	National Lubricating Grease Institute
		NO	Normally Open
		NOx	Nitrogen, Oxides of
		NPTC	National Pipe Thread Coarse
		NPTF	National Pipe Thread Fine

## 0A-14 GENERAL INFORMATION

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	<b>O</b>		
O2	Oxygen	RRIM	Reinforced Reaction Injection Molded Urethane
O2S	Oxygen Sensor	RT	Right
OBD	On-Board Diagnostics (level 1)	RTV	Room Temperature Vulcanizing
OBDII	On-Board Diagnostics (level 2)	RWD	Rear Wheel Drive
OC	Oxidation Catalytic Converter		
OD	Outside Diameter		
OEM	Original Equipment Manufacturer	SAE	Society of Automotive Engineers
OL	Open Loop	sec	Second(s)
oz	Ounce(s)	Sec	Secondary
P/B	Power Brake	SFI	Sequential Multiport Fuel Injection
		SI	System International
	<b>P</b>	SIR	Supplemental Inflatable Restraint
PCM	Powertrain Control Module	SMC	Sheet Molded Compound
P/N	Park/Neutral	Sol	Solenoid
PCV	Positive Crankcase Ventilation	SPEC	Specification
PNP	Park/Neutral Position	Speedo	Speedometer
ppm	Parts Per Million	sq ft, ft <sup>2</sup>	square foot(feet)
PRESS	Pressure	sq in, in <sup>2</sup>	square inch(inches)
PRNDL	Park, Reverse, Neutral, Drive, LO	ST	Scan Tool
PROM	Programmable Read Only Memory	SYN	Synchronize
PS	Power Steering		
psi	Pounds per Square Inch		
psia	Pounds per Square Inch Absolute	Tach	Tachometer
psig	Pounds per Square Inch Gage	TCC	Torque Converter Clutch
PSP	Power Steering Pressure	TCM	Transmission Control Module
Pt	Pint	TDC	Top Dead Center
PWM	Pulse Width Modulated	Term	Terminal
		TEMP	Temperature
	<b>Q</b>	TP	Throttle Position
QDM	Quad Driver Module	TPE	Thermo Plastic Elastomer
Qt	Quart(s)	TPO	Thermo Plastic Olefin
		TRANS	Transmission
	<b>R</b>	TV	Throttle Valve
RAM	Random Access Memory	TVRS	Television & Radio Suppression
REF	Reference	TVV	Thermal Vacuum Valve
RF	Right Front	TWC	Three Way Catalytic Converter
RFI	Radio Frequency Interference	TWC+OC	Three Way Catalytic Converter + Oxidation Catalytic Converter
RH	Right Hand		
RIM	Reaction Injection Molded Urethane		
rly	Relay		
ROM	Read Only Memory	U-Joint	Universal Joint
rpm	Revolutions Per Minute		
RPO	Regular Production Option		
RR	Right Rear	V	Volt(s), Voltage
		VAC	Vacuum

Vel Velocity  
 VIN Vehicle Identification Number  
 VSS Vehicle Speed Sensor

**W**

w/ With  
 w/b Wheel Base  
 w/o Without  
 W/S windshield  
 WOT Wide Open Throttle  
 WU-OC Warm Up Oxidation Catalytic Converter  
 WU-TWC Three Way Catalytic Converter

**Y**

yd yard

**Z**

Zn zinc

**REPLACEMENT LABELS**

Replacement labels are available through GM SPO for the following:

- Vehicle Emission Control Information Label
- Unleaded Fuel Only Label
- Fan Blade Caution Label
- Odometer Repair Notice Label
- Air Conditioning Fan Caution Label

The vehicle certification label and service parts identification label are not available as service parts.

**SERVICE PARTS IDENTIFICATION LABEL**

**Production and Process Codes**

*Figure 20*

The Service Parts Identification label has been developed and placed on the vehicle to aid service and parts personnel in identifying parts and options originally installed on the vehicle. The label is located on the inside of the instrument panel compartment door. Refer to Figure 20 for information on interpreting the label.

Vehicle options are identified on the Service Parts Identification Label by an option code. Option codes are three digit combinations of letters and numbers. They identify equipment installed on the vehicle, paint and trim colors.

