



PONTIAC



1994 GRAND PRIX OWNER'S MANUAL



Introduction	How to Use This Manual	3
Part 1	Seats & Restraint Systems	7
Part 2	Features & Controls	47
Part 3	Comfort Controls & Audio Systems .	107
Part 4	Your Driving and the Road	129
Part 5	Problems on the Road	155
Part 6	Service & Appearance Care	181
Part 7	Maintenance Schedule	245
Part 8	Customer Assistance Information ..	263
	<small>Includes "Reporting Safety Defects" on page 267.</small>	
Part 9	Index	279
	Service Station Information ..	Last Page

1994 Pontiac O/M Grand Prix

Important Notes About This Manual

Please keep this manual in your Pontiac, so it will be there if you ever need it when you're on the road. If you sell the vehicle, please leave this manual in it so the new owner can use it.

This manual includes the latest information at the time it was printed. We reserve the right to make changes in the product after that time without further notice.

Note to Canadian Owners

For vehicles first sold in Canada, substitute the name "General Motors of Canada Limited" for Pontiac Motor Division whenever it appears in this manual.

For Canadian Owners Who Prefer a French Language Manual:

Aux propriétaires canadiens: Vous pouvez vous procurer un exemplaire de ce guide en français chez votre concessionnaire ou au DGN Marketing Services Ltd., 1500 Bonhill Rd., Mississauga, Ontario L5T 1C7.

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How to Use This Manual



Using Your 1994 Pontiac Owner's Manual

Many people read their owner's manual from beginning to end when they first receive their new vehicle. This will help you learn about the features and controls for your vehicle. In this manual, you'll find that pictures and words work together to explain things quickly.

There are nine parts with black-tabbed pages in this manual. Each part begins with a brief list of contents, so you can usually tell at a glance if that part contains the information you want.

You can bend the manual slightly to reveal the black tabs that help you find a part.

Part 1: Seats & Restraint Systems

This part tells you how to use your seats and safety belts properly. It also explains the "SRS" (Air Bag) System.

Part 2: Features & Controls

This part explains how to start and operate your Pontiac.

Part 3: Comfort Controls & Audio Systems

This part tells you how to adjust the ventilation and comfort controls and how to operate your sound system.

Part 4: Your Driving and the Road

Here you'll find helpful information and tips about the road how to drive under different conditions.

Part 5: Problems on the Road

This part tells you what to do if you have a problem while driving, such as a flat tire or engine overheating., etc

Part 6: Service & Appearance Care

Here the manual tells you how to keep your Pontiac running properly and looking good.

Part 7: Maintenance Schedule

This part tells you when to perform vehicle maintenance and what fluids and lubricants to use.

Part 8: Customer Assistance Information

This part tells you how to contact Pontiac for assistance and how to get service publications. It also gives you information on "Reporting Safety Defects" on page 267.

Part 9: Index

Here's an alphabetical listing of almost every subject in this manual. You can use it to quickly find something you want to read.

Service Station Information

This is a quick reference of service information. You can find it on the last page of this manual.

How to Use This Manual

Safety Warnings and Symbols

You will find a number of safety cautions in this book. We use a box with gray background and the word CAUTION to tell you about things that could hurt you if you were to ignore the warning.

**CAUTION:**

These mean there is something that could hurt you or other people.

In the gray caution area, we tell you what the hazard is. Then we tell you what to do to help avoid or reduce the hazard. Please read these cautions. If you don't, you or others could be hurt.

You will also find a circle with a slash through it in this book. This safety symbol means:

"Don't,"
"Don't do this,"
or "Don't let this happen."



Vehicle Damage Warnings

Also, in this book you will find these notices:

NOTICE:

These mean there is something that could damage your vehicle.

In the notice area, we tell you about something that can damage your vehicle. Many times, this damage would not be covered by your warranty, and it could be costly. But the notice will tell you what to do to help avoid the damage.

When you read other manuals, you might see CAUTION and NOTICE warnings in different colors or in different words.

You'll also see warning labels on your vehicle. They use yellow for cautions, blue for notices, and the words CAUTION or NOTICE.

Vehicle Symbols

These are some of the symbols you may find on your vehicle.

For example, these symbols are used on an original battery:

CAUTION
POSSIBLE
INJURY



PROTECT
EYES BY
SHIELDING



CAUSTIC
BATTERY
ACID COULD
CAUSE
BURNS



AVOID
SPARKS OR
FLAMES



SPARK OR
FLAME
COULD
EXPLODE
BATTERY



These symbols are important for you and your passengers whenever your vehicle is driven:

DOOR LOCK
UNLOCK



FASTEN
SEAT
BELTS



POWER
WINDOW



AIR BAG

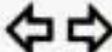


These symbols have to do with your lights:

MASTER
LIGHTING
SWITCH



TURN
SIGNALS



PARKING
LIGHTS



HAZARD
WARNING
FLASHER



LIGHTS OR
HIGH BEAM



FOG LAMPS



These symbols are on some of your controls:

WINDSHIELD
WIPER



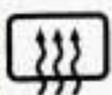
WINDSHIELD
WASHER



WINDSHIELD
DEFROSTER



REAR
WINDOW
DEFOGGER



VENTILATING
FAN



These symbols are used on warning and indicator lights:

ENGINE
COOLANT
TEMP



BATTERY
CHARGING
SYSTEM



BRAKE



RADIATOR
COOLANT



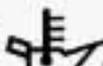
FUEL



ENGINE OIL
PRESSURE



ENGINE OIL
TEMP



ANTILOCK
BRAKE



Here are some other symbols you may see:

FUSE



RADIO
SELECTOR



RADIO
VOLUME



AIR
CONDITIONING



TRUNK
RELEASE



LIGHTER



HORN



SPEAKER



Notes



Part I

Seats & Restraint Systems

Here you'll find information about the seats in your Pontiac and how to use your safety belts properly. You can also learn about some things you should not do with safety belts.

Seats and Seat Controls	8
Safety Belts	10
How to Wear Safety Belts Properly	15
Driver Position	16
Supplemental Restraint System (Air Bags)	22
Safety Belt Use During Pregnancy	27
Right-Front Passenger Position	27
Center Passenger Position	28
Rear Seat Passengers	29
Rear Safety Belt Comfort Guides	31
Children	32
Smaller Children and Babies	33
Child Restraints	33
Larger Children	44
Safety Belt Extender	46
Replacing Safety Belts After a Crash	46

Seats & Restraint Systems

■ *Seats and Seat Controls*

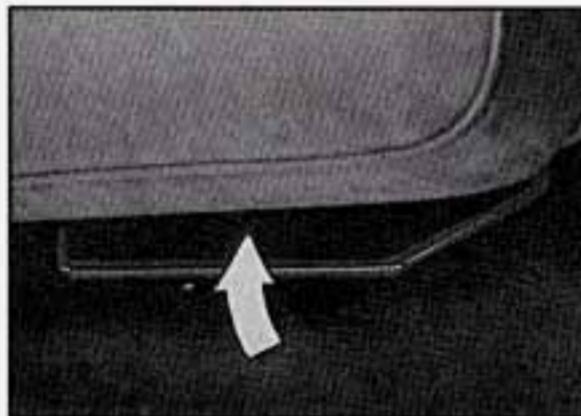
This section tells you about the seats—how to adjust them, and also about reclining seatbacks and head restraints.

Manual Front Seat

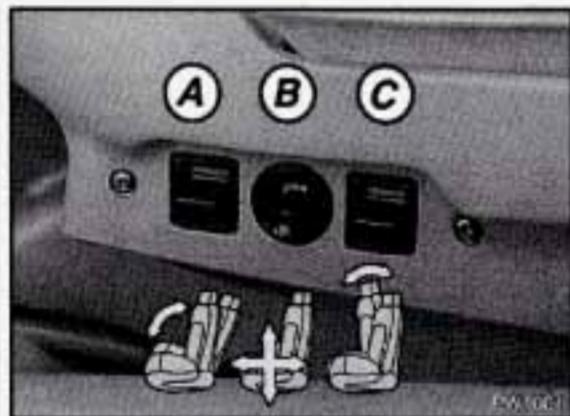


CAUTION:

You can lose control of the vehicle if you try to adjust a manual driver's seat while the vehicle is moving. The sudden movement could startle and confuse you, or make you push a pedal when you don't want to. Adjust the driver's seat only when the vehicle is not moving.



Move the control handle under the front of the seat to unlock it. Slide the seat to where you want it. Then release the handle and try to move the seat with your body, to make sure the seat is locked into place.



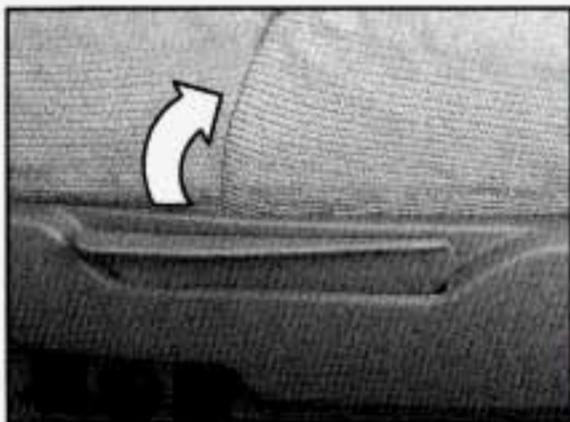
Power Seat (OPTION)

To Adjust the Power Seat:

Front Control (A): Raise the front of the seat by holding the switch up. Hold the switch down to lower the front of the seat.

Center Control (B): Move the seat forward or back by holding the control to the front or back. Raise or lower the seat by holding the control up or down.

Rear Control (C): Raise the rear of the seat by holding the switch up. Hold the switch down to lower the rear of the seat.



Reclining Front Seatbacks

Lift the lever to release the seatback, then tilt the seatback forward or backward, as desired. Release the lever to lock the seatback in place.

But don't have a seatback reclined if your vehicle is moving.



2-Door Model



4-Door Model

⚠ CAUTION:

Sitting in a reclined position when your vehicle is in motion can be dangerous. Even if you buckle up, your safety belts can't do their job when you're reclined like this.

The shoulder belt can't do its job because it won't be against your body. Instead, it will be in front of you. In a crash you could go into it, receiving neck or other injuries.

The lap belt can't do its job either. In a crash the belt could go up over your abdomen. The belt forces would be there, not at your pelvic bones. This could cause serious internal injuries.

For proper protection when the vehicle is in motion, have the seatback upright. Then sit well back in the seat and wear your safety belt properly.

Seats & Restraint Systems



Head Restraints

Slide the head restraint up or down so that the top of the restraint is closest to the top of your ears.

This position reduces the chance of a neck injury in a crash.



Seatback Latches (2-Door Model)

In 2-door Pontiacs, the front seat folds forward to let people get into the back seat.

Your seatback will move back and forth freely, unless you come to a sudden stop. Then it will lock in place.

There's one time the seatback may not fold without some help from you. That's if your vehicle is parked going down a fairly steep hill.

To fold a seatback forward, push the seatback toward the rear as you lift this latch. Then the seatback will fold forward. The latch must be down for the seat to work properly.

■ *Safety Belts: They're For Everyone*

This part of the manual tells you how to use safety belts properly. It also tells you some things you should not do with safety belts.

And it explains the Supplemental Restraint System, or "air bag" system.



CAUTION:

Don't let anyone ride where they can't wear a safety belt properly. If you are in a crash and you're not wearing a safety belt, your injuries can be much worse. You can hit things inside the vehicle or be ejected from it. You can be seriously injured or killed. In the same crash, you might not be if you are buckled up. Always fasten your safety belt, and check that your passengers' belts are fastened properly too.



X1123

This figure lights up as a reminder to buckle up. (See "Safety Belt Reminder Light" in the Index.)

In many states and Canadian provinces, the law says to wear safety belts. Here's why: They work.



X1142

You never know if you'll be in a crash. If you do have a crash, you don't know if it will be a bad one.

A few crashes are mild, and some crashes can be so serious that even buckled up a person wouldn't survive. But most crashes are in between. In many of them, people who buckle up can survive and sometimes walk away. Without belts they could have been badly hurt or killed.

After more than 25 years of safety belts in vehicles, the facts are clear. In most crashes buckling up does matter ... a lot!



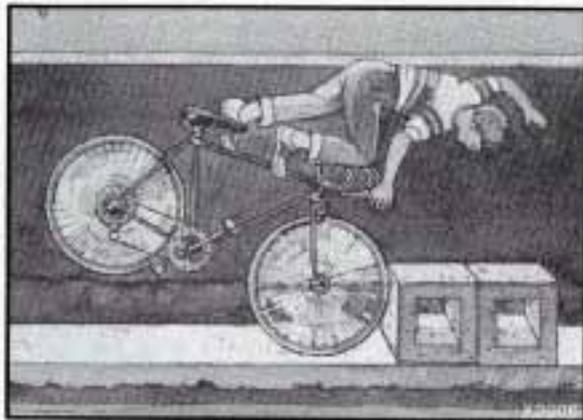
X2005

Why Safety Belts Work

When you ride in or on anything, you go as fast as it goes.

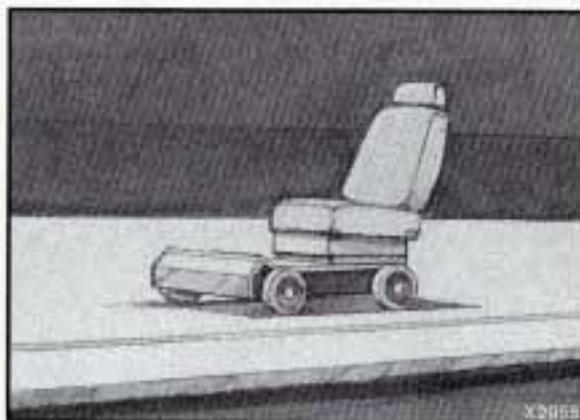
For example, if the bike is going 10 mph (16 km/h), so is the child.

Seats & Restraint Systems

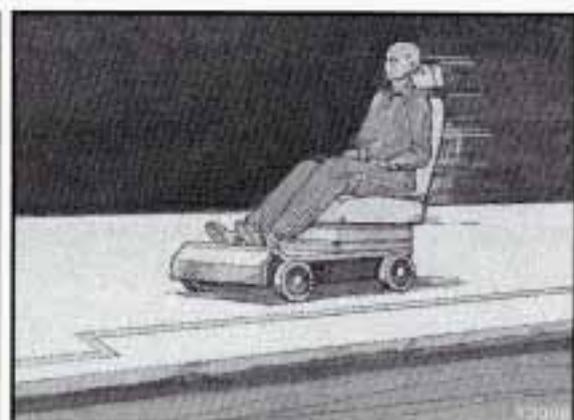


Why Safety Belts Work (CONT.)

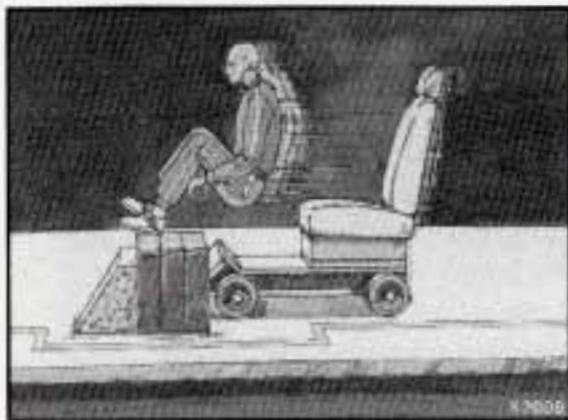
When the bike hits the block, it stops. But the child keeps going!



Take the simplest vehicle. Suppose it's just a seat on wheels.



Put someone on it.

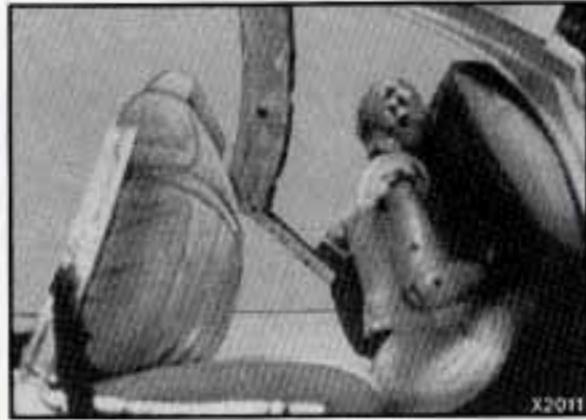


Get it up to speed. Then stop the vehicle
The rider doesn't stop.



The person keeps going until stopped by
something.

In a real vehicle, it could be the
windshield ...



or the instrument panel ...

Seats & Restraint Systems



Why Safety Belts Work (CONT.)

or the safety belts!

With safety belts, you slow down as the vehicle does. You get more time to stop. You stop over more distance, and your strongest bones take the forces. That's why safety belts make such good sense.

■ ***Here Are Questions Many People Ask About Safety Belts -- and the Answers***

Q: Won't I be trapped in the vehicle after an accident if I'm wearing a safety belt?

A: You could be -- whether you're wearing a safety belt or not. But you can easily unbuckle a safety belt, even if you're upside down. And your chance of being conscious during and after an accident, so you can unbuckle and get out, is much greater if you are belted.

Q: Why don't they just put in air bags so people won't have to wear safety belts?

A: Air bags, or Supplemental Restraint Systems, are in some vehicles today and will be in more of them in the future. But they are supplemental systems only -- so they work with safety belts, not instead of them. Every air bag system ever offered for sale has required the use of safety belts. Even if you're in a vehicle that has air bags, you still have to buckle up to get the most protection. That's true not only in frontal collisions, but especially in side and other collisions.

Q: If I'm a good driver, and I never drive far from home, why should I wear safety belts?

A: You may be an excellent driver, but if you're in an accident -- even one that isn't your fault -- you and your passengers can be hurt. Being a good driver doesn't protect you from things beyond your control, such as bad drivers.

Most accidents occur within 25 miles (40 km) of home. And the greatest number of serious injuries and deaths occur at speeds of less than 40 mph (65 km/h). Safety belts are for everyone.



Safety Belt Reminder Light

When the key is turned to "Run" or "Start," a chime will come on for about eight seconds to remind people to fasten their safety belts, unless the driver's safety belt is already buckled. The safety belt light will also come on and stay on until the driver's belt is buckled.

■ *How To Wear Safety Belts Properly*

Adults

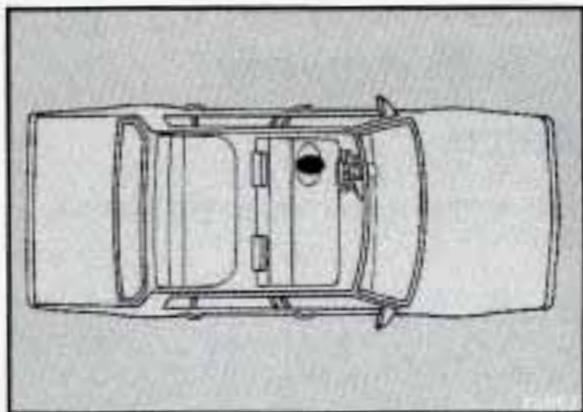
This section is only for people of adult size.

Be aware that there are special things to know about safety belts and children. And there are different rules for smaller children and babies. If a child will be riding in your Pontiac, see the section after this one, called "Children." Follow those rules for everyone's protection.

First, you'll want to know which restraint systems your vehicle has.

We'll start with the driver position.

Seats & Restraint Systems



■ *Driver Position (2-Door Model)*

This section describes the driver's restraint system. If you have a 4-door model, see "Driver Position (4-Door Model)" later in this part.



Lap-Shoulder Belt (2-Door Model)

The driver has a lap-shoulder belt. Here's how to wear it properly.

1. Close and lock the door.
2. Adjust the seat (to see how, see "Seat Controls" in the Index) so you can sit up straight.

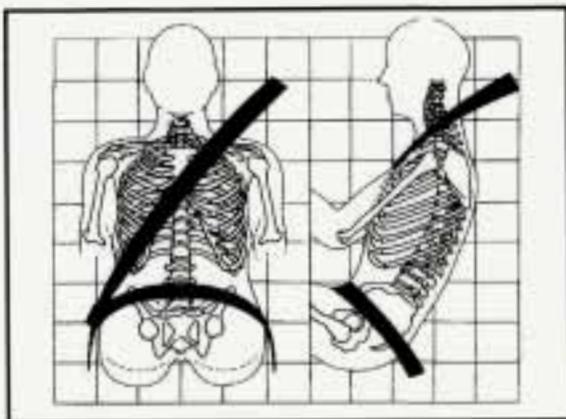


3. Pick up the latch plate and pull the belt across you. Don't let it get twisted.
4. Push the latch plate into the buckle until it clicks.

Pull up on the latch plate to make sure it is secure.

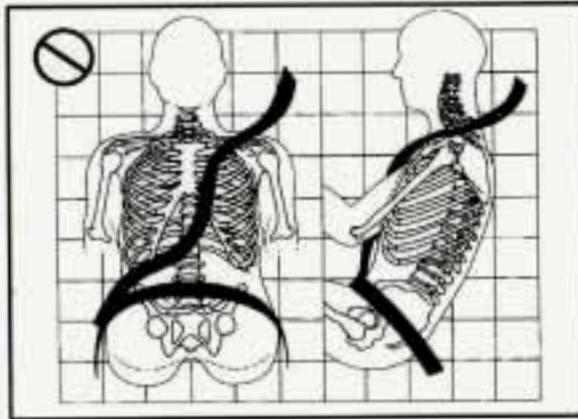
If the belt isn't long enough, see "Safety Belt Extender" at the end of this section.

Make sure the release button on the buckle is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.



The lap belt should be worn low and snug on the hips, just touching the thighs. In a crash, this applies force to the strong pelvic bones. And you'd be less likely to slide under the lap belt. If you slid under it, the belt would apply force at your abdomen. This could cause serious or even fatal injuries. The shoulder belt should go over the shoulder and across the chest. These parts of the body are best able to take belt restraining forces.

The safety belt locks if there's a sudden stop or a crash.

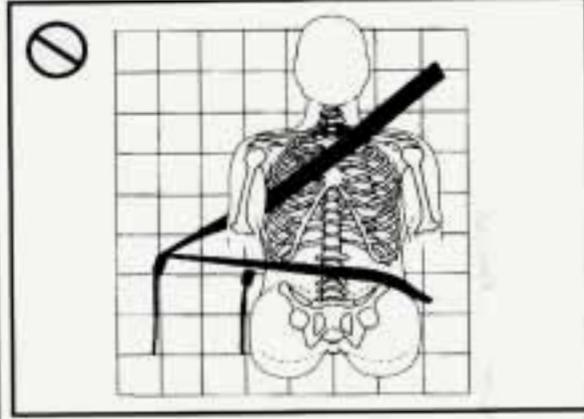


Q: What's wrong with this?

A: The shoulder belt is too loose. It won't give nearly as much protection this way.

 **CAUTION:**

You can be seriously hurt if your shoulder belt is too loose. In a crash you would move forward too much, which could significantly increase injury. The shoulder belt should fit against your body.



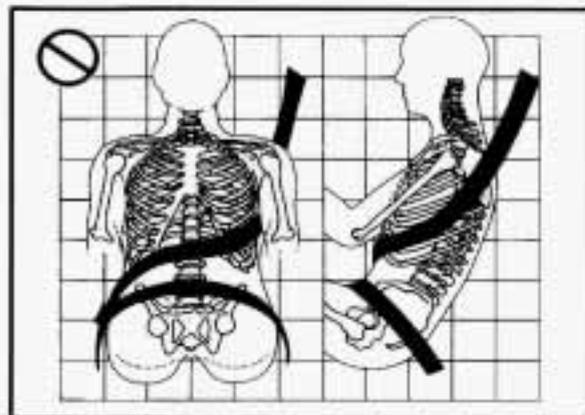
Q: What's wrong with this?

A: The belt is buckled in the wrong place.

 **CAUTION:**

You can be seriously injured if your belt is buckled in the wrong place like this. In a crash, the belt would go up over your abdomen. The belt forces would be there, not at the pelvic bones. This could cause serious internal injuries. Always buckle your belt into the buckle nearest you.

Seats & Restraint Systems



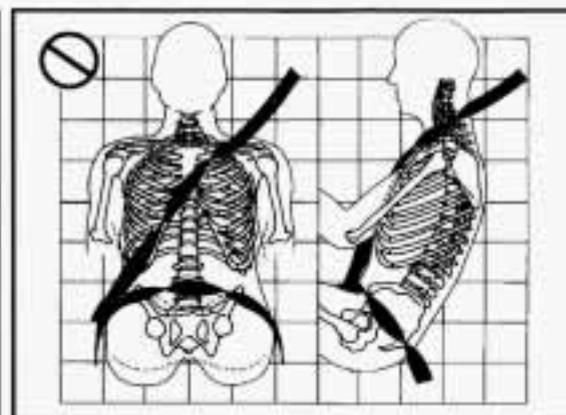
Lap-Shoulder Belt (2-Door Model) (CONT.)

Q: What's wrong with this?

A: The shoulder belt is worn under the arm. It should be worn over the shoulder at all times.

CAUTION:

You can be seriously injured if you wear the shoulder belt under your arm. In a crash, your body would move too far forward, which would increase the chance of head and neck injury. Also, the belt would apply too much force to the ribs, which aren't as strong as shoulder bones. You could also severely injure internal organs like your liver or spleen.



Q: What's wrong with this?

A: The belt is twisted across the body.

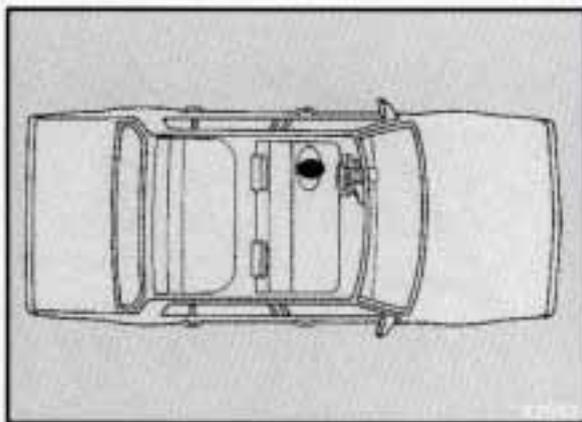
CAUTION:

You can be seriously injured by a twisted belt. In a crash, you wouldn't have the full width of the belt to spread impact forces. If a belt is twisted, make it straight so it can work properly, or ask your dealer to fix it.



To unlatch the belt, just push the button on the buckle. The belt should go back out of the way.

Before you close the door, be sure the belt is out of the way. If you slam the door on it, you can damage both the belt and your vehicle.



■ *Driver Position (4-Door Model)*

This section describes the driver's restraint system. If you have a two door model, see "Driver Position (2-Door Model)" earlier in this part.



Lap-Shoulder Belt (4-Door Model)

The driver has a lap-shoulder belt. Here's how to wear it properly.

1. Close and lock the door.
2. Adjust the seat (to see how, see "Seat Controls" in the Index) so you can sit up straight.

Seats & Restraint Systems



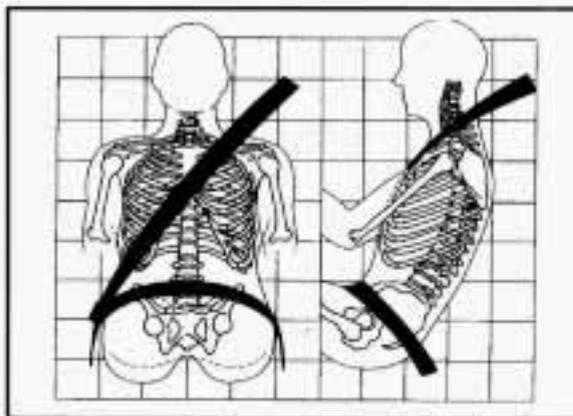
Lap-Shoulder Belt (4-Door Model) (CONT.)

3. Pick up the latch plate and pull the belt across you. Don't let it get twisted.
4. Push the latch plate into the buckle until it clicks.

Pull up on the latch plate to make sure it is secure. If the belt isn't long enough, see "Safety Belt Extender" at the end of this section.

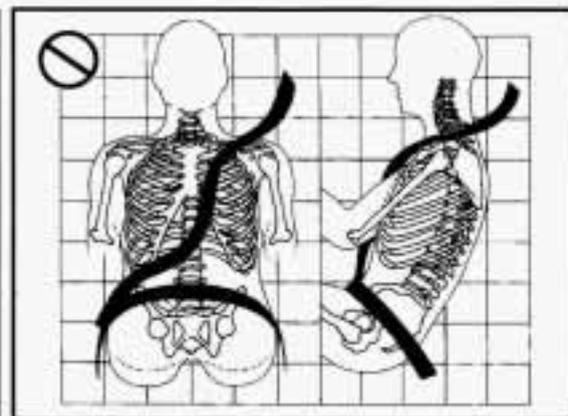
Make sure the release button on the buckle is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.

5. To make the lap belt tight, pull down on the buckle end of the belt as you pull up on the shoulder belt.



The lap part of the belt should be worn low and snug on the hips, just touching the thighs. In a crash, this applies force to the strong pelvic bones. And you'd be less likely to slide under the lap belt. If you slid under it, the belt would apply force at your abdomen. This could cause serious or even fatal injuries. The shoulder belt should go over the shoulder and across the chest. These parts of the body are best able to take belt restraining forces.

The safety belt locks if there's a sudden stop or crash, or if you pull the belt very quickly out of the retractor.

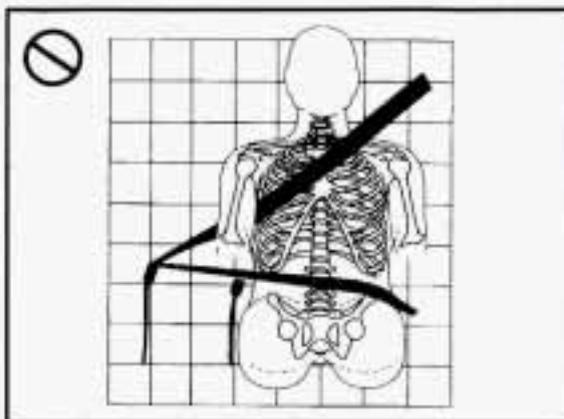


Q: What's wrong with this?

A: The shoulder belt is too loose. It won't give nearly as much protection this way.

CAUTION:

You can be seriously hurt if your shoulder belt is too loose. In a crash you would move forward too much, which could increase injury. The shoulder belt should fit against your body.

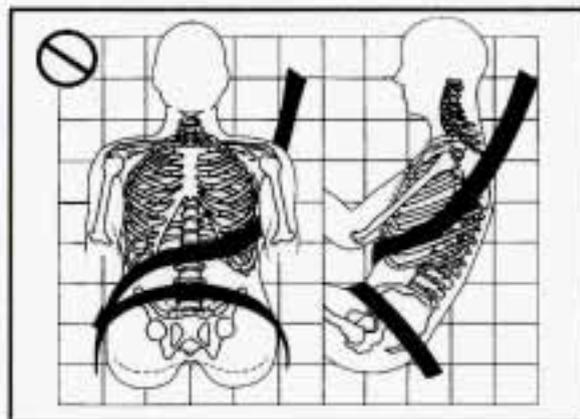


Q: What's wrong with this?

A: The belt is buckled in the wrong place.

⚠ CAUTION:

You can be seriously injured if your belt is buckled in the wrong place like this. In a crash, the belt would go up over your abdomen. The belt forces would be there, not at the pelvic bones. This could cause serious internal injuries. Always buckle your belt into the buckle nearest you.

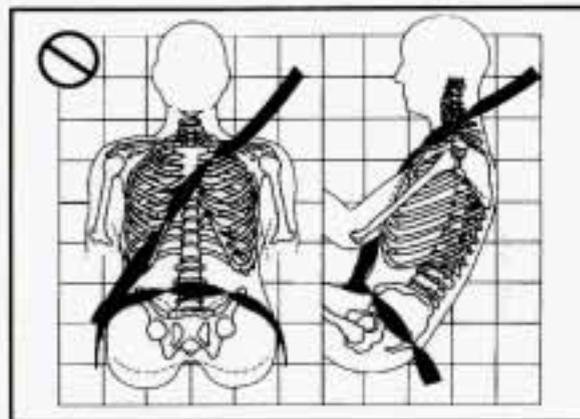


Q: What's wrong with this?

A: The shoulder belt is worn under the arm. It should be worn over the shoulder at all times.

⚠ CAUTION:

You can be seriously injured if you wear the shoulder belt under your arm. In a crash, your body would move too far forward, which would increase the chance of head and neck injury. Also, the belt would apply too much force to the ribs, which aren't as strong as shoulder bones. You could also severely injure internal organs like your liver or spleen.



Q: What's wrong with this?

A: The belt is twisted across the body.

⚠ CAUTION:

You can be seriously injured by a twisted belt. In a crash, you wouldn't have the full width of the belt to spread impact forces. If a belt is twisted, make it straight so it can work properly, or ask your dealer to fix it.

Seats & Restraint Systems



Lap-Shoulder Belt (Four Door Model) (CONT.)

To unlatch the belt, just push the button on the buckle. The belt should go back out of the way.

Before you close the door, be sure the belt is out of the way. If you slam the door on it, you can damage both the belt and your vehicle.

■ ***Supplemental Restraint System (Air Bags)***

This section explains the Supplemental Restraint System (SRS), or "air bag," system.



Your Pontiac has an air bag for the driver and for the right-front passenger.

Here are the most important things to know:

⚠ CAUTION:

Even with an air bag, if you're not wearing a safety belt and you're in a crash, your injuries may be much worse. Air bags are not designed to inflate in rollovers or in rear, side or low-speed frontal crashes. You need to wear your safety belt to reduce the chance of hitting things inside the vehicle or being ejected from it. Always wear your safety belt, even with an air bag.

⚠ CAUTION:

Air bags inflate with great force, faster than the blink of an eye. If you're too close to an inflating air bag, it could seriously injure you. Safety belts help keep you in position for an air bag inflation in a crash. Always wear your safety belt, even with an air bag, and the driver should sit as far back as possible while still maintaining control of the vehicle.

⚠ CAUTION:

When an air bag inflates, there is dust in the air. This dust could cause breathing problems for people with a history of asthma or other breathing trouble. To avoid this, everyone in the vehicle should get out as soon as it is safe to do so. If you have breathing problems but can't get out of the vehicle after an air bag inflates, then get fresh air by opening a window or door.

⚠ CAUTION:

An inflating air bag can seriously injure small children. Always secure children properly in your vehicle. To read how, see the "Children and Safety Belts" section of this manual, and read the caution label on the front-passenger's safety belt.

⚠ CAUTION:

Don't put anything on, or attach anything to, the driver air bag or instrument panel. Also, don't put anything (such as pets, or objects) between any occupant and the driver air bag or instrument panel. If something is between an occupant and an air bag, it could affect the performance of the air bag, or, worse, it could cause injury.



Air Bag Readiness Light

There is an air bag readiness light on the instrument panel, which shows "INFLATABLE RESTRAINT". The system checks for electrical malfunctions, and the light tells you if there is a problem.

You will see this light flash for a few seconds when you turn your ignition to "Run" or "Start." Then the light should go out, which means the system is ready.

Seats & Restraint Systems

Air Bag Readiness Light (CONT.)

Remember, if the air bag readiness light doesn't come on when you start your vehicle, or stays on, or comes on when you are driving, your air bag system may not work properly. Have your vehicle serviced right away.



How The Air Bag System Works

Where is the air bag?

The driver's air bag is in the middle of the steering wheel. The right-front passenger's air bag is located in the instrument panel on the passenger's side.

When is an air bag expected to inflate?

The air bag is designed to inflate in moderate to severe frontal or near-frontal crashes. The air bag will only inflate if the velocity of the impact is above the designed threshold level. When impacting straight into a wall that does not move or deform, the threshold level for most GM vehicles is between 9 and 15 mph (14 and 23 km/h). However, this velocity threshold depends on the vehicle design and may be several miles-per-hour faster or slower. In addition, this threshold velocity will be considerably higher if the vehicle strikes an object such as a parked car which will move and deform on impact. The air bag is also not designed to inflate in rollovers, side impacts, or rear impacts where the inflation would provide no occupant protection benefit.

It is possible that in a crash, only one of the two air bags in your Grand Prix will deploy. This is rare, but can happen in a crash just severe enough to make an air bag inflate.

In any particular crash, the determination of whether the air bag should have inflated cannot be based solely on the level of damage on the vehicle(s). Inflation is determined by the angle of the impact and the vehicle's deceleration, of which vehicle damage is only one indication. Repair cost is not a good indicator of whether an air bag should have deployed.

What makes an air bag inflate?

In a frontal or near-frontal impact of sufficient severity, the air bag sensing system detects that the vehicle is suddenly stopping as a result of a crash. The sensing system triggers a chemical reaction of the sodium azide sealed in the inflator. The reaction produces nitrogen gas, which inflates a cloth bag. The inflator, cloth bag, and related hardware are all part of the air bag inflator modules packed inside the steering wheel and in the instrument panel in front of the passenger.

How does an air bag restrain?

In moderate to severe frontal or near-frontal collisions, even belted occupants can contact the steering wheel or the instrument panel. The air bag supplements the protection provided by safety belts. Air bags distribute the force of the impact more evenly over the occupant's upper body, stopping the occupant more gradually. But air bags would not provide protection in many types of collisions, including rollovers and rear and side impacts, primarily because an occupant's motion is not toward the air bag. Air bags should never be regarded as anything more than a supplement to safety belt protection in moderate to severe frontal and near-frontal collisions.

What will you see after an air bag inflation?

After the air bag has inflated, it will then quickly deflate. This occurs so quickly that some people may not even realize that the air bag inflated. Some components of the air bag module in the steering wheel hub for the driver's air bag or the instrument panel for the passenger's bag may be hot for a short time, but the portion of the bag that comes into contact with you will not be hot to the touch. There will be small amounts of smoke and dust coming from vents in the deflated air bags. The air bag will not impede the driver's vision or ability to steer the vehicle, nor will it hinder the occupants from exiting the vehicle.

Seats & Restraint Systems

How The Air Bag System Works (CONT.)

In many crashes severe enough to inflate an air bag, windshields are broken by vehicle deformation. Additional windshield breakage may occur in vehicles with passenger air bags because the windshield acts as a reaction surface for the inflating air bag.

- The air bags are designed to inflate only once. After they inflate, you'll need some new parts for your air bag system. If you don't get them, the air bag system won't be there to help protect you in another crash. A new system will include air bag modules and possibly other parts. The service manual has information about the need to replace other parts.
- Your vehicle is equipped with a diagnostic module, which records information about the air bag system if the air bag deploys in a crash. The module records information about the readiness of the system, which sensors activated the deployment, and whether the driver's safety belt was in use.

- Let only qualified technicians work on your air bag system. Improper service can mean that your air bag system won't work properly. See your dealer for service.

NOTICE:

If you damage the cover for the driver's or the right-front passenger's air bag, they may not work properly. You may have to replace the air bag on the steering wheel or both the air bag and the instrument panel for the passenger's air bag. Do not open or break the air bag covers.

Is the smoke from an air bag inflation harmful?

The particles emitted during air bag inflation are not harmful to most people. Some people with respiratory ailments may experience difficulty breathing if they stay in the vehicle with the windows closed after air bag inflation. So, if your air bag inflates, you and any passengers should exit the vehicle if and when it is safe to do so. If you or your passengers can't get out of the vehicle, try to get

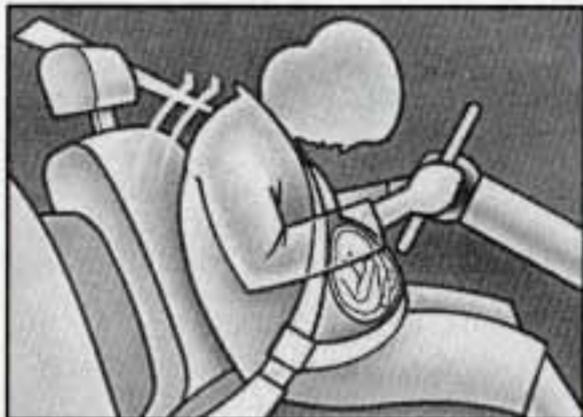
fresh air by opening a window, turning on the fan, or opening a door.

Servicing Your Air Bag-Equipped Pontiac

Air bags affect how your Pontiac should be serviced. There are parts of the air bag system in several places around your vehicle. You don't want the system to inflate while someone is working on your vehicle. Your Pontiac dealer and the 1994 Grand Prix Service Manual have information about servicing your vehicle and the air bag system. The air bag system does not need regular maintenance.

⚠ CAUTION:

For up to 2 minutes after the ignition key is turned off and the battery is disconnected, an air bag can still inflate during improper service. You can be injured if you are close to an air bag when it inflates. Avoid wires wrapped with yellow tape, or yellow connectors. They are probably part of the air bag system. Be sure to follow the proper service procedures, and make sure the person performing the work for you is qualified to do so.

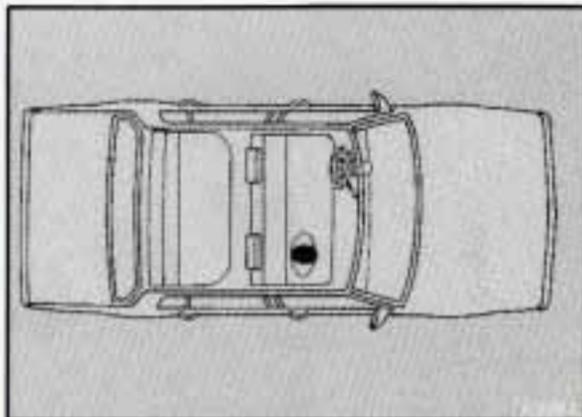


■ ***Safety Belt Use During Pregnancy***

Safety belts work for everyone, including pregnant women. Like all occupants, they are more likely to be seriously injured if they don't wear safety belts.

A pregnant woman should wear a lap-shoulder belt, and the lap portion should be worn as low as possible throughout the pregnancy.

The best way to protect the fetus is to protect the mother. When a safety belt is worn properly, it's more likely that the fetus won't be hurt in a crash. For pregnant women, as for anyone, the key to making safety belts effective is wearing them properly.

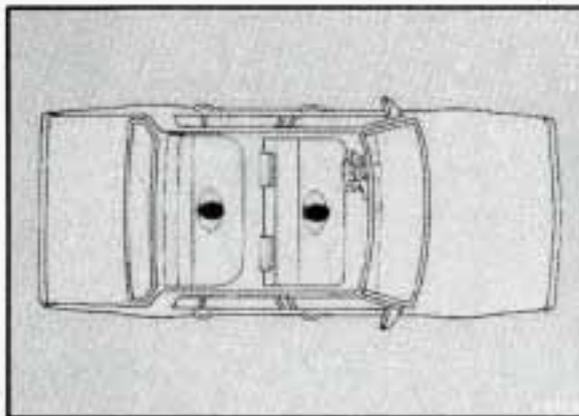


■ ***Right Front Passenger Position***

The right front passenger's safety belt works the same way as the driver's safety belt. See "Driver Position (Two Door Model)" or "Driver Position (Four Door Model)," earlier in this part.

On four-door models, when the shoulder belt is pulled out all the way, it will lock. If it does, let it go back all the way and start again.

Seats & Restraint Systems



■ *Center Passenger Position*

Lap Belt

If your vehicle has a front split seat and a rear bench seat, someone can sit in the center positions.

When you sit in a center seating position, you have a lap safety belt, which has no retractor.



To make the belt longer, tilt the latch plate and pull it along the belt.



To make the belt shorter, pull its free end as shown until the belt is snug.

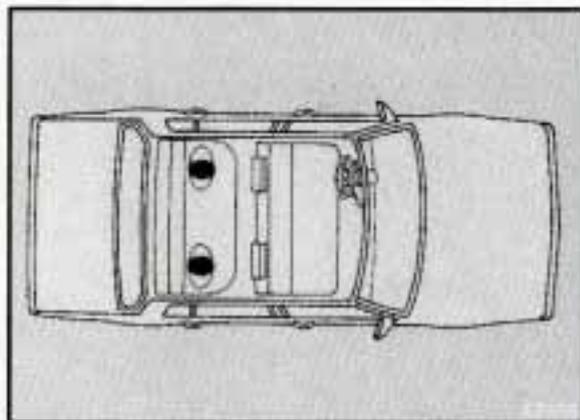
Buckle, position and release it the same way as the lap part of a lap-shoulder belt. If the belt isn't long enough, see "Safety Belt Extender" at the end of this section.

Make sure the release button on the buckle is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.

■ *Rear Seat Passengers*

It's very important for rear seat passengers to buckle up! Accident statistics show that unbelted people in the rear seat are hurt more often in crashes than those who are wearing safety belts.

Rear passengers who aren't safety belted can be thrown out of the vehicle in a crash. And they can strike others in the vehicle who are wearing safety belts.



Rear Seat Outside Passenger Positions

Lap-Shoulder Belt

The positions next to the windows have lap-shoulder belts. Here's how to wear one properly.



1. Pick up the latch plate and pull the belt across you. Don't let it get twisted.
2. Push the latch plate into the buckle until it clicks. Pull up on the latch plate to make sure it is secure.

When the shoulder belt is pulled out all the way, it will lock. If it does, let it go back all the way and start again.

If the belt is not long enough, see "Safety Belt Extender" at the end of this section.

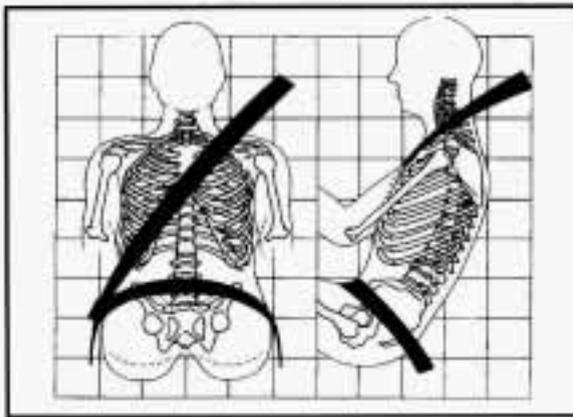
Make sure the release button on the buckle is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.

Seats & Restraint Systems



Rear Seat Outside Passenger Positions (CONT.)

3. To make the lap part tight, pull down on the buckle end of the belt as you pull up on the shoulder part.



The lap part of the belt should be worn low and snug on the hips, just touching the thighs. In a crash, this applies force to the strong pelvic bones. And you'd be less likely to slide under the lap belt. If you slid under it, the belt would apply force at your abdomen. This could cause serious or even fatal injuries. The shoulder belt should go over the shoulder and across the chest. These parts of the body are best able to take belt restraining forces.

The safety belt locks if there's a sudden stop or a crash, or if you pull the belt very quickly out of the retractor.

⚠ CAUTION:

You can be seriously hurt if your shoulder belt is too loose. In a crash you would move forward too much, which could increase injury. The shoulder belt should fit against your body.



To unlatch the belt, just push the button on the buckle.

Rear Safety Belt Comfort Guides for Children and Small Adults

Your vehicle may be equipped with rear shoulder belt comfort guides. This feature will provide added comfort for children who have outgrown child restraints and for small adults. The comfort guides pull the shoulder belts away from the neck and head.



There is one guide for each outside passenger position in the rear seat. You will find them tucked in between the seatback and the interior body, about half-way down the edge of the seatback. Here is how you should install the comfort guide on the shoulder belts:

1. Pull the elastic cord out from between the edge of the seatback and the interior body to remove the guide from its storage clip.



2. Slide the guide under and past the belt. The elastic cord must be under the belt. Then, place the guide over the belt, and insert the two edges of the belt into the slots of the guide.

Seats & Restraint Systems



Rear Safety Belt Comfort Guides for Children and Small Adults (CONT.)

3. Be sure that the belt is not twisted and it lies flat. The elastic cord must be under the belt and the guide on top.



4. Buckle the belt around the child, and make sure that both the lap belt and the shoulder belt are secured properly. Make sure that the shoulder belt crosses the shoulder. See "Safety Belts, Rear Seat Passengers" in the Index.

To remove and store the comfort guides, just perform these steps in reverse order. Squeeze the belt edges together so that you can take them out from the guides. Pull the guide upward to expose its storage clip, and then slide the guide onto the clip. Rotate the guide and clip inward and in between the seatback and the interior body, leaving only the loop of elastic cord exposed.



■ ***Children***

Everyone in a vehicle needs protection! That includes infants and all children smaller than adult size. In fact, the law in every state in the United States and in every Canadian province says children up to some age must be restrained while in a vehicle.

Smaller Children and Babies

CAUTION:

Smaller children and babies should always be restrained in a child or infant restraint. The instructions for the restraint will say whether it is the right type and size for your child. A very young child's hip bones are so small that a regular belt might not stay low on the hips, as it should. Instead, the belt will likely be over the child's abdomen. In a crash the belt would apply force right on the child's abdomen, which could cause serious or fatal injuries. So, be sure that any child small enough for one is always properly restrained in a child or infant restraint.



CAUTION:

Never hold a baby in your arms while riding in a vehicle. A baby doesn't weigh much -- until a crash. During a crash a baby will become so heavy you can't hold it. For example, in a crash at only 25 mph (40 km/h), a 12-pound (5.5 kg) baby will suddenly become a 240-pound (110 kg) force on your arms. The baby would be almost impossible to hold.

CAUTION: (Continued)



CAUTION: (Continued)

Secure the baby in an infant restraint.

■ Child Restraints

Be sure to follow the instructions for the restraint. You may find these instructions on the restraint itself or in a booklet, or both. These restraints use the belt system in your vehicle, but the child also has to be secured within the restraint to help reduce the chance of personal injury.

Seats & Restraint Systems

Where to Put the Restraint

Accident statistics show that children are safer if they are restrained in the rear rather than the front seat. We at General Motors therefore recommend that you put your child restraint in the rear seat. NEVER put a rear-facing child restraint in the front passenger seat. Here's why:

CAUTION:

A child in a rear-facing child restraint can be seriously injured if the right front passenger's air bag inflates. This is because the back of a rear-facing child restraint would be very close to the inflating air bag. Always secure a rear-facing child restraint in the rear seat.

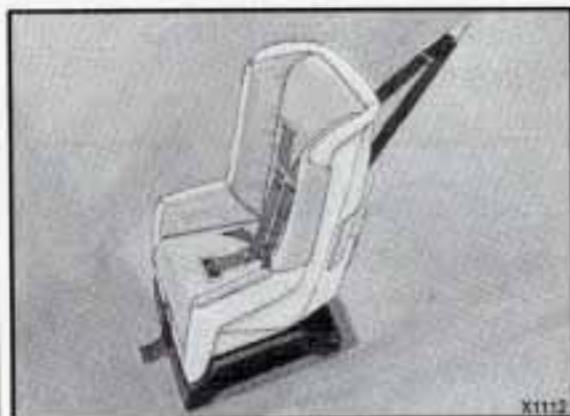
You may, however, secure a forward-facing child restraint in the right front seat. Before you secure a forward-facing child restraint, ALWAYS move the front passenger seat as far back as it will go. Or, secure the child restraint in the rear seat.

CAUTION:

A child in a child restraint in the front-center seat can be badly injured by the passenger air bag if it inflates. NEVER use a child restraint in the front-center seat. It's always better to secure a child restraint in the rear seat. You may, however, secure a forward-facing child restraint in the right-front passenger seat only with the seat moved all the way back.

Wherever you install it, be sure to secure the child restraint properly.

Keep in mind that an unsecured child restraint can move around in a collision or sudden stop and injure people in the vehicle. Be sure to properly secure any child restraint in your vehicle -- even when no child is in it.



Top Strap

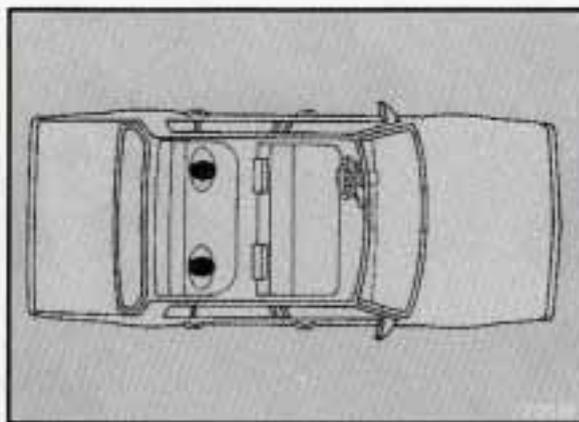
If your child restraint has a top strap, it should be anchored.

If you need to have an anchor installed, you can ask your Pontiac dealer to put it in for you. If you want to install an anchor yourself, your dealer can tell you how to do it.

For cars first sold in Canada, child restraints with a top strap must be anchored according to Canadian Law.

Your dealer can obtain the hardware kit and install it for you, or you may install it yourself using the instructions provided in the kit.

Use the tether hardware kit available from the dealer. The hardware and installation instructions were specifically designed for this vehicle.



Securing a Child Restraint in a Rear Outside Position

You'll be using the lap-shoulder belt. See the earlier section about the top strap if the child restraint has one.

1. Put the restraint on the seat. Follow the instructions for the child restraint.
2. Secure the child in the child restraint as the instructions say.