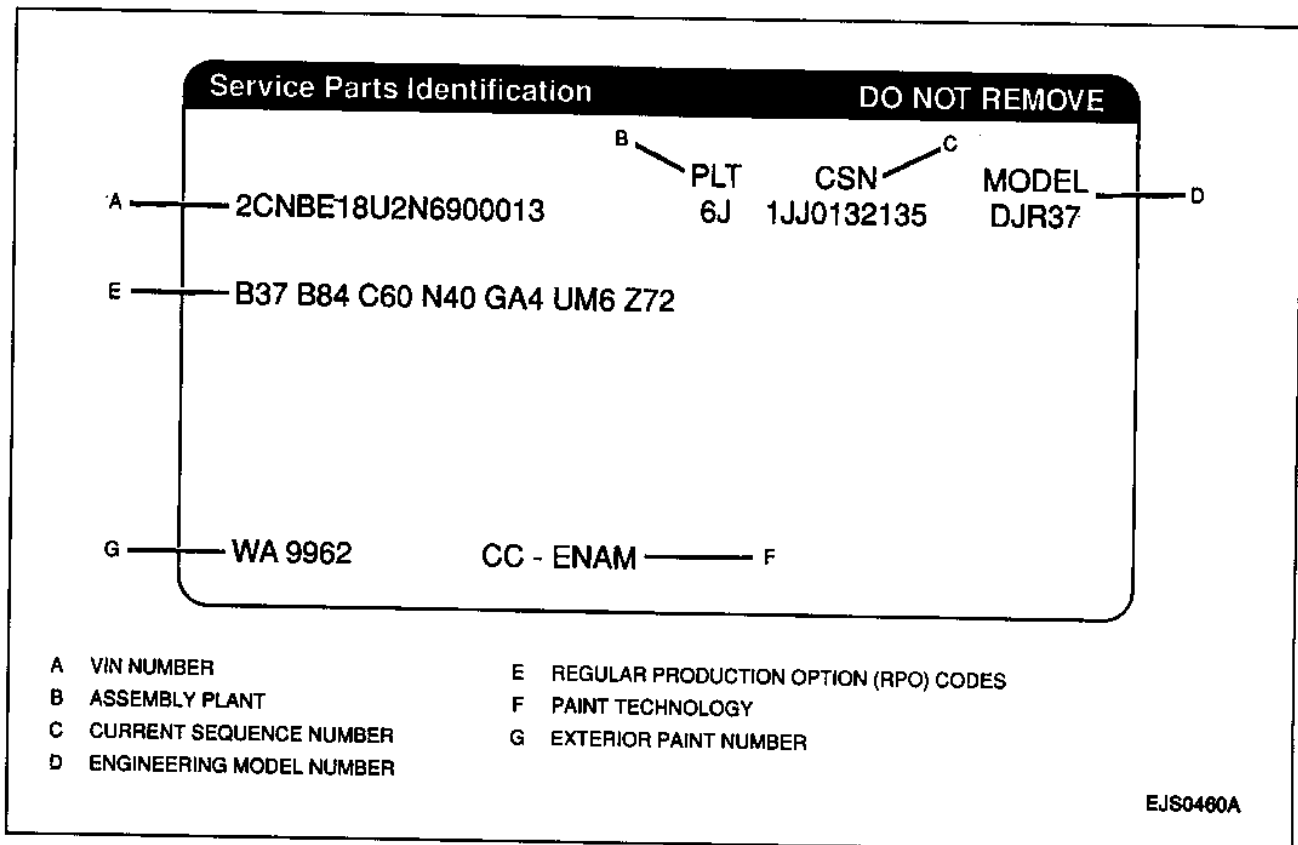


Figure 20—Service Parts Identification Label Location (Typical)

**0A-16 GENERAL INFORMATION**

RPO No.	Description
AM7	Fold and Stow Rear Seat
AM9	Split Folding Rear Seat
AP6	Rear Seat Not Desired
AU3	Power Door Locks
B2W	P205/75R15 Tires
B37	Front and Rear Floor Mats
B84	Body Side Moldings
CD4	Intermittent Controlled Wipers
C25	Rear Window Wiper/Washer
C49	Rear Window Defogger
C60	Air Conditioning
DD2	Front Passenger Vanity Mirror
D35	LH Rem./RH Man. Rearview Mirrors
D51	LH Manual Rearview Mirror
D68	Remote Rearview Mirrors
DR1	Manual Rearview Mirrors
FE9	Federal Emission Requirements
J41	Front Disc, Rear Drum Braking System
JM4	4-Wheel Antilock Braking System (ABS)
K34	Cruise Control
L01	1.6l 4-cyl SFI 16-Valve SOHC Engine
M41	4-Speed Automatic Transmission (03-72LE)
M59	5-Speed Manual Transmission
M65	3-Speed Automatic Transmission (3L30)
MM5	5-speed Manual Transmission
MX1	Automatic Transmission
N40	Power Steering
N51	Power Steering Not Desired
NB8	MA/NY State Emission Override
NC7	Federal Emissions Override

RPO No.	Description
NG1	MA/NY State Emission Requirements
NY7	Skid Plates
QA4	15" Alloy Wheels w/ Metal Spare
U66	Extended Range 4-Speaker System
UL0	AM/FM Stereo w/ Cassette
UL1	AM/FM Stereo
UP0	AM/FM Stereo w/ Cassette and CD
WT3	Accent Package
YF5	California Emission Requirements
YG6	Air Conditioning Not Desired
X6W	Manual Locking Hubs
X6Z	Automatic Locking Hubs
10T	White Convertible Top
19C	Lattice Cloth Bucket Seats
19E	Custom Lattice Cloth Bucket Seats
23C	Linear Cloth Bucket Seats
38C	Expressive Cloth Bucket Seats
41T	Black Convertible Top
61T	Tan Convertible Top

RPO #	WA #	EXTERIOR COLOR
16U	5369	White
18U	216B	Sliver Sage Metallic
19U	990A	Black Licorice
32U	214B	Scuba Blue Metallic
38U	298C	State Green Metallic
43U	299C	Woodland Green Metallic
74U	297C	Wildfire Red
75U	209A	Brilliant Red Metallic
84U	300C	Super Grape Metallic