3. Pick up the latch plate, and run the lap and shoulder portions of the vehicle's safety belt through or around the restraint. The child restraint instructions will show you how.

If the shoulder belt goes in front of the child's face or neck, put it behind the child restraint.

Seats & Restraint Systems

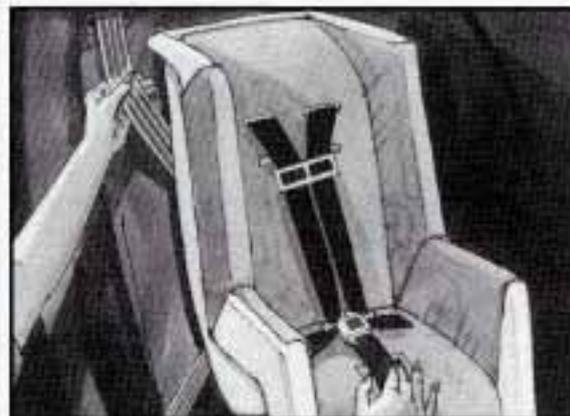


Securing a Child Restraint a Rear Outside Position (CONT.)

4. Buckle the belt. Make sure the release button is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.



5. Pull the rest of the shoulder belt all the way out of the retractor to set the lock.

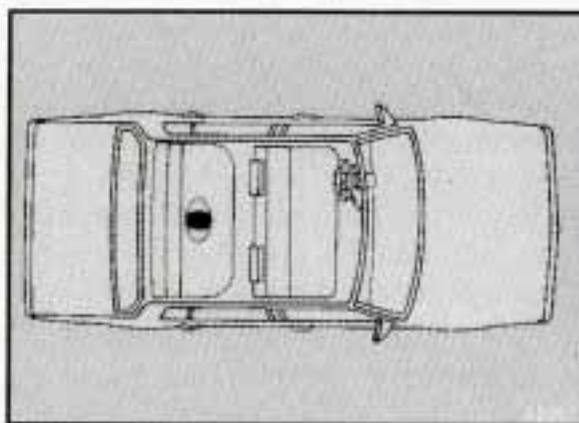


6. To tighten the belt, feed the shoulder belt into the retractor while you push down on the child restraint.



7. Push and pull the child restraint in different directions to be sure it is secure.

To remove the child restraint, just unbuckle the vehicle's safety belt and let it go back all the way. The safety belt will move freely again and be ready to work for an adult or larger child passenger.



Securing a Child Restraint in a Center Rear Seat Position

⚠ CAUTION:

A child in a child restraint in the front-center seat can be badly injured by the passenger air bag if it inflates. **NEVER** use a child restraint in the front-center seat. It's always better to secure a child restraint in the rear seat. You may, however, secure a forward-facing child restraint in the right-front passenger seat only with the seat moved all the way back.



When you secure a child restraint in a center rear seating position, you'll be using the lap belt.

See the earlier section about the top strap if the child restraint has one.

1. Make the belt as long as possible by tilting the latch plate and pulling it along the belt.
2. Put the restraint on the seat. Follow the instructions for the child restraint.
3. Secure the child in the child restraint as the instructions say.

Seats & Restraint Systems

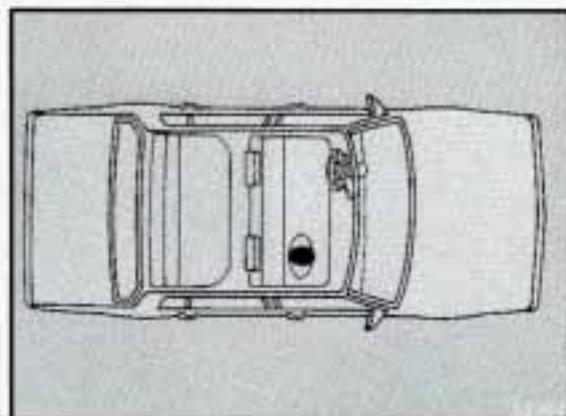


Securing a Child Restraint in a Center Rear Seat Position (CONT.)

4. Run the vehicle's safety belt through or around the restraint. The child restraint instructions will show you how.
5. Buckle the belt. Make sure the release button is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.
6. To tighten the belt, pull its free end while you push down on the child restraint.

7. Push and pull the child restraint in different directions to be sure it is secure. If the child restraint isn't secure, turn the latch plate over and buckle it again. Then see if it is secure. If it isn't, secure the restraint in a different place in the vehicle and contact the child restraint maker for their advice about how to attach the child restraint properly.

To remove the child restraint, just unbuckle the vehicle's safety belt. It will be ready to work for an adult or larger child passenger.



Securing a Child Restraint in the Right-Front Seat (4-Door Model)

If you have a 2-door model, see "Securing a Child Restraint in the Right-Front Seat (2-Door Model)" later in this part.

Your vehicle has a right-front passenger's air bag. NEVER put a rear-facing child restraint in this seat. Here's why:

CAUTION:

A rear-facing child restraint in the front seat could be pushed into the seatback by the right-front passenger's air bag if it inflates.

CAUTION: (Continued)

CAUTION: (Continued)

A child in a rear-facing child restraint can be seriously injured if this happens. Always secure a rear-facing child restraint in the rear seat.

You'll be using the lap-shoulder belt. See the earlier section about the top strap if the child restraint has one.

1. Because your vehicle has a right-front passenger's air bag, always move the seat as far back as it will go before securing a front-facing child restraint.
2. Put the restraint on the seat. Follow the instructions for the child restraint.
3. Secure the child in the child restraint as the instructions say.
4. Pick up the latch plate, and run the lap and shoulder portions of the vehicle's safety belt through or around the restraint. The child restraint instructions will show you how.

If the shoulder belt goes in front of the child's face or neck, put it behind the child restraint.



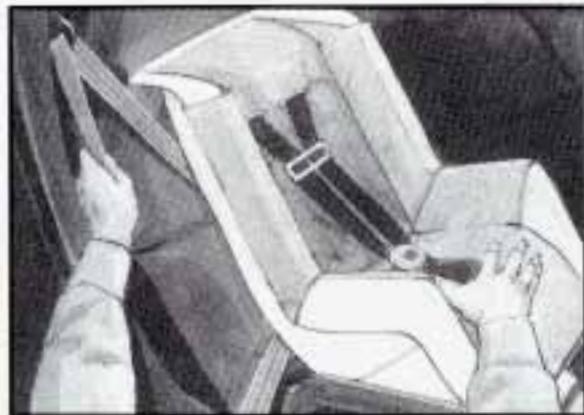
5. Buckle the belt.

Make sure the release button is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.



6. Pull the rest of the shoulder belt all the way out of the retractor to set the lock.

Seats & Restraint Systems



Securing a Child Restraint in the Right-Front Seat (4-Door Model) (CONT.)

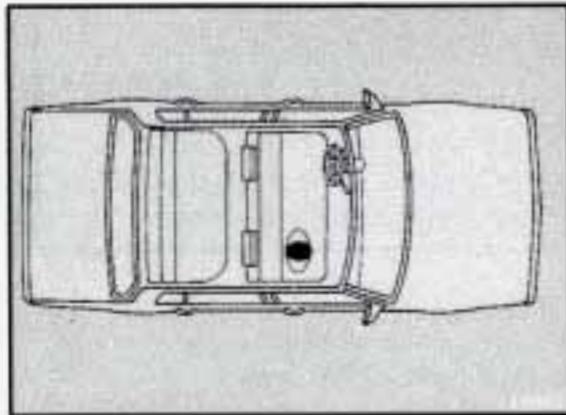
7. To tighten the belt, feed the shoulder belt back into the retractor while you push down on the child restraint.



8. Push and pull the child restraint in different directions to be sure it is secure.

To remove the child restraint, just unbuckle the vehicle's safety belt and let it go back all the way.

The safety belt will move freely again and be ready to work for an adult or larger child passenger.



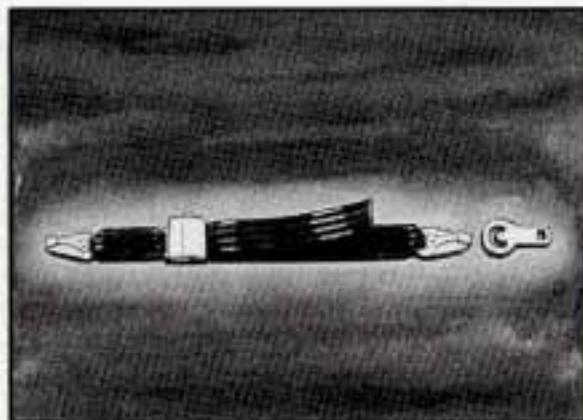
Securing a Child Restraint in the Right-Front Seat (2-Door Model)

If you have a 4-door model, see "Securing a Child Restraint in the Right Front Seat (4-Door Model)" earlier in this part.

Your vehicle has a right-front passenger's air bag. NEVER put a rear-facing child restraint in this seat. Here's why:

⚠ CAUTION:

A rear-facing child restraint in the front seat could be pushed into the seatback by the right-front passenger's air bag if it inflates. A child in a rear-facing child restraint can be seriously injured if this happens. Always secure a rear-facing child restraint in the rear seat.



To use a child restraint here, you will need a special infant/child seat attaching belt and the hardware that goes with it. See the earlier section about the top strap if the child restraint has one.

Your dealer can get these and install the hardware for you. It's free. The special belt is GM Part Number 12340286. Your dealer can find the correct hardware in the accessory section of the GM Parts Catalog.

⚠ CAUTION:

Don't use the special infant/child seat attaching hardware in another vehicle. If you do, it may not work well and the child may not be protected properly in a crash. The special hardware is for your vehicle only.

Also, don't use the special belt for anything but securing a child restraint in the right-front seat. If an adult or older child uses it, the belt won't provide protection and may even increase injury in a crash.

Seats & Restraint Systems

Securing a Child Restraint in the Right-Front Seat (2-Door Model) (CONT.)

Once the special hardware is installed, please follow the instructions with it and these steps:

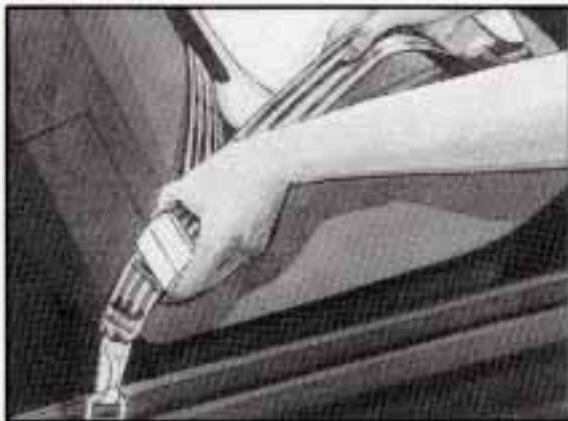
1. Because your vehicle has a right-front passenger's air bag, always move the seat as far back as it will go before securing a front-facing child restraint.



2. Snap one hook of the infant/child seat attaching belt near the floor at the door side of the seat.



3. Put the belt's special latch plate into the vehicle's safety belt buckle.



4. You can make the belt longer by tilting the buckle and pulling it along the belt.
5. Put the restraint on the seat. Follow the instructions for the child restraint.
6. Secure the child in the child restraint as the instructions say.
7. Run the belt through or around the child restraint. The child restraint instructions will show you how.



8. Put the hook on the free end through the slot in the latch plate.



9. To make it tight, pull the belt while you push down on the child restraint. If the belt won't stay tight, switch it end for end.
10. Push and pull the child restraint in different directions to be sure it is secure.

Seats & Restraint Systems



Securing a Child Restraint in the Right-Front Seat (2-Door Model) (CONT.)

To Remove the Child Seat Restraint:

1. Push the button on the safety belt buckle and remove the special latch plate. Leave the latch plate on the special belt.
2. Push the spring on the hook near the door and remove the special belt.
3. Put the belt away in a safe place in your vehicle, so it won't fly around in a crash and injure someone.



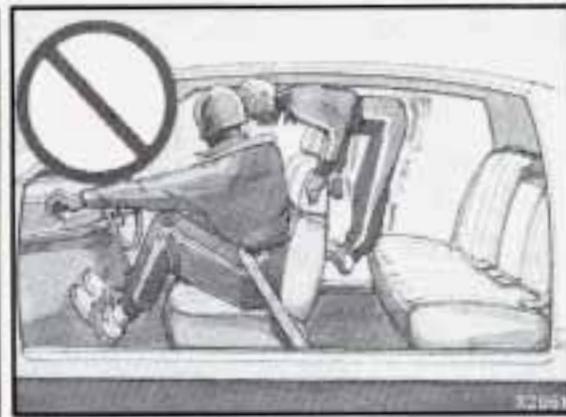
Larger Children

Children who have outgrown child restraints should wear the vehicle's safety belts.

If you have the choice, a child should sit next to a window so the child can wear a lap-shoulder belt and get the additional restraint a shoulder belt can provide.

Accident statistics show that children are safer if they are restrained in the rear seat. But they need to use the safety belts properly.

- Children who aren't buckled up can be thrown out in a crash.



- Children who aren't buckled up can strike other people who are.



Q: What if a child is wearing a lap-shoulder belt, but the child is so small that the shoulder belt is very close to the child's face or neck?

A: Move the child toward the center of the vehicle, but be sure that the shoulder belt still is on the child's shoulder, so that in a crash the child's upper body would have the restraint that belts provide. If the child is so small that the shoulder belt is still very close to the child's face or neck, you might want to place the child in the center seat position, the one that has only a lap belt. See "Rear Safety Belt Comfort Guides" in the Index.

 **CAUTION:**

Never do this.

Here two children are wearing the same belt. The belt can't properly spread the impact forces. In a crash, the two children can be crushed together and seriously injured. A belt must be used by only one person at a time.



 **CAUTION:**

Never do this.

Here a child is sitting in a seat that has a lap-shoulder belt, but the shoulder part is behind the child. If the child wears the belt in this way, in a crash the child might slide under the belt. The belt's force would then be applied right on the child's abdomen. That could cause serious or fatal injuries.

Seats & Restraint Systems

Larger Children (CONT.)

Wherever the child sits, the lap portion of the belt should be worn low and snug on the hips, just touching the child's thighs. This applies belt force to the child's pelvic bones in a crash.

■ **Safety Belt Extender**

If the vehicle's safety belt will fasten around you, you should use it.

But if a safety belt isn't long enough to fasten, your dealer will order you an extender. It's free. When you go in to order it, take the heaviest coat you will wear, so the extender will be long enough for you. The extender will be just for you, and just for the seat in your vehicle that you choose. Don't let someone else use it, and use it only for the seat it is made to fit. To wear it, just attach it to the regular safety belt.

■ **Checking Your Restraint Systems**

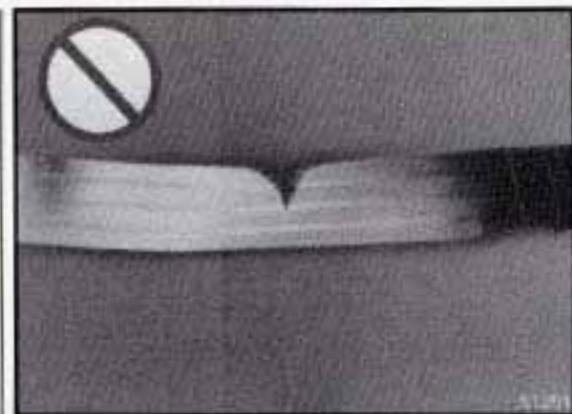
Now and then, make sure all your belts, buckles, latch plates, retractors, anchorages and reminder systems are working properly. Look for any loose parts or damage. If you see anything that might keep a restraint system from doing its job, have it repaired.

■ **Replacing Safety Belts After a Crash**

If you've had a crash, do you need new belts?

After a very minor collision, nothing may be necessary. But if the belts were stretched, as they would be if worn during a more severe crash, then you need new belts.

If belts are cut or damaged, replace them. Collision damage also may mean you will need to have safety belt or seat parts repaired or replaced. New parts and repairs may be necessary even if the belt wasn't being used at the time of the collision.



Q: What's wrong with this?

A: The belt is torn.

Torn or frayed belts may not protect you in a crash. They can rip apart under impact forces. If a belt is torn or frayed, get a new one right away.

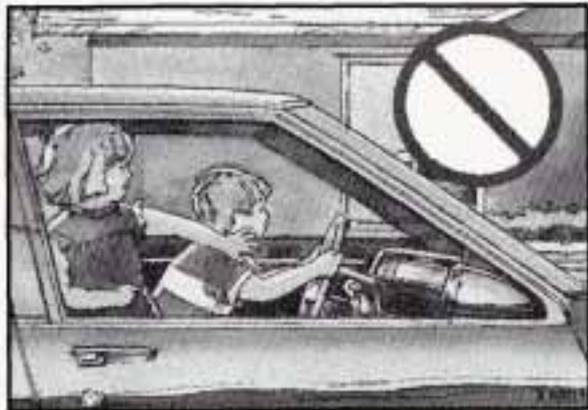


Here you can learn about the many standard and optional features on your Pontiac, and information on starting, shifting and braking. Also explained are the instrument panel and the warning systems that tell you if everything is working properly -- and what to do if you have a problem.

Part 2 Features & Controls

Keys	48
Door Locks	49
Remote Lock Control	50
PASS-Key® II	53
Glove Box	56
Ignition	57
Starting Your Engine	58
Engine Coolant Heater	59
Shifting the Transaxle	60
Second-Gear Start	63
Parking Brake	64
Shifting into Park	65
Power Windows	70
Turn Signal/Multifunction Lever	70
Windshield Wipers	72
Windshield Washer	72
Cruise Control	73
Headlights	76
Interior Lights	81
Mirrors	82
Storage Compartments	84
Ashtrays and Lighter	86
Sunroof	88
Instrument Panel	89
Warning Lights, Gages and Indicators	92
Trip Computer	100
Head-Up Display	102

Features & Controls



■ Keys

CAUTION:

Leaving young children in a vehicle with the ignition key is dangerous for many reasons. A child or others could be badly injured or even killed.

They could operate power windows or other controls or even make the vehicle move. Don't leave the keys in a vehicle with young children.



The ignition keys are for the ignition only.



The door keys are for the doors and all other locks.

When a new Pontiac is delivered, the dealer removes the plugs from the door keys, and gives them to the first owner.

The ignition keys don't have plugs. Your Pontiac Dealer or the Pontiac Roadside Assistance Program has a bar code for your ignition keys.

Each plug has a code on it that tells your dealer or a qualified locksmith how to make extra door keys. Keep the plugs in a safe place. If you lose your door keys, you'll be able to have new ones made easily using these plugs.

If you need a new ignition key, go to your Pontiac Dealer for the correct key code. In an emergency, call the Pontiac Roadside Assistance Program on 1-800-ROADSIDE or 1-800-762-3743.

NOTICE:

Your Pontiac has a number of new features that can help prevent theft. But you can have a lot of trouble getting into your vehicle if you ever lock your keys inside. You may even have to damage your vehicle to get in. So be sure you have extra keys.

■ *Door Locks*

CAUTION:

Unlocked doors can be dangerous. Passengers -- especially children -- can easily open the doors and fall out. When a door is locked, the inside handle won't open it.

Outsiders can easily enter through an unlocked door when you slow down or stop your vehicle.

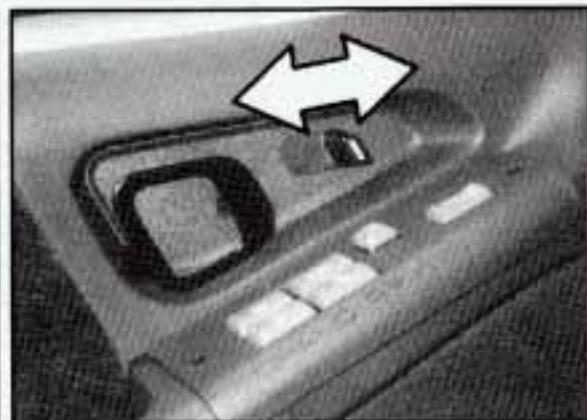
This may not be so obvious: You increase the chance of being thrown out of the vehicle in a crash if the doors aren't locked. Wear safety belts properly, lock your doors, and you will be far better off whenever you drive your vehicle.



There are several ways to lock and unlock your vehicle:

From the Outside:

Use your door key or Remote Lock Control, if your vehicle has this option.



From the Inside:

To lock the door, move the lock control rearward on each door. Move it forward to unlock.

Features & Controls



Power Door Locks

You can lock or unlock all doors of your vehicle from the driver or passenger door lock switch.

On four-door models, the switch on each rear door works only that door's lock. It won't lock (or unlock) all of the doors — that's a safety feature.

Leaving Your Vehicle

If you are leaving the vehicle, open your door and set the locks from inside. Then get out and close the door.

Automatic Door Locks

Just close your doors and turn on the ignition. All of the doors will lock when you move your shift lever out of "P" (Park) or "N" (Neutral). If someone needs to get out while the vehicle is running, have that person use the manual or power lock. When the door is closed again, it will lock automatically as long as the shift lever is out of "P" (Park) or "N" (Neutral). All of the doors will unlock automatically when the ignition is turned off. If you don't want the doors to unlock automatically when you turn the ignition off, you can remove the number 7 fuse (Lock Control). See "Fuses and Circuit Breakers" in the Index.



Remote Lock Control (OPTION)

If your Pontiac has this option, you can lock and unlock your doors or unlock your trunk from up to 30 feet (9 m) away using the key chain transmitter.

Your Remote Lock Control operates on a radio frequency subject to Federal Communications Commission (FCC) Rules.

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) This device must accept any interference received, including interference that may cause undesired operation.

Should interference to this system occur, try this:

- Check to determine if battery replacement is necessary. See the instructions on battery replacement.
- Check the distance. You may be too far from your vehicle. This product has a maximum range.
- Check the location. Other vehicles or objects may be blocking the signal.
- See your Pontiac dealer or a qualified technician for service.

Changes or modifications to this system by other than an authorized service facility could void authorization to use this equipment.

Operation

When you press and release "UNLOCK", the driver's door will unlock and the interior lights will come on. They'll stay on for 16 seconds, or until you turn the ignition to "ON".

Press and release "UNLOCK" a second time within five seconds to unlock the passenger door or doors.

To lock all doors, press "DOOR". If you first press "UNLOCK" and then press "DOOR" within 16 seconds, the interior lights will go off.

Press  to unlock the trunk. Your interior lights will not come on.

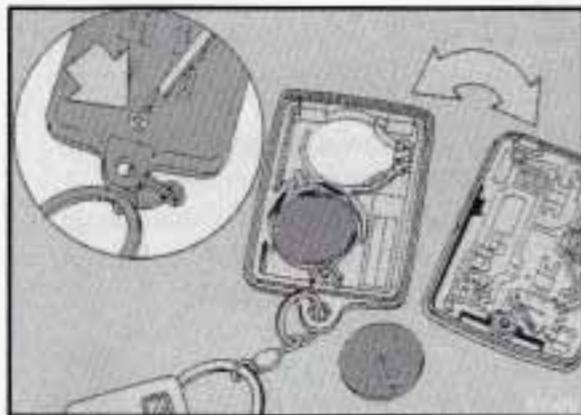
Matching Transmitter(s) To Your Vehicle

Each key chain transmitter is coded to prevent another transmitter from unlocking your vehicle. If a transmitter is lost or stolen, a replacement can be purchased through your dealer. Remember to bring any remaining transmitters with you when you go to your dealer. When the dealer matches the replacement transmitter to your vehicle, the remaining transmitters must also be matched. Once the new transmitter is coded, the lost transmitter will not unlock your vehicle.

You can match a transmitter to as many different vehicles as you own, provided they are equipped with exactly the same model system. (General Motors offers several different models of these systems on their vehicles.) Each vehicle can have only two transmitters matched to it.

See your dealer to match transmitters to another vehicle.

Features & Controls



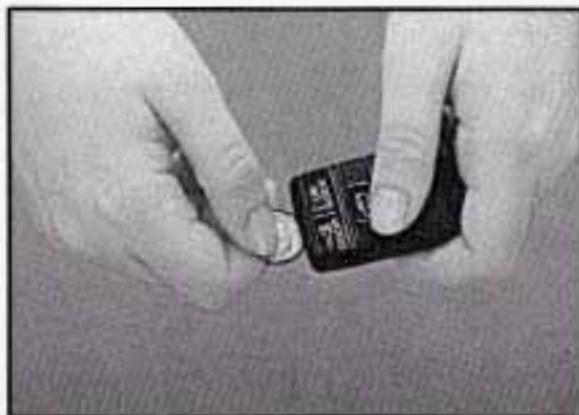
Battery Replacement

Under normal use, the batteries in your key chain transmitter should last about two years.

You can tell the batteries are weak if the transmitter won't work at the normal range in any location. If you have to get close to your vehicle before the transmitter works, it's probably time to change the batteries.

To Replace Batteries in the Remote Lock Control:

1. If your transmitter has a screw, remove the screw from the back cover. If it doesn't have a screw, pop the cover off by inserting a dime (or similar object) in the slot between the covers and twisting.



2. Lift the front cover off, bottom half first.
3. Remove and replace the two batteries (2016).
4. Reassemble the transmitter.
5. Check the transmitter operation.

■ Theft

Vehicle theft is big business, especially in some cities. Although your Pontiac has a number of theft deterrent features, we know that nothing we put on it can make it impossible to steal. However, there are ways you can help.

Key in the Ignition

If you walk away from your vehicle with the keys inside, it's an easy target for joy riders or professional thieves -- so don't do it.

When you park your Pontiac and open the driver's door, you'll hear a tone reminding you to remove your key from the ignition and take it with you. Always do this. Your steering wheel will be locked, and so will your ignition. Taking your key out also locks your transaxle. And remember to lock the doors.

Parking at Night

Park in a lighted spot, close all windows and lock your vehicle. Remember to keep your valuables out of sight. Put them in a storage area, or take them with you.

Parking Lots

If you park in a lot where someone will be watching your vehicle, it's best to lock it up and take your keys. But what if you have to leave your ignition key? What if you have to leave something valuable in your vehicle?

- Put your valuables in a storage area, like your trunk or glove box.
- Lock the glove box.
- Lock all the doors except the driver's.
- Then take the door key with you.



■ ***PASS-Key® II***

Your vehicle is equipped with the PASS-Key® II (Personalized Automotive Security System) theft deterrent system. PASS-Key® II is a passive theft deterrent system. This means you don't have to do anything different to arm or disarm the system. It works when you insert or remove the key from the ignition. PASS-Key® II uses a resistor pellet in the ignition key that matches a decoder in your vehicle.

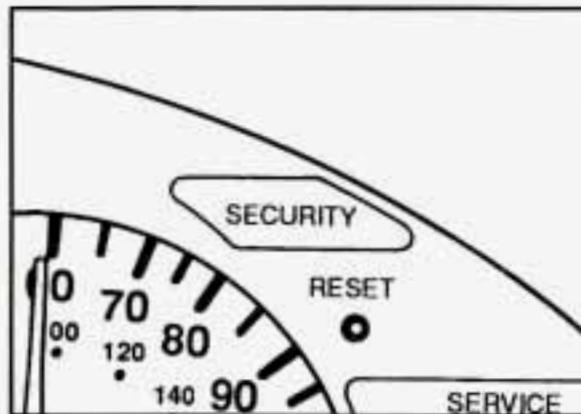
When the PASS-Key® II system senses that someone is using the wrong key, it shuts down the vehicle's starter and fuel systems. For about three minutes, the starter won't work and fuel won't go to

the engine. If someone tries to start your vehicle again or uses another key during this time, the vehicle will not start. This discourages someone from randomly trying different keys with different resistor pellets in an attempt to make a match.

The ignition key must be clean and dry before it's inserted in the ignition or the engine may not start. If the engine does not start and the "SECURITY" light is on, the key may be dirty or wet. Turn the ignition off.

Clean and dry the key. Wait about three minutes and try again. The security light may remain on during this time. If the starter still won't work, and the key appears to be clean and dry, wait about three minutes and try another ignition key. At this time, you may also want to check the fuse (see "Fuses and Circuit Breakers" in the Index). If the starter won't work with the other key, your vehicle needs service. If your vehicle does start, the first ignition key may be faulty. See your Pontiac dealer or a locksmith who can service the PASS-Key® II.

Features & Controls



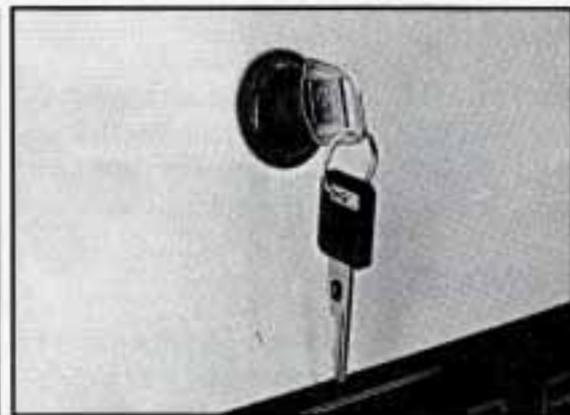
■ *PASS-Key[®] II (CONT.)*

If you accidentally use a key that has a damaged or missing resistor pellet, the starter won't work and the "SECURITY" light will flash. But you don't have to wait three minutes before trying another ignition key.

See your Pontiac dealer or a locksmith who can service the PASS-Key[®] II to have a new key made.

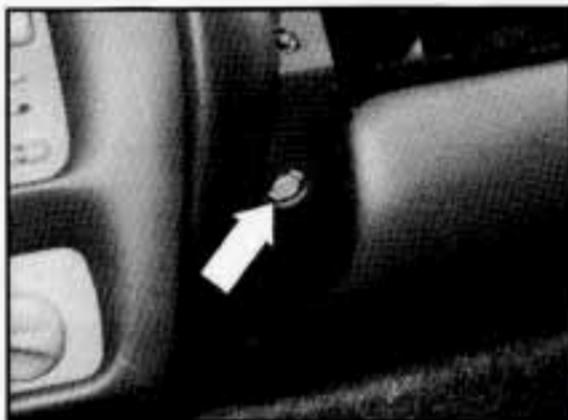
If you're ever driving and the "SECURITY" light comes on and remains on, you will be able to restart your engine if you turn it off. Your PASS-Key[®] II system, however, is not working properly and must be serviced by your Pontiac dealer. Your vehicle is not protected by the PASS-Key[®] II system.

If you lose or damage a PASS-Key[®] II ignition key, see your Pontiac dealer or a locksmith who can service PASS-Key[®] II to have a new key made. In an emergency call the Pontiac Roadside Assistance Program on 1-800-ROADSIDE or 1-800-762-3743.



■ *Trunk Lock*

To unlock the trunk from the outside, insert the door key and turn it.



■ *Remote Trunk Release* *(OPTION)*

Press the yellow trunk release button located in the glove box.

The transaxle must be in "P" (Park).

Remember that your trunk can be opened at any time using the lock release. Be sure to lock your doors.

■ *Trunk Lid Caution*

CAUTION:

It can be dangerous to drive with the trunk lid open because carbon monoxide (CO) gas can come into your vehicle. You can't see or smell CO. It can cause unconsciousness and even death.

If you must drive with the trunk lid open or if electrical wiring or other cable connections must pass through the seal between the body and the trunk lid:

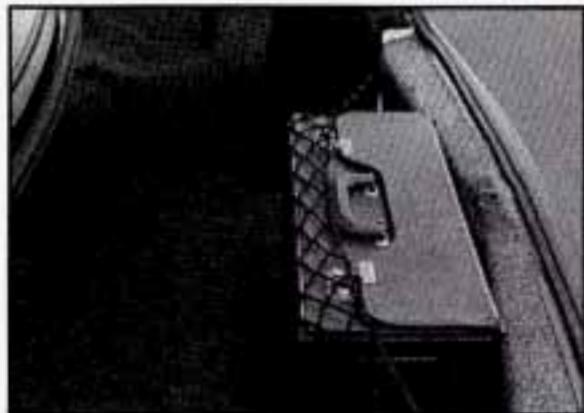
- Make sure all windows are shut.

CAUTION: (Continued)

CAUTION: (Continued)

- Turn the fan on your heating or cooling system to its highest speed with the setting on  (Bi-Level). That will force outside air into your vehicle. See "Comfort Controls" in the Index.
- If you have air vents on or under the instrument panel, open them all the way. See "Engine Exhaust" in the Index.

Features & Controls



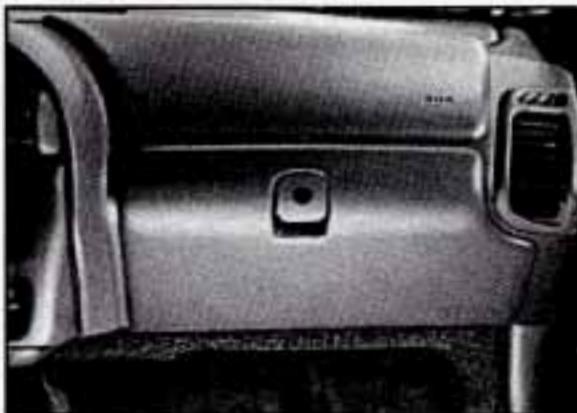
■ *Convenience Net* (OPTION)

Your vehicle may have a convenience net. You'll see it just inside the back wall of the trunk.

Put small loads, like grocery bags, behind the net. It can help keep them from falling over during sharp turns or quick starts and stops.

The net isn't for larger, heavier loads. Store them in the trunk as far forward as you can.

You can unhook the net so that it will lie flat when you're not using it.



■ *Glove Box*

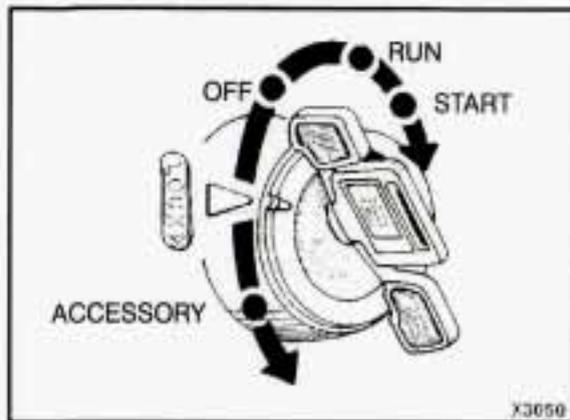
Use the door key to lock and unlock the glove box. To open, lift the latch located in the center of the glove box.

■ *New Vehicle* *"Break-In"*

NOTICE:

Your modern Pontiac doesn't need an elaborate "break-in." But it will perform better in the long run if you follow these guidelines:

- Don't drive at any one speed -- fast or slow -- for the first 500 miles (804 km). Don't make full-throttle starts.
- Avoid making hard stops for the first 200 miles (322 km) or so. During this time your new brake linings aren't yet broken in. Hard stops with new linings can mean premature wear and earlier replacement. Follow this "breaking-in" guideline every time you get new brake linings.



■ Ignition Switch

With the ignition key in the ignition switch, you can turn the switch to five positions:

Accessory: An “on” position in which you can operate your radio and windshield wipers. Press in the ignition switch as you turn the top of it toward you.

Lock: The only position in which you can remove the key. This locks your steering wheel, ignition and transaxle.

Off: Unlocks the steering wheel, ignition, and transaxle, but does not send electrical power to any accessories. Use this position if your vehicle must be pushed or towed, but never try to push-start your vehicle.

Run: An “on” position to which the switch returns after you start your engine and release the switch. The switch stays in the “Run” position when the engine is running. But even when the engine is not running, you can use “Run” to operate your electrical power accessories, and to display some instrument panel warning lights.

Start: Starts the engine. When the engine starts, release the key. The ignition switch will return to “Run” for normal driving.

Note that even if the engine is not running, the positions “Accessory” and “Run” are “on” positions that allow you to operate your electrical accessories, such as the radio.

NOTICE:

If your key seems stuck in “LOCK” and you can’t turn it, be sure it is all the way in. If it is, then turn the steering wheel left and right while you turn the key hard. But turn the key only with your hand. Using a tool to force it could break the key or the ignition switch. If none of this works, then your vehicle needs service.

Features & Controls

■ *Starting Your Engine*

Follow the proper steps to start your engine.

Move your shift lever to "P" (Park) or "N" (Neutral). Your engine won't start in any other position -- that's a safety feature. To restart when you're already moving, use "N" (Neutral) only.

NOTICE:

Don't try to shift to "P" (Park) if your Pontiac is moving. If you do, you could damage the transaxle. Shift to "P" (Park) only when your vehicle is stopped.

To start your engine:

1. Without pushing the accelerator pedal, turn your ignition key to "Start." When the engine starts, let go of the key. The idle speed will go down as your engine gets warm.

NOTICE:

Holding your key in "Start" for longer than 15 seconds at a time will cause your battery to be drained much sooner. And the excessive heat can damage your starter motor.

2. If your engine won't start (or starts but then stops), it could be flooded with too much gasoline. Try pushing your accelerator pedal all the way to the floor and holding it there as you hold the key in "Start" for about three seconds. If the vehicle starts briefly but then stops again, do the same thing, but this time keep the pedal down for five or six seconds. This clears the extra gasoline from the engine.

NOTICE:

Your engine is designed to work with the electronics in your vehicle. If you add electrical parts or accessories, you could change the way the fuel injection system operates. Before adding electrical equipment, check with your dealer. If you don't, your engine might not perform properly.

If you ever have to have your vehicle towed, see the part of this manual that tells how to do it without damaging your vehicle. See "Towing Your Pontiac" in the Index.

■ *Driving Through Deep Standing Water*

NOTICE:

If you drive too quickly through deep puddles or standing water, water can come in through your engine's air intake and badly damage your engine. If you can't avoid deep puddles or standing water, drive through them very slowly.

■ *Engine Coolant Heater (Engine Block Heater)* *(OPTION)*

In very cold weather, 0°F (-18°C) or colder, the engine coolant heater can help. You'll get easier starting and better fuel economy during engine warm-up. Usually, the coolant heater should be plugged in a minimum of four hours prior to starting your vehicle.

To use the coolant heater:

1. Turn off the engine.
2. Open the hood and unwrap the electrical cord.
3. Plug it into a normal, grounded 110-volt outlet.



CAUTION:

Plugging the cord into an ungrounded outlet could cause an electrical shock. Also, the wrong kind of extension cord could overheat and cause a fire. You could be seriously injured. Plug the cord into a properly grounded three-prong 110-volt outlet. If the cord won't reach, use a heavy-duty three-prong extension cord rated for at least 15 amps.

NOTICE:

After you've used the coolant heater, be sure to store the cord as it was before to keep it away from moving engine parts. If you don't, it could be damaged.

Features & Controls

■ *Engine Coolant Heater (Engine Block Heater)* (CONT.)

How long should you keep the coolant heater plugged in? The answer depends on the weather, the kind of oil you have, and some other things. Instead of trying to list everything here, we ask that you contact a Pontiac dealer in the area where you'll be parking your vehicle. The dealer can give you the best advice for that particular area.



■ *Shifting the Automatic Transaxle*

Your automatic transaxle may have a shift lever located on the steering column or on the console between the seats. Both are shown above.

Maximum engine speed is limited on automatic transaxle vehicles when you're in "D" (Drive) or "N" (Neutral), to protect driveline components from improper operation.



There are six shift positions, seven if you have automatic Overdrive. In this manual, these are referred to by the commonly used symbols in the right column below:

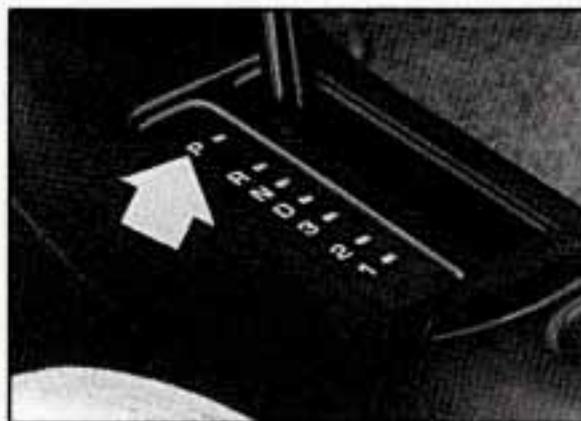
Park	P
Reverse	R
Neutral	N
Drive	D
Third	3
Second	2
First	1



Park

P (Park): This locks your front wheels. It's the best position to use when you start your engine because your vehicle can't move easily.

Ensure the shift lever is fully in "P" (Park) range before starting the engine.



CAUTION:

It is dangerous to get out of your vehicle if the shift lever is not fully in "P" (Park) with the parking brake firmly set. Your vehicle can roll.

Don't leave your vehicle when the engine is running unless you have to. If you have left the engine running, the vehicle can move suddenly. You or others could be injured. To be sure your vehicle won't move, even when you're on fairly level ground, always set your parking brake and move the shift lever to "P" (Park).

CAUTION: (Continued)

CAUTION: (Continued)

See "Shifting Into 'P' (Park)" in the Index. If you are pulling a trailer, see "Towing a Trailer" in the Index.

Reverse

R (Reverse): Use this gear to back up.

NOTICE:

Shifting to "R" (Reverse) while your vehicle is moving forward could damage your transaxle. Shift to "R" only after your vehicle is stopped.

To rock your vehicle back and forth to get out of snow, ice or sand without damaging your transaxle, see "If You're Stuck: In Sand, Mud, Ice or Snow" in the Index.

Features & Controls

Neutral

N (Neutral): In this position, your engine doesn't connect with the wheels. To restart when you're already moving, use "N" (Neutral) only. Also, use "N" (Neutral) when your vehicle is being towed.



CAUTION:

Shifting out of "P" (Park) or "N" (Neutral) while your engine is "racing" (running at high speed) is dangerous. Unless your foot is firmly on the brake pedal, your vehicle could move very rapidly. You could lose control and hit people or objects. Don't shift out of "P" (Park) or "N" (Neutral) while your engine is racing.

NOTICE:

Damage to your transaxle caused by shifting out of "P" (Park) or "N" (Neutral) with the engine racing isn't covered by your warranty.

Forward Gears

D (Drive): If your automatic transaxle does not have Overdrive, this position is for normal driving, at all speeds, in most street and highway situations.

If your automatic transaxle has Overdrive, this position is for normal driving at all speeds, in most street and highway situations. If you need more power for passing, and you're:

- Going less than 35 mph (56 km/h), push your accelerator pedal about halfway down.
- Going about 35 mph (56 km/h) or more, push the accelerator all the way down.

You'll shift down to the next gear and have more power.

NOTICE:

This NOTICE applies only if you have an automatic Overdrive transaxle.

If your vehicle seems to start up rather slowly, or if it seems not to shift gears as you go faster, something may be wrong with a transaxle system sensor. If you drive very far that way, your vehicle can be damaged. So, if this happens, have your vehicle serviced right away. Until then, you can use 2 (Second Gear) when you are driving less than 35 mph (56 km/h) and "D" (Overdrive) for higher speeds.

3 (Third Gear): (OPTION)

If your automatic transaxle has Overdrive, "3" is like "D", but you never go into Overdrive.

Here are some times you might choose "3" instead of "D":

- When driving on hilly, winding roads.
- When towing a trailer, so there is less shifting between gears.
- When going down a steep hill

2 (Second Gear): This position gives you more power but lower fuel economy. You can use “2” on hills. It can help control your speed as you go down steep mountain roads, but then you would also want to use your brakes off and on.

NOTICE:

Don't drive in “2” (Second Gear) for more than 5 miles (8 km), or at speeds over 55 mph (88 km/h), or you can damage your transaxle. Use “D” as much as possible.

Don't shift into “2” unless you are going slower than 65 mph (105 km/h), or you can damage your engine.

1 (First Gear): This position gives you even more power (but lower fuel economy) than “2”. You can use it on very steep hills, or in deep snow or mud. If the selector lever is put in “1”, the transaxle won't shift into first gear until the vehicle is going slowly enough.

NOTICE:

If your front wheels can't rotate, don't try to drive. This might happen if you were stuck in very deep sand or mud or were up against a solid object. You could damage your transaxle.

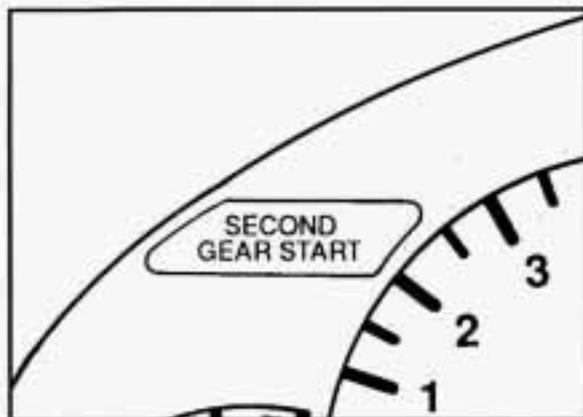
Also, if you stop when going uphill, don't hold your vehicle there with only the accelerator pedal. This could overheat and damage the transaxle. Use your brakes to hold your vehicle in position on a hill.



■ *Second-Gear Start* (OPTION)

Your vehicle may be equipped with a Second-Gear Start feature. The switch is located below the headlamp switch. Press the “2ND GEAR START” switch to provide more traction when you are starting on ice or other slippery surfaces.

Features & Controls



■ *Second-Gear Start* (OPTION) (CONT.)

The "SECOND GEAR START" light on the instrument panel cluster will come on along with the indicator light on the "2nd GEAR START" switch.

The transaxle will be in second gear when the vehicle begins to move. After starting in second gear, the vehicle will upshift normally.

This feature is only for improved traction when the road surface is slippery and is not intended for continuous use. Press the switch to turn off the feature. Leave the switch off for normal road conditions.



■ *Parking Brake*

The parking brake uses the brakes on the rear wheels. The parking brake pedal is located below the driver's side of the instrument panel.

To Set the Parking Brake:

Hold the regular brake pedal down with your right foot. Push down the parking brake pedal with your left foot. If the ignition is on, the brake system warning light will come on. See "Brake System Warning Light" in the Index.

To Release the Parking Brake:

Hold the regular brake pedal down with your right foot while you push down on the parking brake pedal with your left foot. (To release the tension on the parking brake cable, you will need to apply about the same amount of pressure to the parking brake pedal as you did when you set the parking brake.) When you remove your foot from the parking brake pedal, it will pop up to the release position.

NOTICE:

Driving with the parking brake on can cause your rear brakes to overheat. You may have to replace them, and you could also damage other parts of your vehicle.

If You are Towing a Trailer and are Parking on any Hill: See "Towing a Trailer" in the Index. That section shows what to do first to keep the trailer from moving.

■ *Shifting Into "P" (Park) – Column Shift*

CAUTION:

It can be dangerous to get out of your vehicle if the shift lever is not fully in "P" (Park) with the parking brake firmly set. Your vehicle can roll.

If you have left the engine running, the vehicle can move suddenly. You or others could be injured. To be sure your vehicle won't move, even when you're on fairly level ground, use the steps that follow. If you are pulling a trailer, see "Towing a Trailer" in the Index.

1. Hold the brake pedal down with your right foot and set the parking brake with your left foot.



2. Move the shift lever into "P" (Park) position like this:
 - Pull the shift lever toward you.



- Move the shift lever up as far as it will go.
3. Move the ignition key to "LOCK".
4. Remove the key and take it with you. If you can walk away from your vehicle with the ignition key in your hand, your vehicle is in "P" (Park).

Features & Controls

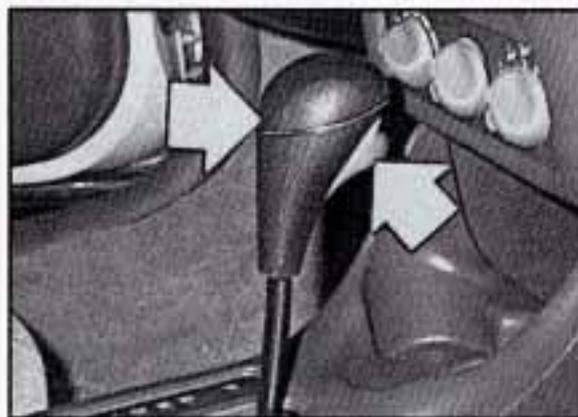
■ *Shifting Into “P” (Park) – Console Shift*

CAUTION:

It is dangerous to get out of your vehicle if the shift lever is not fully in “P” (Park) with the parking brake firmly set. Your vehicle can roll.

If you have left the engine running, the vehicle can move suddenly. You or others could be injured. To be sure your vehicle won’t move, when you’re on fairly level ground, use the steps that follow. If you are pulling a trailer, see “Towing a Trailer” in the Index.

1. Hold the brake pedal down with your right foot and set the parking brake with your left foot.



2. Move the shift lever into “P” (Park) position like this:
 - Hold in the button on the front of the shift lever, and push the lever all the way toward the front of your vehicle.
3. Move the ignition key to “LOCK”.
4. Remove the key and take it with you. If you can walk away from your vehicle with the ignition key in your hand, your vehicle is in “P” (Park).

Leaving Your Vehicle With the Engine Running

CAUTION:

It can be dangerous to leave your vehicle with the engine running. Your vehicle could move suddenly if the shift lever is not fully in “P” (Park) with the parking brake firmly set. And, if you leave the vehicle with the engine running, it could overheat and even catch fire. You or others could be injured. Don’t leave your vehicle with the engine running unless you have to.

If you have to leave your vehicle with the engine running, be sure your vehicle is in “P” (Park) and your parking brake is firmly set before you leave it. After you’ve moved the shift lever into the “P” (Park) position, hold the regular brake pedal down. Then, see if you can move the shift lever away from “P” (Park). If you can, it means that the shift lever wasn’t fully locked into “P” (Park).

Torque Lock

If you are parking on a hill and you don't shift your transaxle into "P" (Park) properly, the weight of the vehicle may put too much force on the parking pawl in the transaxle. You may find it difficult to pull the shift lever out of "P" (Park). This is called "torque lock." To prevent torque lock, set the parking brake and then shift into "P" (Park) properly before you leave the driver's seat. To find out how, see "Shifting Into 'P' (Park)" in the Index.

When you are ready to drive, move the shift lever out of "P" (Park) BEFORE you release the parking brake.

If "torque lock" does occur, you may need to have another vehicle push yours a little uphill to take some of the pressure from the transaxle, so you can pull the shift lever out of "P" (Park).

■ **Shifting Out of "P" (Park)**

To shift out of "P" (Park), the key must be in "OFF" or "RUN".

If you have a column shift:

- Start the vehicle.
- Apply and hold the brake.
- Pull the shift lever towards you.
- Move the lever down to the gear you want.

If you have a console shift:

- Start the vehicle.
- Apply and hold the brake.
- Hold in the button on the front of the shift lever and pull the shift lever back to the gear you want.



■ **Parking Over Things That Burn**

CAUTION:

Things that can burn could touch hot exhaust parts under your vehicle and ignite. Don't park over papers, leaves, dry grass or other things that can burn.

Features & Controls

■ *Engine Exhaust*



CAUTION:

Engine exhaust can kill. It contains the gas carbon monoxide (CO), which you can't see or smell. It can cause unconsciousness and death.

You might have exhaust coming in if:

- Your exhaust system sounds strange or different.
- Your vehicle gets rusty underneath.
- Your vehicle was damaged in a collision.
- Your vehicle was damaged when driving over high points on the road or over road debris.

CAUTION: (Continued)

CAUTION: (Continued)

- Repairs weren't done correctly.
- Your vehicle or exhaust system had been modified improperly.

If you ever suspect exhaust is coming into your vehicle:

- Drive it only with all the windows down to blow out any CO; and
- Have your vehicle fixed immediately.

■ *Running Your Engine While You're Parked*

It's better not to park with the engine running. But if you ever have to, here are some things to know.



CAUTION:

Idling the engine with the air system control off could allow dangerous exhaust into your vehicle. (See the earlier caution under "Engine Exhaust".)

Also, idling in a closed-in place can let deadly carbon monoxide (CO) into your vehicle even if the fan switch is at the highest setting. One place this can happen is a garage. Exhaust -- with CO -- can come in easily. NEVER park in a garage with the engine running.

Another closed-in place can be a blizzard. (See "Blizzard" in the Index.)

CAUTION:

It can be dangerous to get out of your vehicle if the shift lever is not fully in "P" (Park) with the parking brake firmly set. Your vehicle can roll. Don't leave your vehicle when the engine is running unless you have to. If you've left the engine running, the vehicle can move suddenly. You or others could be injured. To be sure your vehicle won't move, even when you're on fairly level ground, always set your parking brake and move the shift lever to "P" (Park).

Follow the proper steps to be sure your vehicle won't move. See "Shifting Into 'P' (Park)" in the Index.

If you are parking on a hill and if you are pulling a trailer, see "Towing a Trailer" in the Index.



■ *Horn*

You can sound the horn by pressing the horn symbols on your steering wheel.



■ *Tilt Steering Wheel*

A tilt steering wheel allows you to adjust the steering wheel before you drive. You can also raise it to the highest level to give your legs more room when you exit and enter the vehicle.

To tilt the wheel, hold the steering wheel and pull the lever. Move the steering wheel to a comfortable level, then release the lever to lock the wheel in place.

Features & Controls



■ *Power Windows*

With power windows, switches on the driver's door armrest control each of the windows when the ignition is on. In addition, each passenger door has a control switch for its own window.

The driver's window switch has an Express Down feature. The driver's window can be opened a small amount by pressing the rear of the switch without pushing all the way down.

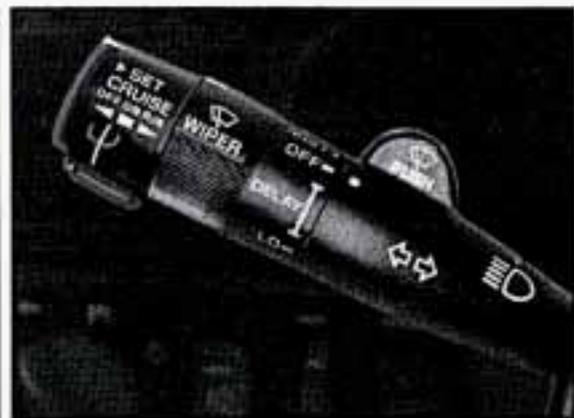
When the switch is pushed all the way down, the window opens completely.

To stop the window while it is lowering, press the front of the switch, then release. To raise the window, press and hold the front of the switch.

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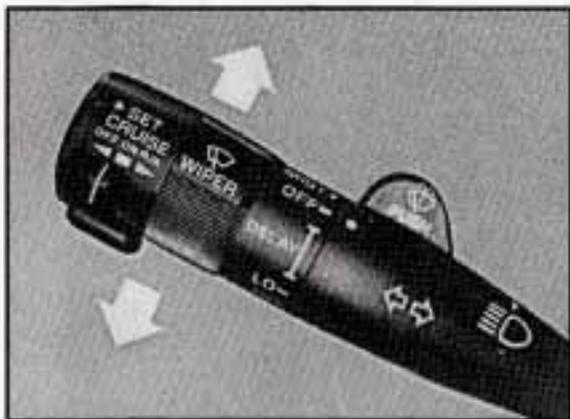
On 4-door models, the driver's switch also has a passenger window "Lock Out" feature. Press the "Lock Out" switch. This position will stop front and rear passengers from operating their windows. Press the switch again to allow operation of passenger windows. When the switch is in the upward position with the orange band showing, the passengers can operate their windows.



■ *Turn Signal/ Multifunction Lever*

The lever on the left side of the steering column includes your:

- Turn Signal and Lane Change Indicator
- Headlight High/Low Beam
- Windshield Wipers
- Windshield Washer
- Cruise Control (Option)

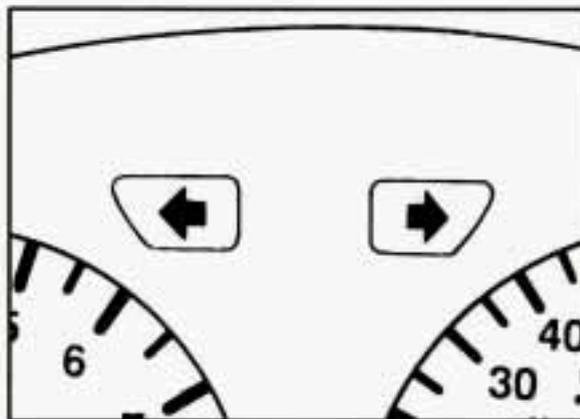


Turn Signal and Lane Change Indicator

The turn signal has two upward (for Right) and two downward (for Left) positions. These positions allow you to signal a turn or a lane change.

To Signal a Turn:

Move the lever all the way up or down. When the turn is finished, the lever will return automatically.



A green arrow on the instrument panel will flash in the direction of the turn or lane change.

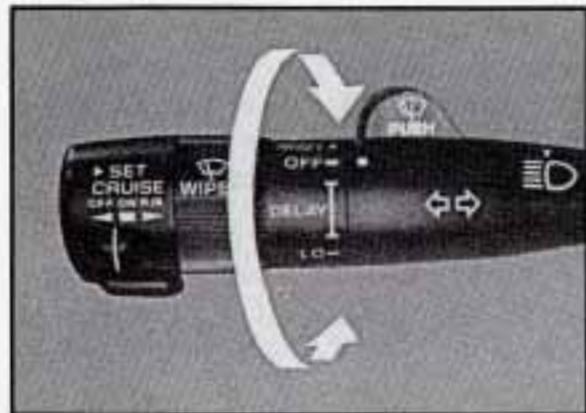
To signal a lane change, just raise or lower the lever until the green arrow starts to flash. Hold it there until you complete your lane change. The lever will return by itself when you release it.

As you signal a turn or a lane change, if the arrows don't flash but just stay on, a signal bulb may be burned out and other drivers won't see your turn signal.

If a bulb is burned out, replace it to help avoid an accident. If the green arrows don't go on at all when you signal a turn, check the fuse (see "Fuses & Circuit Breakers" in the Index), and for burned-out bulbs.

A warning chime will remind you if you have left your turn signal on for more than 1/2 mile (.8 km) of driving.

Features & Controls



■ Windshield Wipers

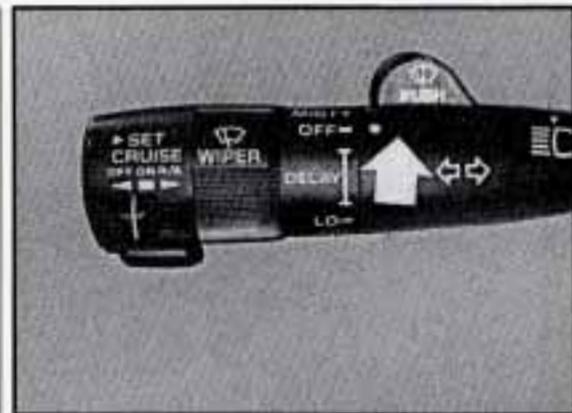
You control the windshield wipers by turning the band marked "WIPER".

For a single wiping cycle, turn the band to "MIST". Hold it there until the wipers start, then let go. The wipers will stop after one cycle. If you want more cycles, hold the switch on "MIST" longer.

For steady wiping at low speed, turn the band to the "LO" position. For high speed wiping, turn the band further, to "HI". To stop the wipers, move the band to "OFF".

You can set the wiper speed for a long or short delay between wipes. This can be very useful in light rain or snow. Turn the band to choose the delay time. The closer to "LO", the shorter the delay.

Damaged wiper blades may prevent you from seeing well enough to drive safely. To avoid damage, be sure to clear ice and snow from the wiper blades before using them. If they're frozen to the windshield, carefully loosen or thaw them. If your blades do become damaged, get new blades or blade inserts.



■ Windshield Washer

At the top of the multifunction lever there's a paddle with the word "PUSH" and  on it. To spray washer fluid on the windshield, push the paddle. When you release the paddle the washer fluid will stop. The wipers will clear the window and then either stop or return to your preset speed. For more washer fluid, push and hold the paddle.

Driving without washer fluid can be dangerous. A bad mud splash can block your vision. You could hit another vehicle or go off the road. Check your washer fluid level often.

⚠ CAUTION:

In freezing weather, don't use your washer until the windshield is warmed. Otherwise the washer fluid can form ice on the windshield, blocking your vision.

NOTICE:

- When using concentrated washer fluid, follow the manufacturer's instructions for adding water.
- Don't mix water with ready-to-use washer fluid. Water can cause the solution to freeze and damage your washer fluid tank and other parts of the washer system. Also, water doesn't clean as well as washer fluid.
- Fill your washer fluid tank only 3/4 full when it's very cold. This allows for expansion, which could damage the tank if it is completely full.
- Don't use radiator antifreeze in your windshield washer. It can damage your washer system and paint.



■ ***Cruise Control (OPTION)***

With Cruise Control, you can maintain a speed of about 25 mph (40 km/h) or more without keeping your foot on the accelerator. This can really help on long trips.

Cruise Control does not work at speeds below about 25 mph (40 km/h).

When you apply your brakes, the Cruise Control shuts off.

Features & Controls

■ *Cruise Control (OPTION)* (CONT.)

CAUTION:

- Cruise Control can be dangerous where you can't drive safely at a steady speed. So, don't use your Cruise Control on winding roads or in heavy traffic.
- Cruise Control can be dangerous on slippery roads. On such roads, fast changes in tire traction can cause needless wheel spinning, and you could lose control. Don't use Cruise Control on slippery roads.

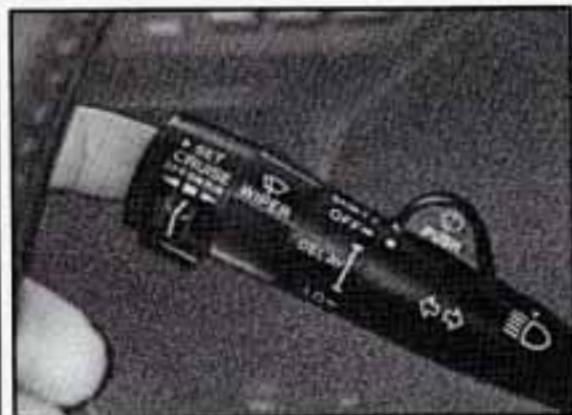
To Set Cruise Control

- Move the Cruise Control switch to "ON".

CAUTION:

If you leave your Cruise Control switch on when you're not using Cruise, you might hit a button and go into Cruise when you don't want to. You could be startled and even lose control. Keep the Cruise Control switch "OFF" until you want to use it.

- Get up to the speed you want.



- Push in the "SET" button at the end of the lever and release it.
- Take your foot off the accelerator pedal.



To Resume a Set Speed

Suppose you set your Cruise Control at a desired speed and then you apply the brake or clutch pedal. This, of course, shuts off the Cruise Control. But you don't need to reset it. Once you're going about 25 mph (40 km/h) or more, you can move the Cruise Control switch from "ON" to "R/A" (which stands for Resume/Accelerate) for about half a second.

You'll go right back up to your chosen speed and stay there.

If you hold the switch at "R/A" longer than half a second, the vehicle will keep going faster until you release the switch or apply the brake. You could be startled and even lose control. So unless you want to go faster, don't hold the switch at "R/A".

To Increase Speed While Using Cruise Control

There are two ways to go to a higher speed. Here's the first:

- Use the accelerator pedal to get to the higher speed.
- Push the button at the end of the lever, then release the button and the accelerator pedal. You'll now cruise at the higher speed.

Here's the second way to go to a higher speed:

- Move the Cruise switch from "ON" to "R/A". Hold it there until you get up to the speed you want, and then release the switch.

- To increase your speed in very small amounts, move the switch to "R/A" for less than half a second and then release it. Each time you do this, your vehicle will go about 1 mph (1.6 km/h) faster.

The accelerate feature will only work after you turn on the Cruise Control by pushing the "SET" button.

To Reduce Speed While Using Cruise Control

There are two ways to reduce your speed while using Cruise Control:

- Push in the button at the end of the lever until you reach the lower speed you want, then release it.
- To slow down in very small amounts, push the button for less than half a second. Each time you do this, you'll go 1 mph (1.6 km/h) slower.

Features & Controls

Passing Another Vehicle While Using Cruise Control

Use the accelerator pedal to increase your speed. When you take your foot off the pedal, your vehicle will slow down to the Cruise Control speed you set earlier.

Using Cruise Control on Hills

How well your Cruise Control will work on hills depends upon your speed, load, and the steepness of the hills. When going up steep hills, you may have to step on the accelerator pedal to maintain your speed. When going downhill, you may have to brake or shift to a lower gear to keep your speed down. Of course, applying the brake takes you out of Cruise Control. Many drivers find this to be too much trouble and don't use Cruise Control on steep hills.

To Get Out of Cruise Control

There are two ways to turn off the Cruise Control:

- Step lightly on the brake pedal: or
- Move the Cruise switch to "OFF".

To Erase Cruise Speed Memory

When you turn off the Cruise Control or the ignition, your Cruise Control set speed memory is erased.



■ *Headlights*

The main light controls are on the left side of the instrument panel. Rotate the switch to $P \leftarrow$ to turn on:

- Parking Lights
- Running Lights

Your headlights won't come on. Rotate the switch to the left ("OFF") to turn these lights off.

Rotate the switch to the  mark to turn on your headlights together with:

- Parking Lights
- Running Lights
- Taillights
- Instrument Panel Lights

Rotate the switch to the left to turn them off.

Operation of Lights

Although your vehicle's lighting system (headlights, parking lights, fog lamps, side marker lights and taillights) meets all applicable federal lighting requirements, certain states and provinces may apply their own lighting regulations that may require special attention before you operate these lights.

For example, some jurisdictions may require that you operate your fog lamps only when your lower beam headlights are also on, or that headlights be turned on whenever you must use your windshield wipers. In addition, most jurisdictions prohibit driving solely with parking lights, especially at dawn or dusk. It is recommended that you check with your own state or provincial highway authority for applicable lighting regulations.

Lights On Reminder

If you open the door while leaving the lights on, you will hear a warning tone.

Daytime Running Lights (CANADA ONLY)

The Canadian Federal Government has decided that "Daytime Running Lights" (DRL) are a useful feature, in that DRL can make your vehicle more visible to pedestrians and other drivers during daylight hours. DRL are required on new vehicles sold in Canada.

Your DRL work with a light sensor on top of the instrument panel. Don't cover it up.

The low beam headlights will come on at reduced brightness in daylight when:

- The ignition is on.
- The headlight switch is off, and
- The parking brake is released.

At dusk, the exterior lights will come on automatically and the low beams will change to full brightness. At dawn, the exterior lights will go out and the low beams will change to the reduced brightness of DRL (if the headlight switch is off).

Features & Controls

Daytime Running Lights (Canada Only) (CONT.)

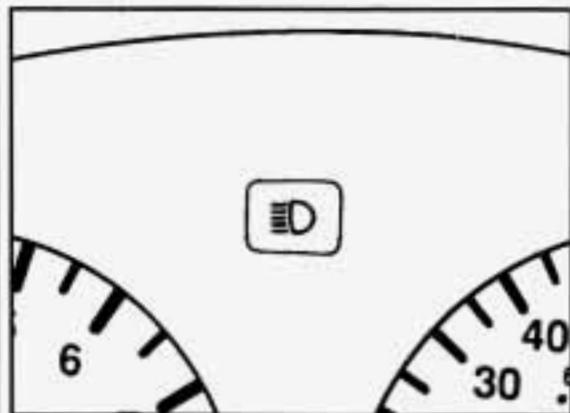
Of course, you may still turn on the headlights any time you need to.

To idle your vehicle with the DRL off, set the parking brake while the ignition is in the "OFF" or "LOCK" position. Then start the vehicle. The DRL will stay off until you release the parking brake.

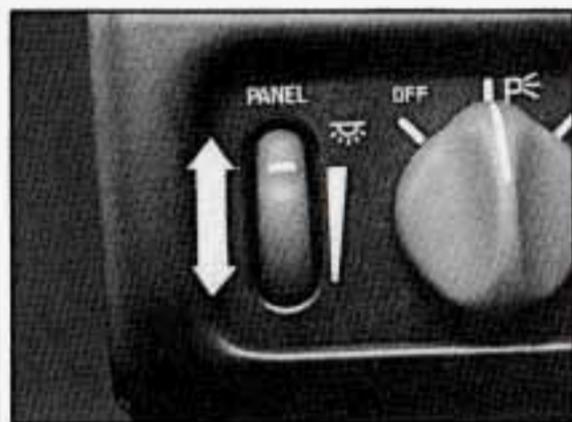


Headlight High/Low Beam Changer

To change the headlights from low beam to high or high to low, pull the turn signal/multifunction lever all the way toward you. Then release it.

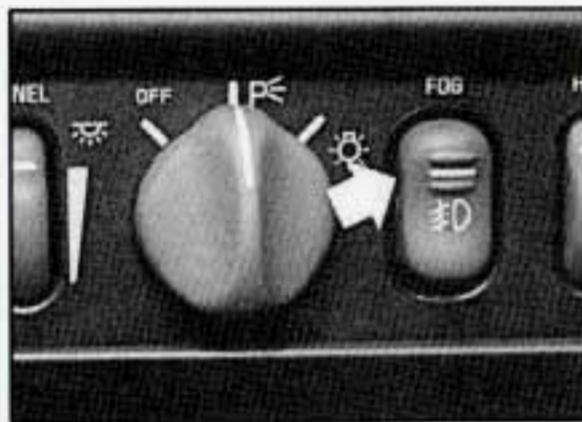


When the high beams are on, a blue light on the instrument panel also will be on.



Brightness Intensity Control

You can brighten or dim the instrument panel lights by rotating the switch marked "PANEL" up or down. If you rotate the switch all the way up to  your courtesy or interior lights will come on. To turn instrument panel lights on to full intensity with the headlights on, rotate the control switch all the way up without turning the interior lights on.



Fog Lights

Use your fog lights for better vision in foggy or misty conditions.

To turn fog lights on, push the top of the fog light switch. Push the bottom of the fog light switch to turn the fog lights off.

When using fog lights, the parking lights and/or low beam headlights must be on.

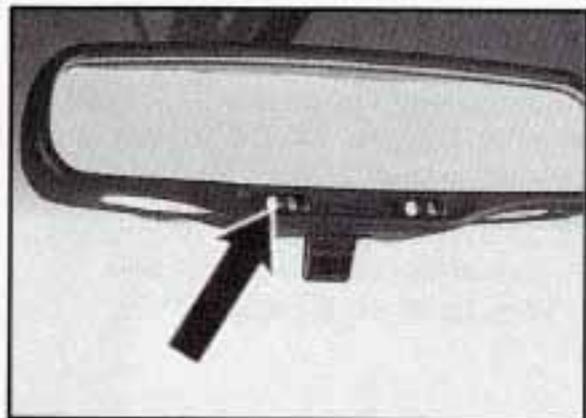
The fog lights will go off whenever the high beam headlights come on. When the high beams go off, the fog lights will come on again.

Reading Lights

Reading lights have a switch. You can also turn them on with the brightness intensity control.

To avoid draining your vehicle's battery, be sure to turn off all front and rear reading lights when you leave your vehicle.

Features & Controls



Rearview Mirror Reading Lights (OPTION)

These lights are part of the rearview mirror. They go on when you open the doors. When the doors are closed, turn them on and off with the switch.



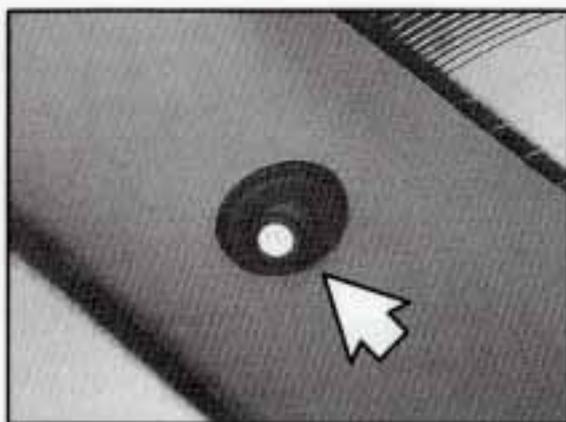
Dome Reading Lights (OPTION)

These lights are part of your dome light. Press the switch nearest the light you want on. Press the switch again to turn the light off.



Map Reading Lights (OPTION)

These lights are part of the overhead console. Press the switch nearest the light you want on. Press the switch again to turn the light off.



Rear Reading Lights **(OPTION)**

These lights go on when you open the doors. When the doors are closed, turn them on and off with the switch.

Courtesy Lights

When any door is opened, several lights come on. These lights are courtesy lights. They make it easier for you to enter and leave your vehicle.

Your dome light is a courtesy light.

Any lights beneath your instrument panel or on your doors are courtesy lights. Your Pontiac may also have others. You can turn on the courtesy lights with the brightness intensity control. See "Brightness Intensity Control" earlier in this section.

Your Pontiac features "Theater Dimming" for the courtesy lights. After closing all the doors, the courtesy lights will gradually dim for 16 seconds until off.

■ *Sustained Interior Lighting*

Your courtesy lights will come on whenever you:

- Open any door.
- Press the "UNLOCK" button on the Remote Lock Control (if equipped).
- Press the power door "UNLOCK" switch.

If you open a door, the lights will stay on while it's open and then turn off automatically about 16 seconds after you close it. They'll shut off right away when you do any of these things:

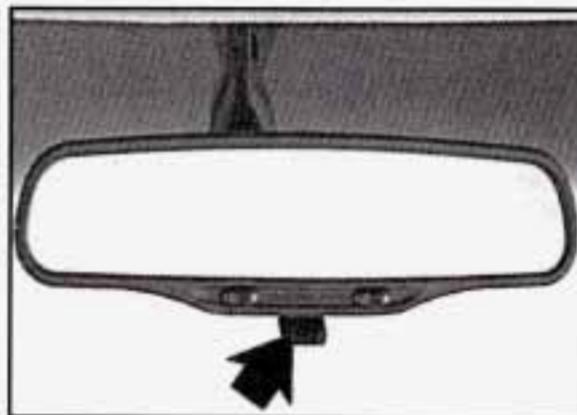
- Turn the ignition key to "Run" or "Start".
- Press the "Power Door Lock" switch.
- Press the "DOOR" button on the Remote Lock Control (if equipped).

Features & Controls

■ *Sustained Interior Lighting (CONT.)*

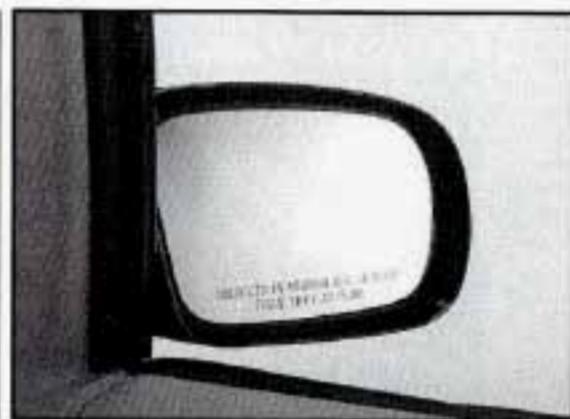
If you don't open a door after pressing the "UNLOCK" button on the Remote Lock Control or the power door "UNLOCK" switch, the lights will turn off automatically after about 16 seconds, or when you do any of the things just mentioned.

When the ignition is on, pressing the "UNLOCK" button on the Remote Lock Control or the power door "UNLOCK" switch won't activate the Sustained Interior Entry.



■ *Inside Manual Day/Night Rearview Mirror*

To reduce glare from lights behind you, pull the lever toward you to the night position.



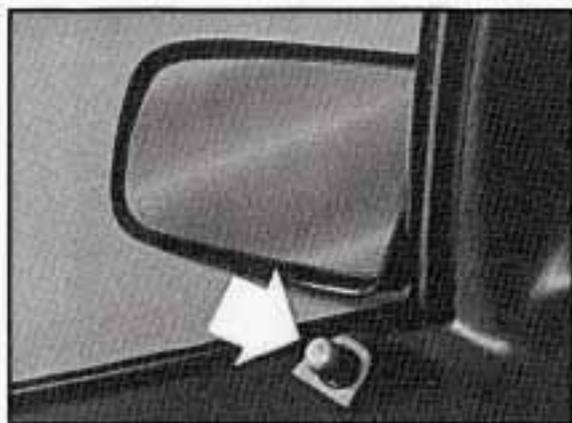
■ *Convex Outside Mirror*

Your right side mirror is convex.

A convex mirror's surface is curved so you can see more from the driver's seat.

CAUTION:

If you aren't used to a convex mirror, you can hit another vehicle. A convex mirror can make things (like other vehicles) look farther away than they really are. If you cut too sharply into the right lane, you could hit a vehicle on your right. Check your inside mirror or glance over your shoulder before changing lanes.

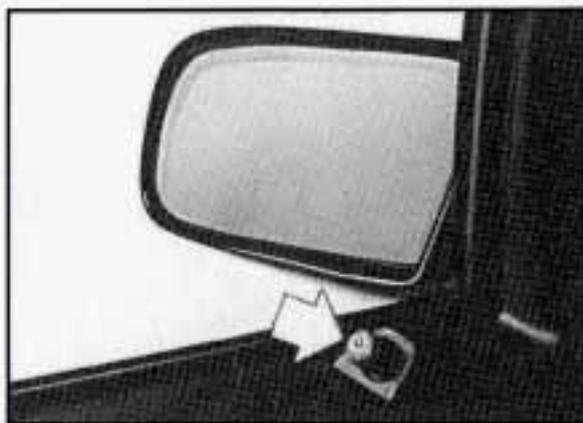


■ *Outside Mirrors*

To adjust your left outside mirror, move the knob.

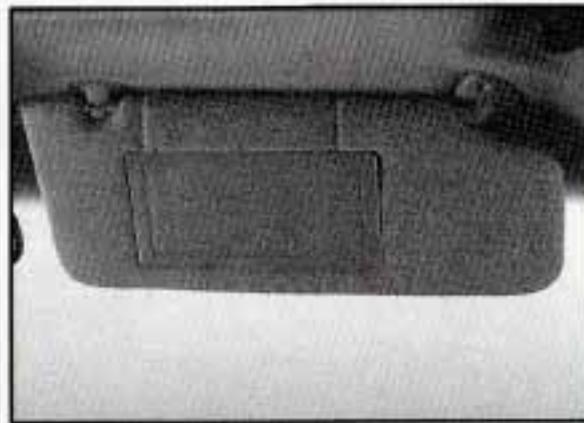
To adjust your right outside mirror, sit in the driver's seat and have a passenger adjust the mirror for you.

Adjust each mirror so you can just see the side of your vehicle when you are sitting in a comfortable driving position.



■ *Electric Mirror Control (OPTION)*

A switch on the top of the driver's door controls both outside rearview mirrors. Turn the top of the switch to the left to select the driver's side rearview mirror, or to the right to select the passenger side rearview mirror. Then move the switch to adjust each mirror so that you just see the side of your vehicle when you are sitting in a comfortable driving position.

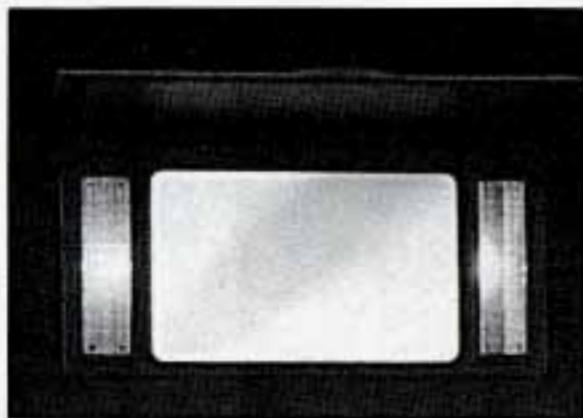


■ *Sun Visors*

To block out glare, you can swing down the visors. You can also remove them from the center mount and swing them to the side.

Your sun visors may have pockets for storing light items, such as maps.

Features & Controls



■ *Visor Vanity Mirrors* *(OPTION)*

Standard Mirror:

Open the cover to expose the vanity mirror.

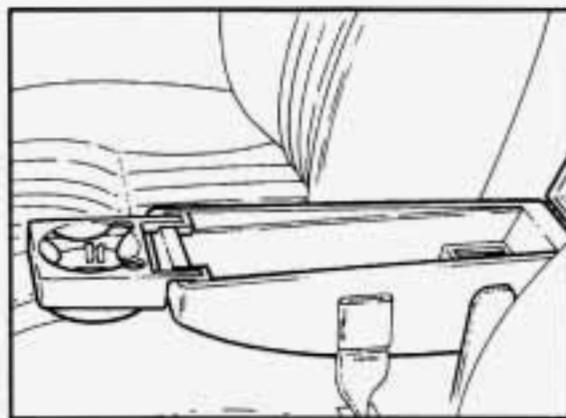
Lighted Mirrors:

If your vehicle has the optional lighted vanity mirrors, the lights come on when you open the cover. These can even be used for reading.



■ *Fold-Down Armrest*

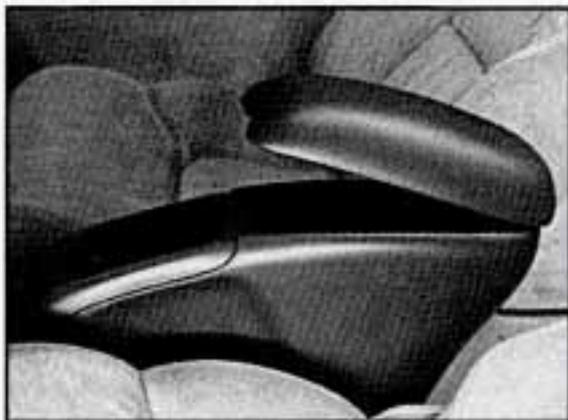
To use the armrest, just pull it down.



■ *Storage Armrest (OPTION)*

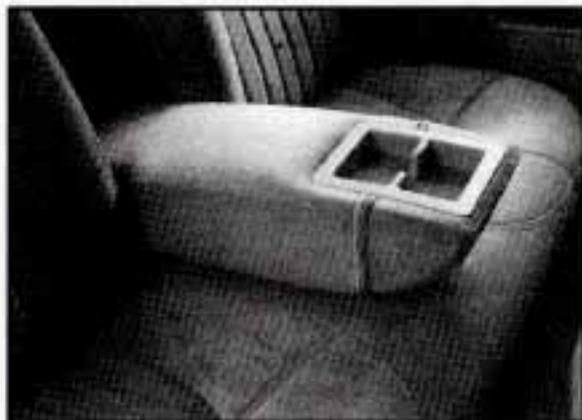
To open this type, fold down the armrest, then press the latch on the front of the cover and lift the cover.

Inside, you have storage space and you may have a fold-out cup holder.



To open this type, press the latch and lift the cover.

If you have this type, there is a cup holder located in the front of the console.



Fold-Down Rear Armrest

To use this armrest, just pull it down. There is a tray for small items.



Trunk Access Panel

If you have split rear seats, you may have a trunk access panel for storing long objects like skis. Pull your rear armrest down using the strap. Then pull the latch on the trunk access panel toward you to open the panel.

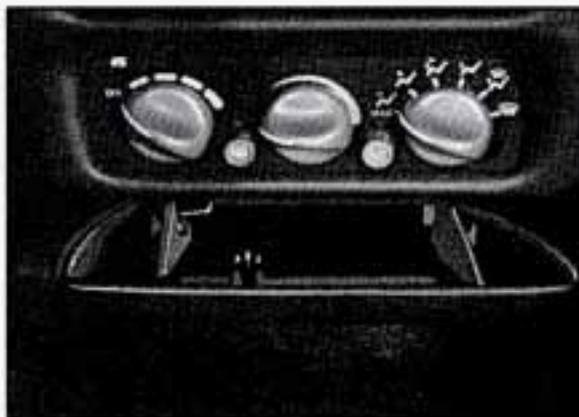
To close the access panel, lift the latch.

Features & Controls



■ *Ashtrays*

To clean the center console ashtray, open the lid and then lift it out by pulling on the snuffer.



To clean the instrument panel ashtray, open it fully and lift it out by pushing down on the locking tab.



■ *Lighter*

The lighter is located to the right of the steering column in the center of the instrument panel.

NOTICE:

Don't hold a cigarette lighter in with your hand while it is heating. If you do, it won't be able to back away from the heating element when it's ready. That can make it overheat, damaging the lighter and the heating element.

NOTICE:

Don't put papers and other things that burn into your ashtrays. If you do, cigarettes or other smoking materials could set them on fire, causing damage.

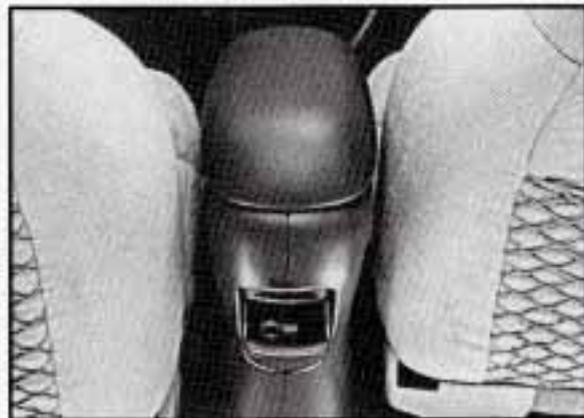


■ *Accessory Outlet*

On models equipped with a console, there is 12-volt outlet on the passenger side of the console. Open the cover to access the outlet.

NOTICE:

Adding some electrical equipment to your vehicle can damage it or keep other things from working as they should. This wouldn't be covered by your warranty. Check with your dealer before adding electrical equipment, and never use anything requiring more than 20 amps.



■ *Rear Ashtrays*

To open this ashtray, gently pull the top of the ashtray.

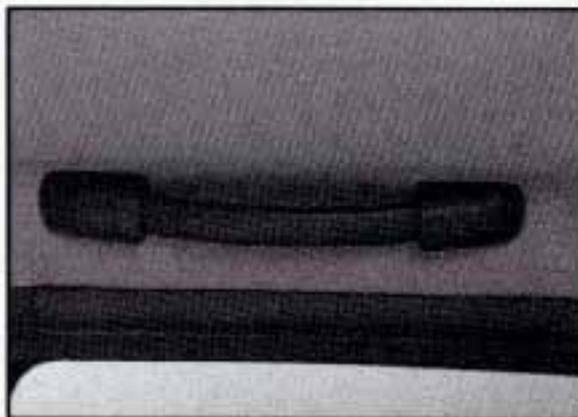
To remove the ashtray for cleaning, press the snuffer as you lift up and pull out the ashtray.

Features & Controls



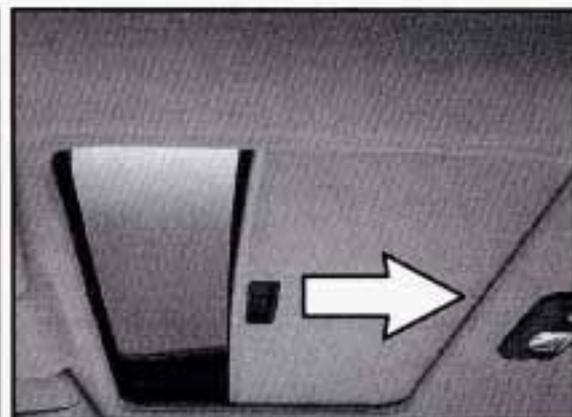
■ *Rear Ashtrays (CONT.)*

To remove this ashtray for cleaning, open the door and pull up on the ashtray door.



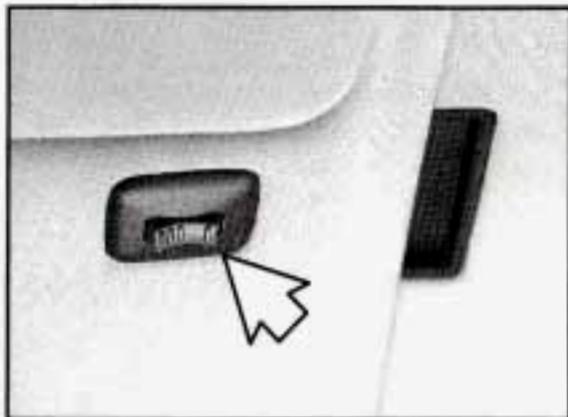
■ *Passenger Assist Straps*

Your Pontiac may have assist straps. Passengers can use the straps to help keep their balance over rough roads or during sharp turns.



■ *Sunroof (OPTION)*

Your sunroof provides an airy, spacious feel to your vehicle's interior and can also increase ventilation. It includes a sliding glass panel and a sliding sunshade. The control switch will work only when the ignition is on.

**To Open the Sunroof:**

Press the rear of the switch to open the glass panel and sunshade. Let go of the switch to stop the panel in any position.

To Close the Sunroof:

Press the front of the switch to close the glass panel. The sunshade can only be closed by hand.

The sunroof glass panel cannot be opened or closed if your Pontiac has an electrical failure.

**To Open the Sunroof Rear Vent:**

Press the front of the switch when the sunroof is closed. Open the sunshade by hand.

To Close the Sunroof Rear Vent:

Press the rear of the switch.

■ *The Instrument Panel—Your Information System*

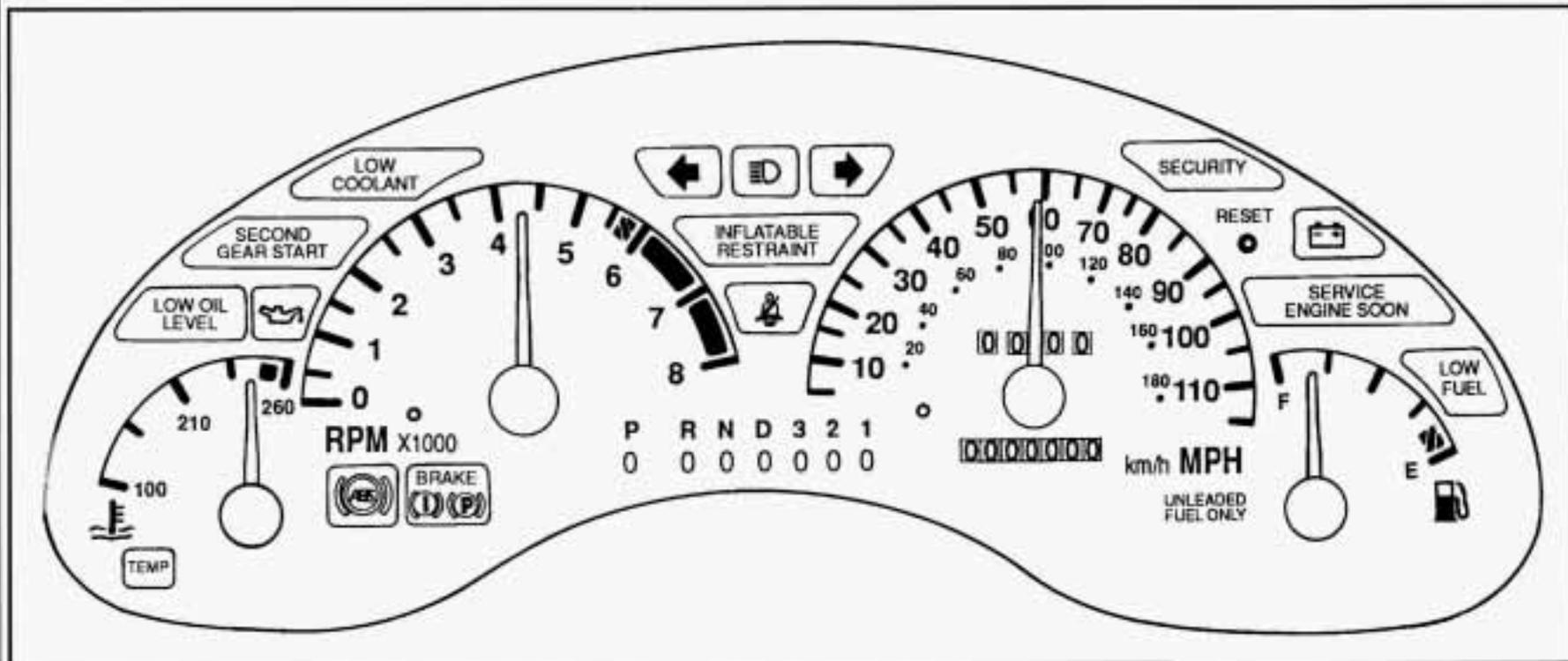
Your instrument panel is designed to let you know at a glance how your vehicle is running. You'll know how fast you're going, how much fuel you're using, and many other things you'll need to drive safely and economically. See the following pages for the instrument panel cluster in your vehicle.

Features & Controls

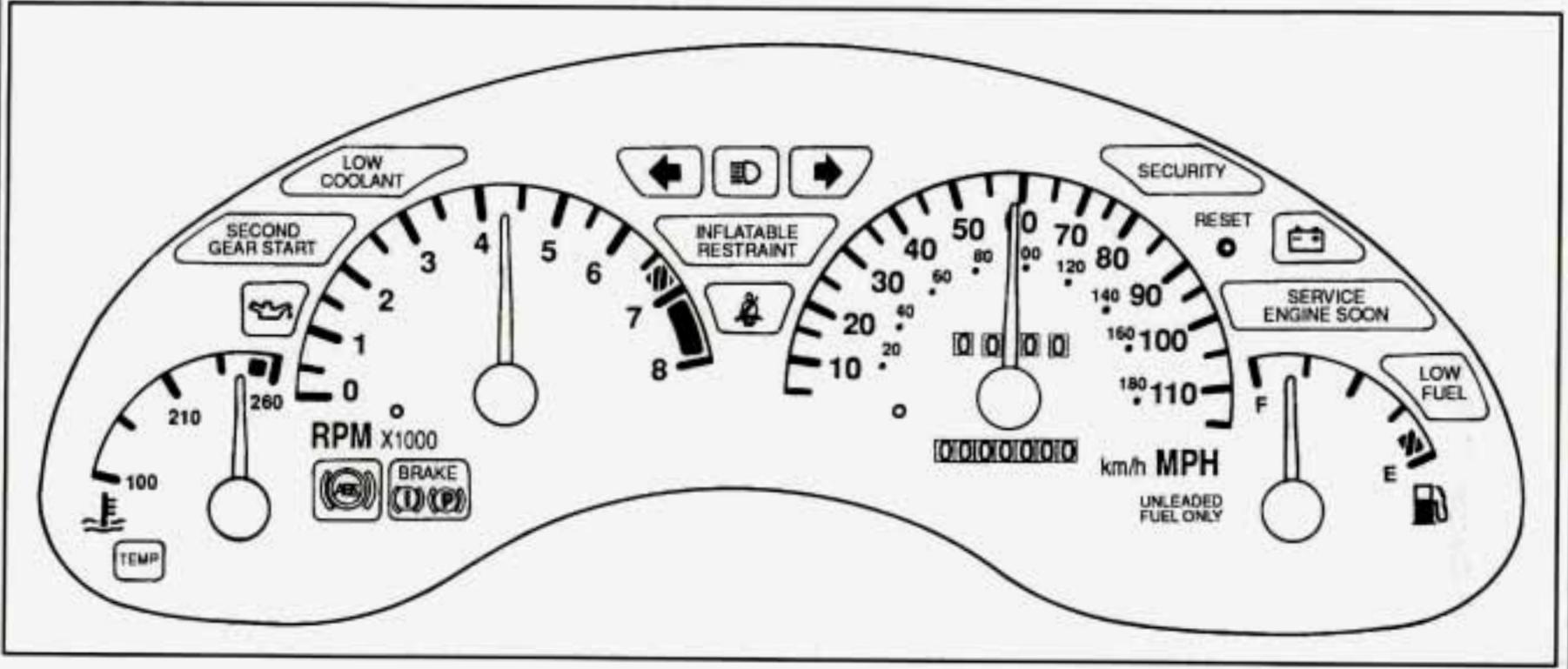
■ Instrument Panel Clusters

Your Pontiac is equipped with one of these two instrument panel clusters, which includes indicator warning lights and gages that are explained on the following pages. Be sure to read about those that apply to the instrument panel cluster for your Pontiac.

3.1L V6 CLUSTER (Shown with a Column Shift)



3.4L V6 CLUSTER (Console Shift)



Features & Controls

■ *Warning Lights, Gages and Indicators*

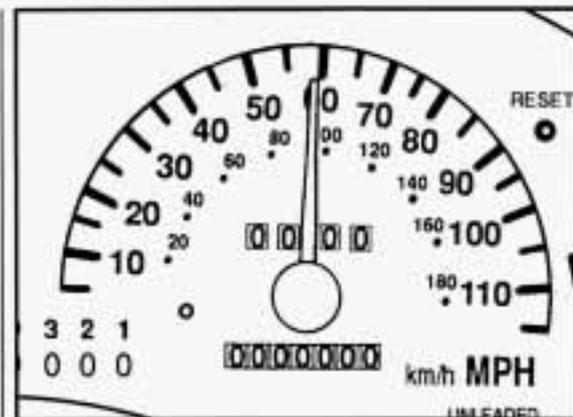
This section describes the warning lights and gages that may be on your vehicle. The pictures will help you locate them.

Warning lights and gages can signal that something is wrong before it becomes serious enough to cause an expensive repair or replacement. Paying attention to your warning lights and gages could also save you or others from injury.

Warning lights go on when there may be or is a problem with one of your vehicle's functions. As you will see in the details on the next few pages, some warning lights come on briefly when you turn the ignition key just to let you know they're working. If you are familiar with this section, you should not be alarmed when this happens.

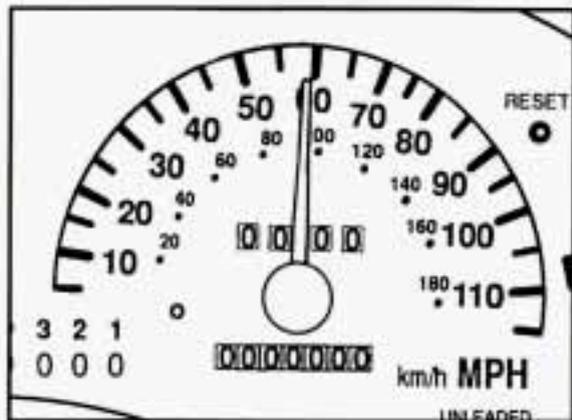
Gages can indicate when there may be or is a problem with one of your vehicle's functions. Often gages and warning lights work together to let you know when there's a problem with your vehicle.

When one of the warning lights comes on and stays on when you are driving, or when one of the gages shows there may be a problem, check the section that tells you what to do about it. Please follow the manual's advice. Waiting to do repairs can be costly -- and even dangerous. So please get to know your warning lights and gages. They're a big help.



Speedometer

Your speedometer lets you see your speed in both miles per hour (mph) and kilometers per hour (km/h).

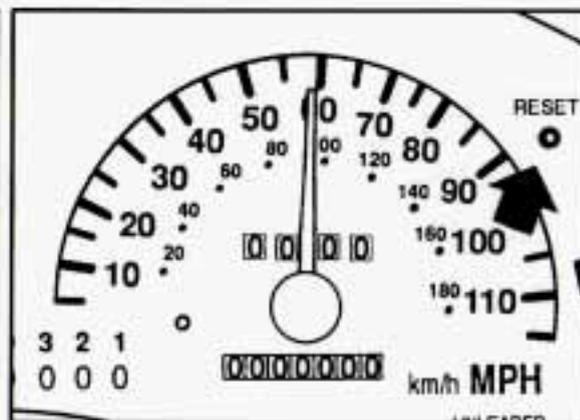


Odometer

Your odometer shows how far your vehicle has been driven, in either miles (used in the U.S.) or kilometers (used in Canada).

Your Pontiac has a tamper resistant odometer. If you see silver lines between the numbers, you'll know that someone has probably tried to turn it back, so the numbers may not be true.

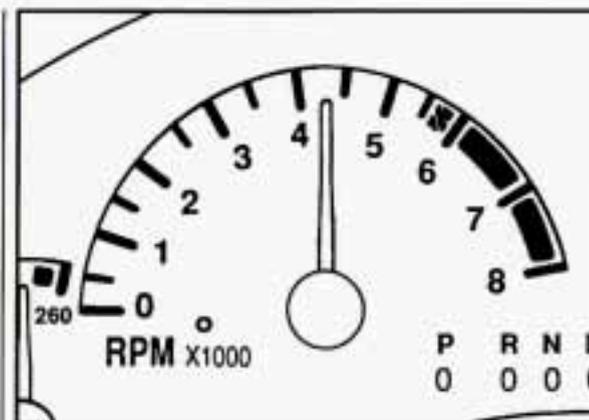
You may wonder what happens if your Pontiac needs a new odometer installed. If the new one can be set to the mileage total of the old odometer, then it must be. But if it can't, then it's set at zero and a label must be put on the driver's door to show the old mileage reading when the new odometer was installed.



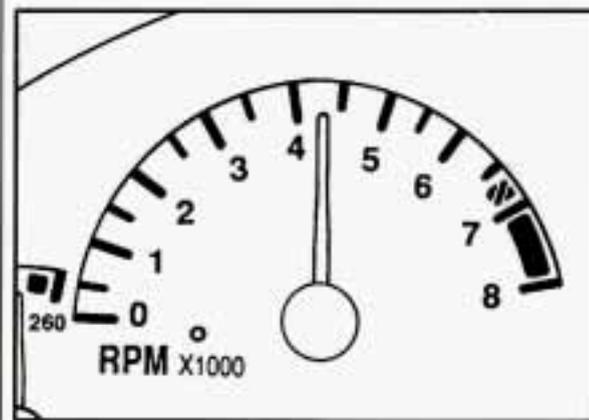
Trip Odometer

The trip odometer can tell you how far your vehicle has been driven since you last set the trip odometer to zero.

To set the trip odometer to zero, press the reset button.



3.1L Engine



3.4L Engine

Tachometer

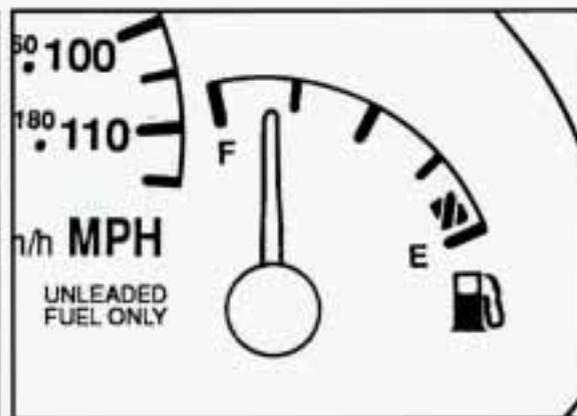
The tachometer displays the engine speed in revolutions per minute (rpm).

Features & Controls

Tachometer (CONT.)

NOTICE:

Do not operate the engine with the tachometer in the red area, or engine damage may occur.



Fuel Gage

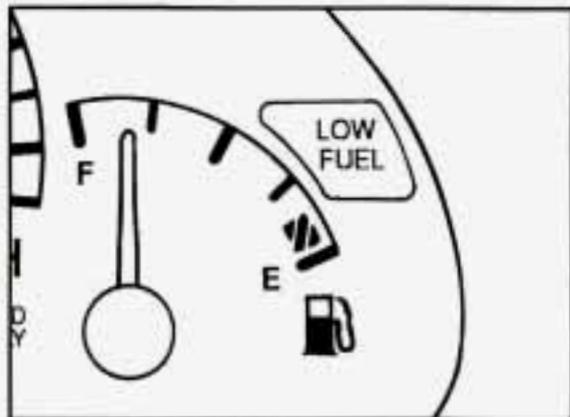
The fuel gage tells you about how much fuel you have left, when the ignition is on. When the indicator nears "E" (Empty), you still have a little fuel left, but you should get more soon.

Here are three things that some owners ask about. None of these show a problem with your fuel gage:

- At the service station, with your ignition on, the gas pump shuts off before the gage reads "F" (Full).

- It takes a little more or less fuel to fill up than the gage indicated. For example, the gage may have indicated the tank was half full, but it actually took a little more or less than half the tank's capacity to fill the tank.
- The gage moves a little when you turn a corner or speed up.

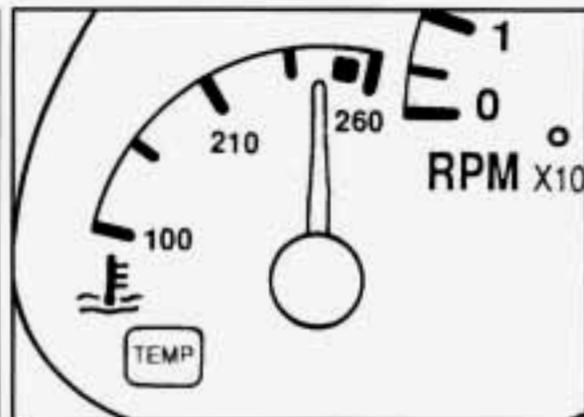
For your fuel tank capacity, see "Service Station Information" on the last page of this manual.



Low Fuel Warning Light

If your fuel is low, a light will come on.

The warning will not go off until you add fuel. It will also come on for a few seconds when you first turn on the ignition as a check to show you it is working. If it doesn't come on then, have it fixed.

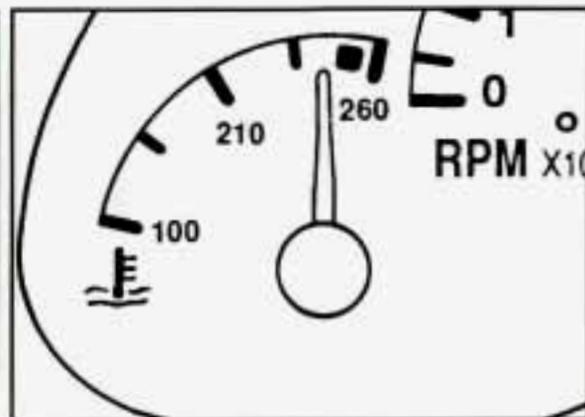


Engine Coolant Temperature Warning Light

This light tells you that your engine coolant has overheated or your radiator cooling fan is not working. If you have been operating your vehicle under normal driving conditions, you should pull off the road, stop your vehicle and turn the engine off as soon as possible.

HOT COOLANT CAN BURN YOU BADLY!

In "Problems on the Road," this manual shows what to do. See "Engine Overheating" in the Index.



Engine Coolant Temperature Gage

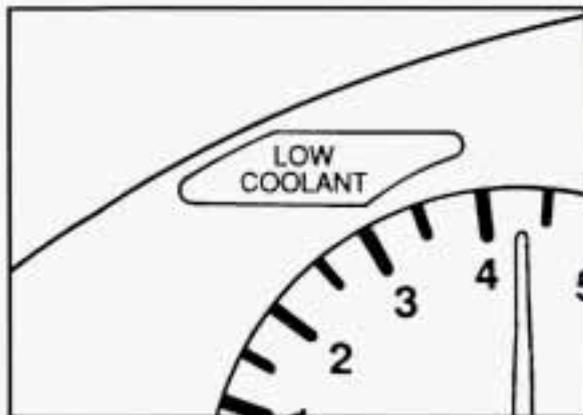
This gage shows the engine coolant temperature. If the gage pointer moves into the red area, your engine is too hot!

That reading means the same thing as the warning light. It means that your engine coolant has overheated. If you have been operating your vehicle under normal driving conditions, you should pull off the road, stop your vehicle and turn off the engine as soon as possible.

HOT COOLANT CAN BURN YOU BADLY!

In "Problems on the Road," this manual shows what to do. See "Engine Overheating" in the Index.

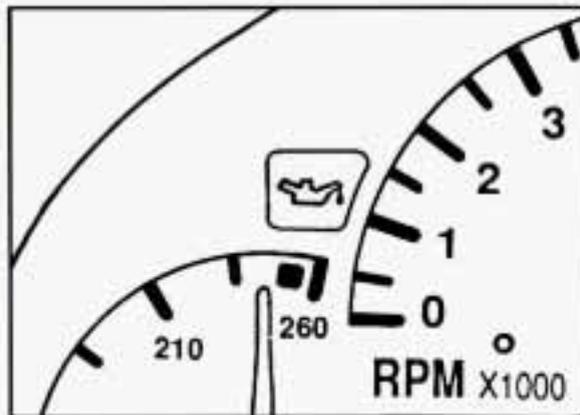
Features & Controls



Low Coolant Warning Light

If this light comes on, your system is low on coolant and the engine may overheat.

See "Engine Coolant" in the Index and have your vehicle serviced as soon as you can.



Oil Warning Light

If you have a problem with your oil, this light may stay on after you start your engine, or come on when you are driving. This indicates that oil is not going through your engine quickly enough to keep it lubricated. The engine could be low on oil, or could have some other oil problem. Have it fixed right away.

The oil light could also come on in three other situations:

- When the ignition is on but the engine is not running, the light will come on as a test to show you it is working, but the light will go out when you turn the ignition to "START". If it doesn't

come on with the ignition on, you may have a problem with the fuse or bulb. Have it fixed right away.

- Sometimes when the engine is idling at a stop, the light may blink on and off. This is normal.
- If you make a hard stop, the light may come on for a moment. This is normal.

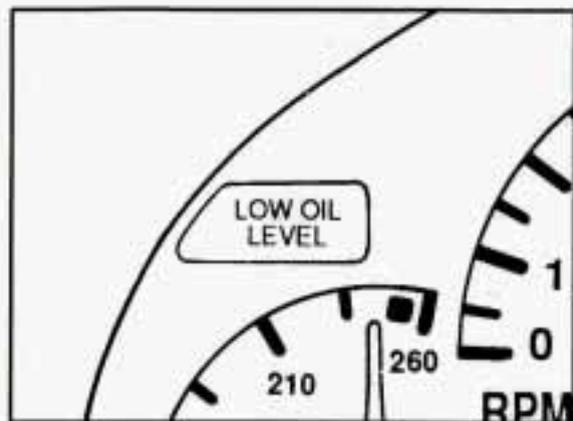


CAUTION:

Don't keep driving if the oil pressure is low. If you do, your engine can become so hot that it catches fire. You or others could be burned. Check your oil as soon as possible and have your vehicle serviced.

NOTICE:

Damage to your engine from neglected oil problems can be costly and is not covered by your warranty.

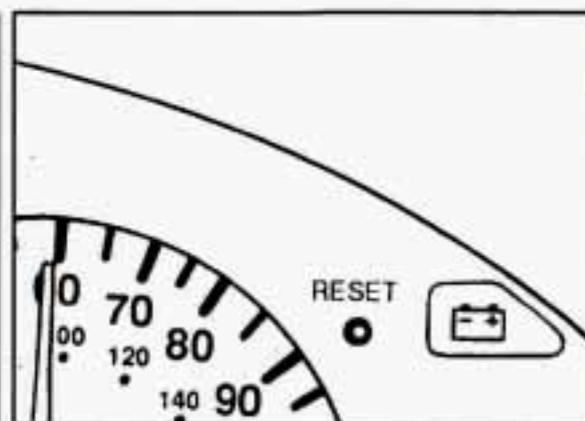


Low Engine Oil Level Warning Light

(With 3100 Engine Only)

Your vehicle may be equipped with an oil level monitoring system. When the ignition key is turned on, the light will briefly flash. If the light stays on, stop the vehicle on a level surface and turn the engine off. Check the oil level using the engine oil dipstick. (See "Engine Oil in the Index.") If the light does not flash, have the low oil level sensor system repaired so it will be ready to warn you if there's a problem.

The oil level monitoring system only checks oil level during the brief period between key on and engine crank. It does not monitor engine oil level when the engine is running. Additionally, an oil level check is only performed if the engine has been turned off for a considerable period of time allowing the oil to drain back into the oil pan.

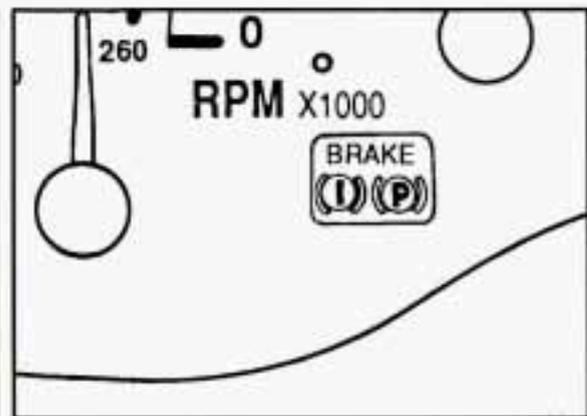


Battery Warning Light

The charging system light will come on briefly when you turn on the ignition as a check to show you it is working. Then it should go out. If it stays on, or comes on while you are driving, you may have a problem with the electrical charging system. It could indicate that you have a loose generator drive belt or another electrical problem. Have it checked right away. Driving while this light is on could drain your battery.

If you must drive a short distance with the light on, be certain to turn off all your accessories, such as the radio and air conditioner.

Features & Controls



Brake System Warning Light

Your Pontiac's hydraulic brake system is divided into two parts. If one part isn't working, the other part can still work and stop you. For good braking, though, you need both parts working well.

If the warning light comes on, there could be a brake problem. Have your brake system inspected right away.

This light should come on as you start the vehicle. If it doesn't come on then, have it fixed so it will be ready to warn you if there's a problem.

If the light comes on while you are driving, pull off the road and stop

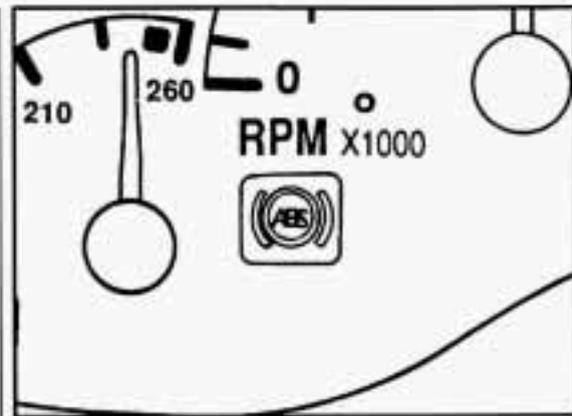
carefully. You may notice that the pedal is harder to push. Or, the pedal may go closer to the floor. It may take longer to stop. If the light is still on, or if the anti-lock brake system warning light is flashing, have the vehicle towed for service. (See "Anti-Lock Brake System Warning Light" and "Towing Your Vehicle" in the Index.)



CAUTION:

Your brake system may not be working properly if the brake system warning light is on. Driving with the brake system warning light on can lead to an accident. If the light is still on or if the anti-lock brake system warning light is flashing after you've pulled off the road and stopped carefully, have the vehicle towed for service.

The brake system warning light will also come on when you set your parking brake, and it will stay on if your parking brake doesn't release fully. If it stays on after your parking brake is fully released, it means you have a brake problem.



Anti-Lock Brake System Warning Light (OPTION)

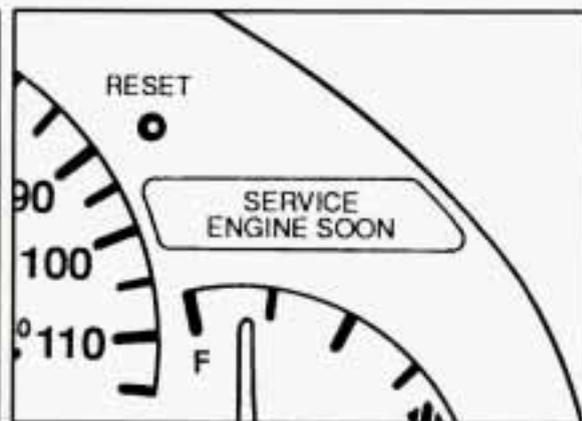
With anti-lock, this light will come on when you start your engine and it will stay on for three seconds. That's normal. If the light doesn't come on, have it fixed so it will be ready to warn you if there is a problem.

If the light flashes when you're driving, you don't have anti-lock brakes and there's a problem with your regular brakes. Pull off the road and stop carefully. You may notice that the pedal is harder to push. Or, the pedal may go closer to the floor. It may take longer to stop. Have the vehicle towed for service. (See "Towing Your Vehicle" in the Index.)

CAUTION:

Your regular brake system may not be working properly if the anti-lock brake system warning light is flashing. Driving with the anti-lock brake system warning light flashing can lead to an accident. After you've pulled off the road and stopped carefully, have the vehicle towed for service.

If the anti-lock brake system warning light stays on longer than normal after you've started your engine, turn the ignition off. Or, if the light comes on and stays on when you're driving, stop as soon as possible and turn the ignition off. Then start the engine again to reset the system. If the light still stays on, or comes on again while you're driving, your Pontiac needs service. If the light is on but not flashing and the regular brake system warning light isn't on, you still have brakes, but you don't have anti-lock brakes.



Malfunction Indicator Lamp (Service Engine Soon Light)

A computer monitors operation of your fuel, ignition and emission control systems. This light should come on when the ignition is on, but the engine is not running, as a check to show you it is working. If it does not come on at all, have it fixed right away. If it stays on, or it comes on while you are driving, the computer is indicating that you have a problem. You should take your vehicle in for service soon.

NOTICE:

If you keep driving your vehicle with this light on, after a while the emission controls won't work as well, your fuel economy won't be as good and your engine may not run as smoothly. This could lead to costly repairs not covered by your warranty.

Features & Controls



■ *Trip Computer (OPTION)*

The Trip Computer provides useful information while you travel. It will tell you:

- Outside Temperature
- Distance Travelled (Second Trip Odometer)
- Travel Time
- Instant Fuel Economy
- Average Fuel Economy
- Average Speed
- Fuel Used Since Reset
- Driving Range Before Refueling

... 100

Using the Trip Computer

When you start your engine, the Trip Computer will display a mode. The mode displayed is indicated with a light next to each mode.

Control Buttons

MODE: Press this button, located on the computer face, to change the mode being displayed.

E/M: Press this button to change the display from English to Metric units or Metric to English.

RESET: Press this button to reset the selected mode. The Trip Computer can reset the "AVG ECON", "AVG SPEED", "FUEL USED", "TRIP ODOMETER" or "ELAPSED TIME" modes. The Trip Computer can't reset "INST ECON", "RANGE" or "EXT TEMP". To reset a mode, press "RESET" for one second. If you push and hold "RESET" for more than five seconds in any mode (except "INST ECON", "RANGE" or "EXT TEMP"), the Trip Computer will reset all five modes.

Mode Functions

Eight modes are displayed by the Trip Computer:

▶ **INST ECON:** Shows your fuel economy when you select this mode. This display will update every second and cannot be reset.

▶ **AVG ECON:** Shows your average fuel economy since the last time you reset this mode.

To reset:

1. Press "MODE" to select "AVG ECON".
2. Press "RESET" for one second.

▶ **AVG SPEED:** Shows your average speed since the last time you reset this mode. It counts only the time the engine is running. The display will be updated every three seconds until you select another mode.

To reset:

1. Press "MODE" to select "AVG SPEED".
2. Press "RESET" for one second.

Mode Functions (CONT.)

► **FUEL USED:** Shows the total amount of fuel used since the last time you reset this mode. Fuel used will be displayed in gallons or liters depending if you select "ENGLISH" or "METRIC".

To reset:

1. Press "MODE" to select "FUEL USED".
2. Press "RESET" for one second.



► **RANGE:** Shows how much farther you can travel with the fuel you have before refueling. If there is less than one-eighth of a tank, the message "LOFUEL" will be displayed. This message will display automatically, without selecting the "RANGE" mode if the fuel is low enough. The message will flash for 60 seconds and then stay on until you add more fuel. You can't reset the "RANGE" mode. Range is updated automatically when you reset "AVG ECON".

► **EXT TEMP:** Shows the temperature outside your vehicle. Temperature will be displayed in Fahrenheit or Celsius depending if you select "ENGLISH" or "METRIC". This mode can't be reset.

► **TRIP:** Shows how far you've driven since the last time you reset this mode.

To reset:

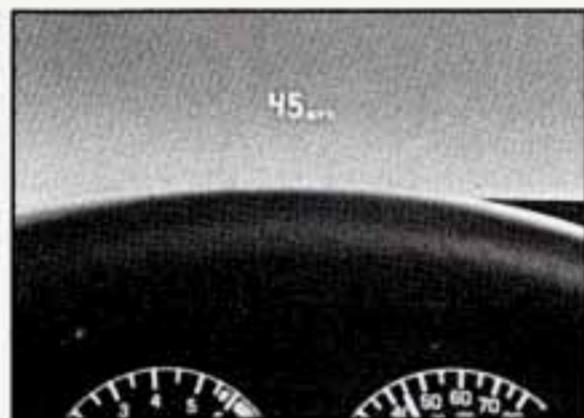
1. Press "MODE" to select "TRIP".
2. Press "RESET" for one second.

► **ELAPSED TIME:** Shows how much time has passed with the engine running since the last time you reset this mode.

To reset:

- Press "MODE" to select "ELAPSED TIME".
- Press "RESET" for one second.

Features & Controls



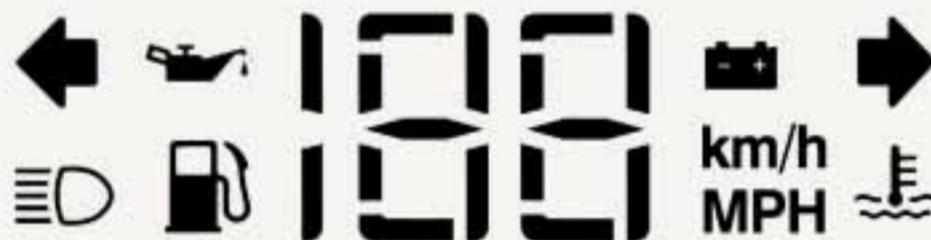
■ *Head-Up Display* (OPTION)

If you have the optional Head-Up Display (HUD), you can see the speedometer reading displayed “through” the windshield. The HUD also shows:

- Turn signal indicator lights.
- A high beam indicator symbol.
- A low fuel warning symbol.
- A low oil pressure symbol.
- A high coolant temperature symbol.
- A low battery voltage symbol.

For an explanation of these symbols, see the Index.

... 102



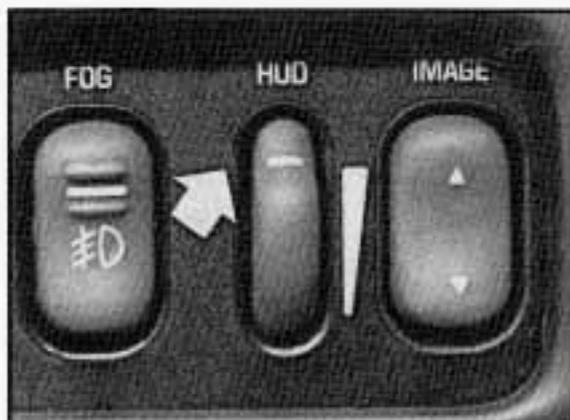
HUD shows these lights when they are lit on the instrument panel. When you sit straight in your seat, the HUD image will appear straight ahead near the front bumper.

When the ignition key is turned to “RUN”, all possible HUD images will come on and look like this. Then the Head-Up Display will operate normally.

If you never look at your instrument panel, you may not see something important, such as a warning light. So be sure to scan your displays and controls and the driving environment just as you would in a car without HUD.

NOTICE:

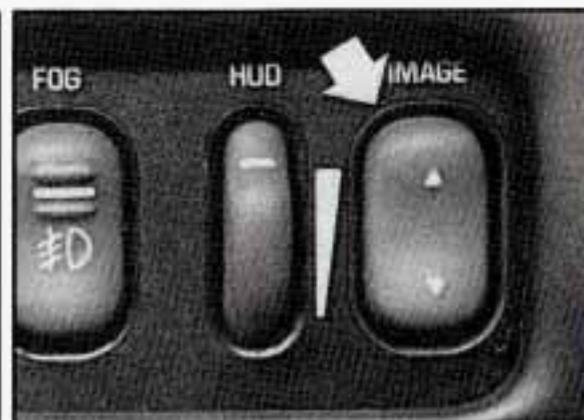
Although the HUD image appears to be near the front of the vehicle, do not use it as a parking aid. The HUD was not designed for that purpose. If you try to use it that way, such as in a parking lot, you may misjudge distance and run into something.



To adjust the HUD so you can see it properly:

1. Start your engine and rotate the HUD dimmer control (to the left of the steering wheel, next to the fog light switch) all the way up to the brightest setting.

The brightness of the HUD image is determined by where you have set the HUD dimmer control. If you turn your headlights on during the day, the HUD will sense that it is daytime and will remain in the daytime brightness range. With your headlights on at night, the HUD will sense that it is night time and will set itself to the dimmer night time brightness range.



2. Adjust the seat, if necessary, before setting the height control. Press the top of the switch, with "IMAGE" marked above it, raising the image as far as possible. Then press the bottom of the switch until the image is as low as possible, but in full view.

Features & Controls

■ *Head-Up Display* (OPTION) (CONT.)

3. Rotate the dimmer control downward until the HUD image is no brighter than necessary. To turn the HUD off, rotate the HUD dimmer control all the way down. If the sun comes out, or it becomes cloudy, or if you turn on your headlights, you may need to adjust the HUD's brightness using the HUD dimmer control. Polarizing sunglasses could make the HUD image harder to see.

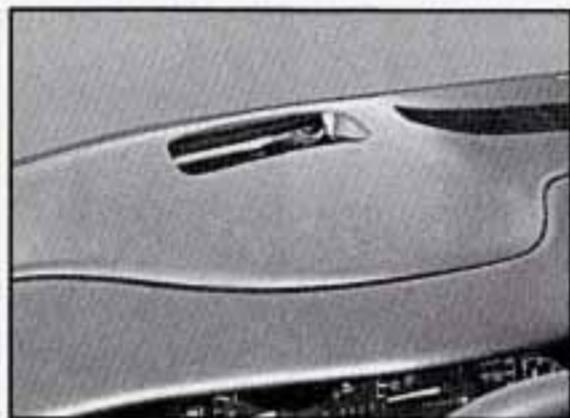


CAUTION:

If the HUD image is too bright, or too high in your field of view, it may take you more time to see things you need to see when it's dark outside. Be sure to keep the HUD image dim and placed low in your field of view.



- If you also have the Trip Computer option, you can switch the HUD speedometer from English to Metric units (miles to kilometers), or back again by pressing the "E/M" button on the Trip Computer.



Care of the Head-Up Display

Clean the inside of the windshield as needed to remove any dirt or film that reduces the sharpness or clarity of the HUD image.

To Clean the HUD:

- Spray household glass cleaner on a soft, clean cloth. Wipe the HUD lens gently, then dry it. Do not spray cleaner directly on the lens, because the cleaner fluid could leak inside the unit if you do.

If You Can't See the HUD Image When the Ignition is On:

- Is anything covering the HUD unit?
- Is the HUD dimmer control setting bright enough.
- Is the HUD image adjusted to the proper height?
- Still no HUD image? Check the fuse in the fuse panel. See "Fuses and Circuit Breakers" in the Index.

If the HUD Image is Not Clear:

- It could be too bright. Move the HUD dimmer control down.
- You may need to clean the windshield and HUD lens.

Your windshield is part of the HUD system. If you ever have to have a new windshield, be sure to get one designed for HUD. If you don't, the HUD image may look blurred and out of focus.

Notes



In this part you'll find out how to operate the comfort control systems and audio systems offered with your Pontiac. Be sure to read about the particular system supplied with your vehicle.

Part 3 Comfort Controls & Audio Systems

Climate Control	108
Setting the Clock	113
AM/FM Stereo Radio	114
AM/FM Stereo Radios with Optional Features	115
Radio THEFTLOCK® Feature	121
Steering Wheel Controls for Audio System	124
Understanding Radio Reception	125
Care of Your Cassette Tape Player	126
Care of Your Compact Discs	126
Fixed Mast Antenna	127
Power Antenna Mast Care	127

Comfort Controls & Audio Systems



■ *Climate Control*

The air conditioner (A/C) and heater work best if you keep your windows closed while using them. Your vehicle also has the flow-through ventilation system described later in this part.

 : The left control selects the force of air you want. There are four fan speeds. To turn the fan off, rotate the left control to the "OFF" position. The fan must be on to operate the air conditioning (A/C) compressor.

Temperature Control: The center control changes the temperature coming through the system. You can control the

temperature in all six modes. The more you rotate this control to the red (to the right), the warmer the air.

Mode Control: The right control has six settings to control direction of air flow. For each of the settings, set the temperature control to a comfortable level.

 : This setting recirculates much of the air inside your vehicle and distributes it through the instrument panel outlets. The A/C compressor will operate (A/C indicator light glowing) automatically in this setting, but you can still control temperature (cold or warm). See "Air Conditioning" later in this part.

The following four control mode settings don't operate the air conditioning compressor, unless you choose to operate it manually. See "Air Conditioning" (A/C) later in this part. Running your vehicle without the A/C compressor reduces engine load, resulting in improved fuel economy (gas mileage).



(Vent): This setting brings in outside air and directs it to the upper portion of your body through the instrument panel outlets.



(Bi-Level): This setting brings in the outside air, but directs it in two ways. The cool air is directed to the upper portion of your body through the instrument panel outlets, but most warmed air is directed through the floor ducts and a little to the defrost and side window vents. At times, this temperature difference may be more apparent than others.



(Floor Ducts): This setting will send most of the air through the ducts near the floor. The rest will come out of the defroster and side window vents.

Defogging and Defrosting



(Defog): This setting allows half of the air to go to the floor ducts, and half to go to the defroster vents and side window vents. The driver's side window defogger vent is located on top the instrument panel. The passenger's side window defogger vent is part of the right side vent on the instrument panel. It may be necessary to turn on the air conditioning (A/C) to remove moisture. To turn on A/C, press the A/C button (the A/C indicator light will glow). See "Air Conditioning" in this section.



(Defrost): This setting directs 90% of the air through the defroster vents and the side window vents, and 10% to the floor ducts.



To rapidly defrost the windshield, rotate the temperature control to maximum

heat and rotate the mode control to

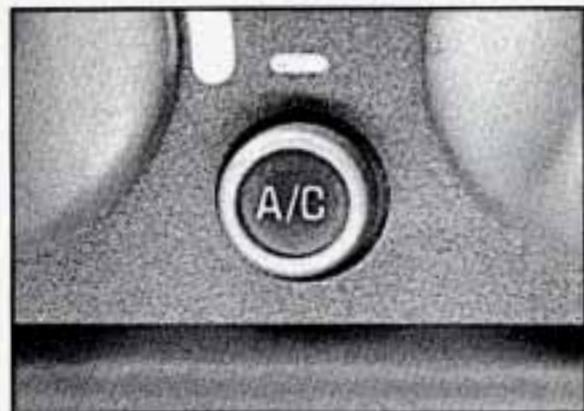
(Defrost). Rotate the fan to the highest speed. The air conditioning (A/C) compressor will operate automatically in this mode only if the outside temperature is above 40° F (4.5° C). The A/C indicator light will not glow.



Your vehicle is equipped with side window defogger vents. The driver's side window defogger vent is located on the top of the instrument panel. The passenger's side window defogger vent is part of the right side vent on the instrument panel. For additional side window defogging, rotate the mode

control to **(Bi-Level)**, press the air conditioning (A/C) button (see "Air Conditioning" in this part), rotate the fan control to the highest speed and aim the side vents on the instrument panel to the side windows. For increased air flow to the side vents, close the center vents.

Comfort Controls & Audio Systems



Air Conditioning

On very hot days, open the windows long enough to let hot inside air escape. This reduces the time your air conditioner's compressor will have to run, which should help fuel economy.

A/C (Air Conditioning): Press this A/C button to operate the air conditioner compressor. The A/C indicator light above the A/C button will glow when the button is pressed. You don't have to press the A/C

button to operate the A/C compressor in the "MAX"  or  (Defrost) settings. The compressor operates automatically in these settings only when the outside temperature is above 40° F (4.5° C). The A/C indicator light

will glow in "MAX" , but it will not glow in  (Defrost). For each setting, set the temperature control to a comfortable setting.

MAX : Provides maximum cooling or quick cool-down on very hot days. This setting recirculates much of the air inside your vehicle so it maximizes your air conditioner's performance.

 (Vent): Use for normal cooling on hot days. This setting (with A/C button on) brings in outside air, cools it and directs it through the instrument panel outlets.

 (Bi-Level): Use on cool but sunny days. This setting (with A/C button on) brings in the outside air, but directs it in two ways. The cool air is directed to the upper portion of your body through the instrument panel outlets, but most warmed air is directed through the floor ducts and a little to the defrost and side window vents. At times this temperature difference may be more apparent than others.



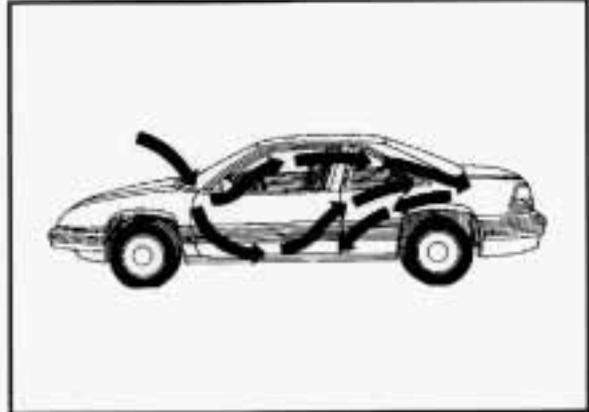
Rear Window Defogger (OPTION)

The rear window defogger uses a warming grid to remove fog from the rear window. Press the  button to turn on. The indicator light above the button will glow during use. The defogger will turn off automatically after about 10 minutes of use. If you turn it on again, the defogger will operate for about five minutes only. You can also turn the defogger off by turning off the ignition or pressing the button again.

Do not attach a temporary vehicle license across the defogger grid on the rear window.

NOTICE:

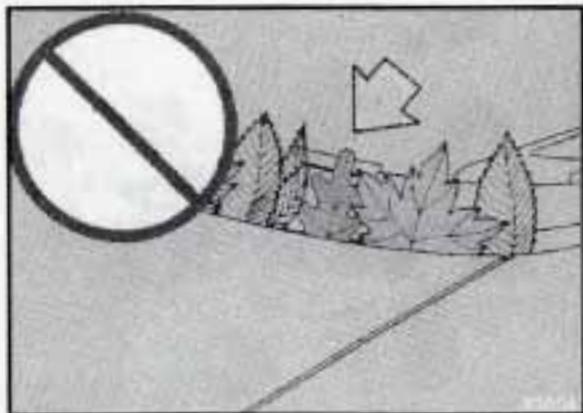
Don't use a razor blade or something else sharp on the inside of the rear window. If you do, you could cut or damage the warming grid, and the repairs wouldn't be covered by your warranty.



Flow-Through Ventilation System

Your Pontiac's flow-through ventilation system supplies outside air into the vehicle when it is moving. Outside air will also enter the vehicle when the heater or the air conditioning fan is running.

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Ventilation Tips

- Keep the hood and front air inlet free of ice, snow, or any other obstruction (such as leaves). The heater and defroster will work far better, reducing the chance of fogging the inside of your windows.

- When you enter a vehicle in cold weather, set the blower fan to the highest setting for a few moments before driving off. This helps clear the intake ducts of snow and moisture, and reduces the chance of fogging the inside of your windows.
- Keep the air path under the front seats clear of objects. This helps air to circulate throughout your vehicle.

■ *Audio Systems*

The following pages describe the audio systems available for your Pontiac, and how to get the best performance from them. Please read about the system in your vehicle.

NOTICE:

Before you add any sound equipment to your vehicle -- like a tape player, CB radio, mobile telephone or two-way radio -- be sure you can add what you want. If you can, it's very important to do it properly. Added sound equipment may interfere with the operation of your vehicle's engine, Delco® radio or other systems, and even damage them. And, your vehicle's systems may interfere with the operation of sound equipment that has been added improperly.

So, before adding sound equipment, check with your dealer and be sure to check Federal rules covering mobile radio and telephone units.

Hearing damage from loud noise is almost undetectable until it is too late. Your hearing can adapt to higher volumes of sound. Sound that seems normal can be loud and harmful to your hearing. Take precautions by adjusting the volume control on your radio to a safe sound level before your hearing adapts to it.

To help avoid hearing loss or damage:

- Adjust the volume control to the lowest setting.
- Increase volume slowly until you hear comfortably and clearly.



Setting the Clock

For AM/FM Stereo Radio:

1. With the ignition on, press "SET". The "SET" indicator will appear on the digital display for five seconds.
2. While set is displayed, press and hold "SEEK"▲ until the correct minute appears on the display.
3. While set is displayed, press and hold ▼ "SEEK" until the correct hour appears.



For AM/FM Stereo Radios with Cassette or CD:

1. Press and hold the "HR" or "MIN" button until the hours or minutes begin to change on the time display. While the radio is in the time set mode, the colon in the display will blink.
2. Press the "HR" and "MIN" buttons until the correct time appears.

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AM/FM Stereo Radio

The digital display indicates information on time or radio station frequency, the "AM" or "FM" radio band, whether the station is in stereo, and other functions.

Upper Knob (PWR/VOLUME)

This knob does three things:

- Rotate it to turn the system on and off.
- Rotate it to control the volume.
- Press it to recall the station frequency when the radio is on.

Balance: The control ring behind the upper knob adjusts the left/right speaker balance.

Lower Knob (TUNE - AM/FM▼)

This knob does two things:

- Rotate it to tune in radio stations.
- Press it to change between the "AM" or "FM" band.

Fade: The control ring behind the lower knob adjusts the front/rear speaker balance.

▼ SEEK▲: Press to seek and stop on the next station higher (▲) or lower (▼) on the radio band.

TREB (Treble): Slide this lever up to increase treble, or down to decrease it. If a station is weak or noisy, decrease the treble.

BASS: Slide this lever up to increase bass or down to decrease it.

To Preset Radio Stations:

1. Tune in to the desired station.
2. Press "SET". The word "SET" will appear on the digital screen for five seconds.
3. While "SET" is displayed, press one of the four push buttons (1, 3, 5 or 7).

Three additional stations (2, 4 and 6) may be preset on each radio band by pairing pushbuttons:

1. Tune in the desired station.
2. Press "SET", and within five seconds press any two side by side buttons (1 and 3, 5 and 7, or 3 and 5) at the same time.
3. The station can be tuned in when the same two buttons are pressed at the same time.



AM/FM Stereo Radios with Optional Features

Your Pontiac may have an AM/FM radio equipped with a combination of optional features:

- Graphic equalizer.
- Cassette tape player.
- Compact disc player.
- THEFTLOCK[®].

See the following pages for more information.



Comfort Controls & Audio Systems



AM/FM Stereo Radios with Optional Features (CONT.)

The standard features, on AM/FM radios with optional equipment, operate identically. This section explains the standard features first, followed by an explanation of each optional feature.



AM/FM Stereo Radios with Optional Features:

Digital Display: Indicates information on time or radio frequency, the "AM" or "FM" radio band, whether the station is in stereo, and other radio functions.

POWER: With the ignition on, push the "POWER" knob to turn the radio on or off.

VOL (Volume): Turn the "VOL" knob right to increase volume. Turn the "VOL" knob left to decrease volume.

AM/FM: Press "AM/FM" to select the AM, FM1 or FM2 radio bands. The display will show which band you are on. If you press this button while a tape is playing, the tape will stop and the radio will return to the AM or FM band you were last on.

RECALL: When the ignition is off, press "RECALL" to display the time. Each time you press "RECALL" with the radio on, it will switch the display back and forth between radio station and time.

TUNE: Press lightly on the "TUNE" knob. It will spring out to make it easier to adjust. Turn the knob to tune in radio stations. Push the knob back in when you are done.

SEEK: Press to seek and stop on the next station higher (▲) or lower (▼) on the radio band.

To Preset Radio Stations:

You may preset up to 18 radio stations into memory - six on AM and twelve on FM. This is done by using the six pushbuttons, 1 through 6, on each radio band (AM, FM1 or FM2).

1. Press "AM/FM" to select the radio band you want to use.
2. Tune the station you want to store using the "TUNE" knob.
3. Press and hold one of the pushbuttons (1, 2, 3, 4, 5 or 6) until the display shows "SET". The radio will mute until "SET" appears. After "SET" appears on the display, release the button. The station is now preset and will return whenever you press the button.

4. Repeat steps 1-3 for each of six AM, six FM1 and six FM2 stations.

BAL (Balance): Press lightly on the "BAL" knob. It will spring out to make it easier to adjust. Turn the knob to move the sound between the left and right speakers. Push the knob back in when you are done.

FADE: Press lightly on the "FADE" knob. It will spring out to make it easier to adjust. Turn the knob to the right to move the sound to the front speakers. Turn the knob to the left to move the sound to the rear speakers. Push the knob back in when you are done.

TREBLE: Slide the "TREBLE" lever to the right to increase treble or to the left to decrease it. If a station is weak or noisy, decrease the treble.

BASS: Slide the "BASS" lever to the right to increase bass or to the left to decrease it.

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AM/FM Stereo Radios with Optional Features: (CONT.)

EQUALIZER: Boost the bass, emphasize a voice in a song, brighten the treble - your equalizer gives you the freedom to adjust seven separate frequencies of sound to your individual taste. Move a lever up to emphasize a frequency, move it down to de-emphasize. Start with the levers in the middle position, then adjust each lever as you like.



To Play a Cassette Tape:

With the radio turned on, insert a tape into the cassette door. The cassette symbol will appear in the upper left corner of the display. While the tape is playing, an arrow will appear next to the cassette symbol to indicate that the top (▲) or bottom (▼) is playing. Once the tape is playing, use the "VOL", "BAL", "FADE", "TREBLE" and "BASS" just as you would for the radio.

Your tape player will automatically adjust the equalization for high bias (metal and CrO₂) tapes.



Your tape player is designed to work best with tapes that are 30 to 46 minutes long on each side. Tapes longer than that may not work well in this tape player.

Cassette Player Control Features:

TAPE/PLAY: If you have a tape loaded and the radio is playing, press "TAPE/PLAY" to play your tape. To return to the radio while a tape is playing, press "AM/FM". The cassette will remain safely inside the radio for future listening.

PREV (Previous): Press "PREV" or "SEEK" ▼ to search for the previous selection on the tape. There must be a gap of at least three seconds between selections in order for the tape player to stop.

NEXT: Press "NEXT" or "SEEK"▲ to search for the next selection on the tape. There must be a gap of at least four seconds between selections on the tape in order for the tape player to stop.

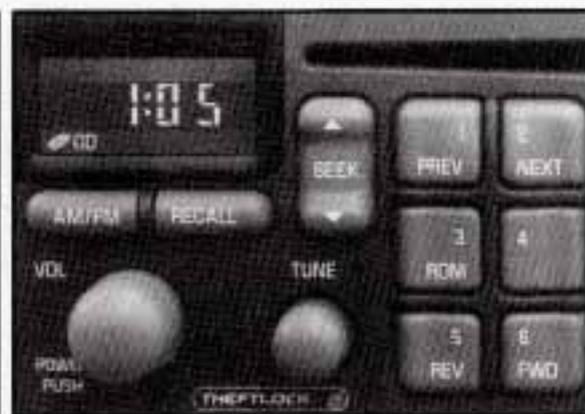
PROG (Program): Press "PROG" to play the other side of the tape.

Dolby® B Noise Reduction: This audio system has available  Dolby® B Noise Reduction to reduce background noise on Dolby® encoded tapes. When playing a cassette tape, press  to reduce background noise on your tape. The Dolby® symbol  will appear in the display. Dolby® B Noise Reduction is manufactured under license from Dolby Laboratories Licensing Corporation. Dolby® and the  symbol are trademarks of Dolby Laboratories Licensing Corporation.

REV (Reverse): Press "REV" to rapidly reverse a tape. Press "REV" again to play the tape. The radio will play while the tape is reversing. Use "SEEK" or the "TUNE" knob to change the radio station during reverse.

FWD (Forward): Press "FWD" to rapidly advance the tape. Press "FWD" again to play the tape. The radio will play while the tape is advancing. Use "SEEK" or the "TUNE" knob to change the radio station during forward.

EJECT: Press eject to remove the cassette tape. "EJECT" will operate with the ignition off.



To Play a Compact Disc:

You may use full size or the smaller 8 cm (3.2 in.) compact discs.

No adapter is required for the smaller compact discs.

With the radio on, insert a disc with the label side up. The "CD" symbol will appear in the lower left corner of the display. Wait a few seconds and the disc should begin to play.

If "ERR" (Error) appears in the display and the disc ejects, the disc cannot play temporarily. Check to see if:

- The disc is upside down.
- The disc is dirty, scratched or wet.

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AM/FM Stereo Radios with Optional Features: (CONT.)

- There may be too much moisture in the air (wait about one hour and try again).
- The road may be too rough for the disc to play. The disc should play when the road is smoother.



Compact Disc Player Control Features:

CD/PLAY: If you have a disc loaded and the radio is playing, press "CD/PLAY" to play your disc. The disc will begin playing from the track where it last stopped. To return to the radio while a disc is playing, press "AM/FM". The disc will remain safely inside the radio for future listening.

RECALL: Press "RECALL" to see which track is playing. Press it again (within five seconds) to display how long your selection has been playing.

PREV (Previous): While playing a compact disc, press "PREV" or "SEEK" ▼ to go to the beginning of the current track (if more than eight seconds have played). Press it again or hold it down to go to the previous tracks. The display will show the track number.

NEXT: While playing a compact disc, press "NEXT" or "SEEK" ▲ to go to the next track. Press it again or hold it down to continue advancing through the tracks.

RDM (Random): Press the "RDM" button to cause the CD player to play the tracks on the disc in random order. "RDM" will be displayed in the lower right corner of the display during random operation. Press "RDM" again to turn off the random feature.

REV (Reverse): Press and hold "REV" to rapidly reverse the disc. The radio display will show the time into the track during fast reverse operation.

FWD (Forward): Press and hold "FWD" to rapidly advance the disc. The radio display will show the time into the track during fast reverse operation.

EJECT: Press "EJECT" to remove the disc. The radio will play after the disc is ejected. "EJECT" will operate while the ignition is off.

Radio THEFTLOCK[®] Feature

The "THEFTLOCK[®]" feature is designed to discourage theft of your radio. It works by using a secret code to disable all radio functions whenever the battery power is removed.

The "THEFTLOCK[®]" feature for the radio may be used or ignored. If ignored, the system plays normally and the radio is not protected by the feature.



If "THEFTLOCK[®]" is activated, the "THEFTLOCK[®]" light will flash when the ignition is turned off; your radio will not operate if stolen.

When "THEFTLOCK[®]" is activated, the radio will display "LOC" to indicate a locked condition anytime the battery power is removed. If your battery loses power for any reason, you must unlock the radio with the secret code before it will operate (see "To Unlock THEFTLOCK[®] After a Power Loss" later in this section).

To Set the Secret Code:

The instructions which follow explain how to enter your secret code to activate the "THEFTLOCK[®]" system. It is recommended that you read through all nine steps before starting the procedure:

1. For your secret code, write down any number from 000 to 1999 and keep it in a safe place separate from the vehicle.
2. Turn the ignition to the "Accessory" or the "Run" position.
3. Turn the radio off.

NOTE: If you allow more than 15 seconds to elapse between any steps, the radio automatically reverts to time and you must start the procedure over at step 4.

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Radio THEFTLOCK[®] Feature (CONT.)

4. Press the "1" and "4" buttons together. Hold them down until "----" shows on the display. Next you will use the secret code number which you have written down.



5. Press the "MIN" button and "000" will appear on the display.
6. Press the "MIN" button again to make the last two digits agree with your code.
7. Press the "HR" button to make the first one or two digits agree with your code.



8. After you have confirmed that the code matches the one you wrote down, press "AM/FM". The display will show "rEP" to indicate that you need to repeat steps 5-7 to confirm your secret code.



9. Press "AM/FM" and this time the display will show "SEC", indicating that your radio is secure.

The "THEFTLOCK[®]" indicator light located below the "TUNE" knob will flash when the ignition is off.



Anytime the "THEFTLOCK[®]" is activated and the battery power is removed, the radio will display "LOC".

To Unlock THEFTLOCK[®] After a Power Loss:

Enter your secret code as follows; pause no more than 15 seconds between steps:

1. "LOC" will appear when the ignition is on.
2. Press "MIN" and "000" will appear on the display.

3. Press the "MIN" button again to make the last two digits agree with your code.
4. Press the "HR" button to make the first one or two digits agree with your code.
5. After you have confirmed that the code in the display matches the secret code you have written down, press "AM/FM". "SEC" will appear in the display indicating that the radio is now operable and secure.

If the code entered to unlock "THEFTLOCK[®]" is incorrect, the radio will remain locked. After eight unsuccessful attempts to unlock the radio, the display will show "InOP" (inoperative).

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Radio THEFTLOCK[®] Feature (CONT.)

At this point you will need to keep the ignition on for one hour before you may attempt to enter another code. After three unsuccessful attempts to unlock the radio, the display will show "InOP" (inoperative).

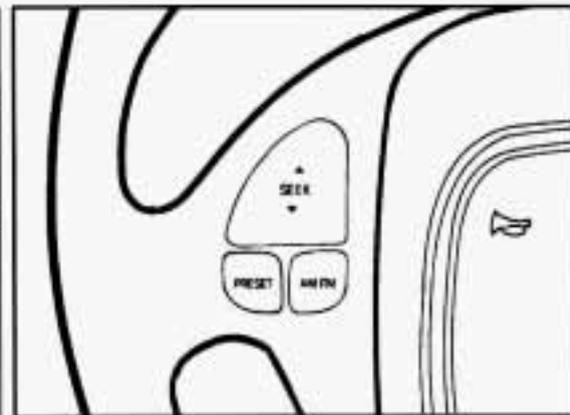
If you forget your code or cannot unlock the radio, contact your Pontiac dealer for assistance.

To disable "THEFTLOCK[®]", you simply follow these steps:

1. Turn the ignition to the "Accessory" or "Run" position.

2. Turn the radio off.
3. Press the "1" and "4" buttons together. Hold them down until "SEC" shows in the display.
4. Press "MIN" and "000" will appear on the display.
5. Press the "MIN" button again to make the last two digits agree with your code.
6. Press the "HR" button to make the first one or two digits agree with your code.
7. After you have confirmed that the code on the display matches the secret code you previously set, press the "AM/FM" button. The display will show "---" indicating that the radio is unsecured.

If the code entered is incorrect, "SEC" will appear in the display. The radio will remain secured until the correct code is entered.



Steering Wheel Controls for Audio System

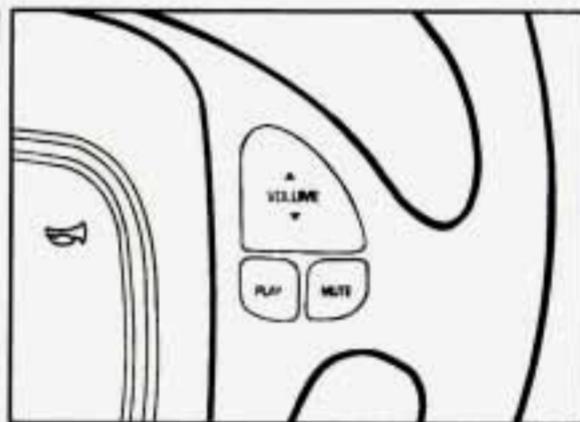
Some audio functions can be operated with these controls:

SEEK: Each time you press an up or down arrow on "SEEK", you will tune in the next station up or down the AM or FM radio band.

When listening to a cassette tape or compact disc, you can change to the previous or next selection by pressing the "SEEK" up or down arrow.

PRESET: Press the bottom of this switch to hear the radio stations that are set on your system.

AM/FM: Press the bottom of this switch to select the AM, FM1 or FM2 radio bands. The band you select will be displayed on the digital screen. The frequency of the station will be displayed, and if the station is in stereo, the stereo indicator will also be displayed. If the cassette or CD is playing and this switch is pressed, the cassette or CD will stop playing and the radio will play.



VOLUME: Press ▲ to increase volume. Press ▼ to lower the volume.

PLAY: Press the bottom of this switch to begin or resume playing the cassette or CD if a cassette or CD is loaded.

MUTE: Press the bottom of this switch to mute the radio, cassette, or compact disc. Press again to listen.

Understanding Radio Reception

FM Stereo

FM Stereo will give you the best sound, but FM signals will reach only about 10 to 40 miles (16 to 65 km). Tall buildings or hills can interfere with FM signals, causing the sound to come and go.

AM

The range for most AM stations is greater than for FM, especially at night. The longer range, however, can cause stations to interfere with each other. AM can also pick up noise from things like storms and power lines. To lower this noise, try reducing the treble level.

AM Stereo

Your Delco[®] system may be able to receive C-Quam[®] stereo broadcasts. Many AM stations around the country use C-Quam[®] to produce stereo, though some do not. C-Quam[®] is a registered trademark of Motorola, Inc. If your Delco[®] system can get C-Quam[®] signals, your stereo indicator light will come on when you are receiving it.

Comfort Controls & Audio Systems

Care of Your Cassette Tape Player

A tape player that is not cleaned regularly can cause reduced sound quality, ruined cassettes, or a damaged mechanism. Tape cassettes that are not stored in their plastic cases away from contaminants, direct sunlight, and extreme heat may not operate properly or cause premature failure of the tape player.

Your tape player should be cleaned each month or after every 50 hours of use as regular maintenance. If you notice a reduction in sound quality, try a known good cassette to see if the tape or the tape player is at fault. If this other cassette has no improvement in sound quality, clean the tape player.

Cleaning may be done with a scrubbing action, non-abrasive cleaning cassette. This system uses a cleaning cassette with pads which scrub the tape head as the hubs of the cleaner cassette turn. It is normal for the cartridge to eject while cleaning. Insert the cassette at least 3 times to ensure thorough cleaning. A

You may also choose a non-scrubbing action, wet-type cleaner which uses a cassette with a fabric belt to clean the tape head. This type of cleaning cassette will not eject. It may not clean as thoroughly as the scrubbing type cleaner.

Cassettes are subject to wear and the sound quality may degrade over time. Always make sure that the cassette tape is in good condition before you have your tape player serviced.



Care of Your Compact Discs

Handle discs carefully. Store them in their original cases or other protective cases and away from direct sunlight and dust. If the surface of a disc is soiled, dampen a clean, soft cloth in a mild, neutral detergent solution and clean it, wiping from the center to the edge.

Be sure never to touch the signal surface when handling discs. Pick up discs by grasping the outer edges or the edge of the hole and the outer edge.

Fixed Mast Antenna

The fixed mast antenna can withstand most car washes without being damaged. If the mast should ever become slightly bent, you can straighten it out by hand. If the mast is badly bent, as it might be by vandals, you should replace it.

Check every once in a while to be sure the mast is still tightened to the fender.



Power Antenna Mast Care

Your power antenna will look its best and work well if it's cleaned from time to time.

To Clean the Antenna Mast:

1. Turn on the ignition and radio to raise the antenna to full mast extension.
2. Dampen a clean cloth with mineral spirits or equivalent solvent.
3. Wipe cloth over the mast sections, removing any dirt.

4. Wipe dry with clean cloth before retracting.
5. Make the antenna go up and down by turning the radio or ignition on and off.
6. Then repeat if necessary.

NOTICE:

Don't lubricate the power antenna. Lubrication could damage it.

NOTICE:

Before entering an automatic car wash, turn off your radio to make the power antenna go down. This will prevent the mast from possibly getting damaged. If the antenna does not go down when you turn the radio off, it may be damaged or need to be cleaned. In either case, lower the antenna by hand by carefully pressing the antenna down.

If the mast portion of your antenna is damaged, you can easily replace it. See your dealer for a replacement kit and follow the instructions in the kit.

Notes



Here you'll find information about driving on different kinds of roads and in varying weather conditions. We've also included many other useful tips on driving.

Part 4 Your Driving and the Road

Defensive Driving	130
Drunken Driving	130
Control of a Vehicle	
Braking	133
Anti-Lock Brakes	134
Steering Tips	135
Steering in Emergencies	136
Passing	137
Driving at Night	139
Driving in the Rain	140
City Driving	142
Freeway Driving	143
Hill and Mountain Roads	145
Winter Driving	146
Towing a Trailer	149

Your Driving and the Road

■ *Defensive Driving*

The best advice anyone can give about driving is: Drive defensively.

Please start with a very important safety device in your Pontiac: Buckle up. (See "Safety Belts" in the Index.)

Defensive driving really means "be ready for anything." On city streets, rural roads, or freeways, it means "always expect the unexpected."

Assume that pedestrians or other drivers are going to be careless and make mistakes. Anticipate what they might do. Be ready for their mistakes.

Rear-end collisions are about the most preventable of accidents. Yet they are common. Allow enough following distance. It's the best defensive driving maneuver, in both city and rural driving. You never know when the vehicle in front of you is going to brake or turn suddenly.

■ *Drunken Driving*

Death and injury associated with drinking and driving is a national tragedy. It's the number one contributor to the highway death toll, claiming thousands of victims every year. Alcohol takes away three things that anyone needs to drive a vehicle:

- Judgment
- Muscular Coordination
- Vision

Police records show that almost half of all motor vehicle-related deaths involve alcohol — a driver, a passenger or someone else, such as a pedestrian, had been drinking. In most cases, these deaths are the result of someone who was drinking and driving. About 20,000 motor vehicle-related deaths occur each year because of alcohol, and thousands of people are injured.

Just how much alcohol is too much if a person plans to drive? Ideally, no one should drink alcohol and then drive. But if one does, then what's "too much"? It can be a lot less than many might think. Although it depends on each person and situation, here is some general information on the problem.

The Blood Alcohol Content (BAC) of someone who is drinking depends upon four things:

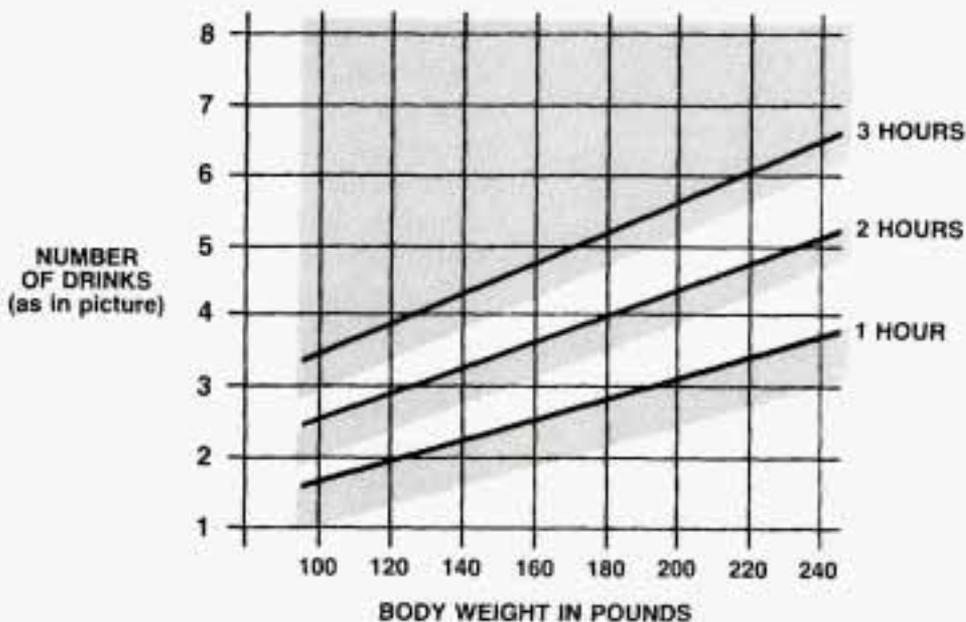
- How much alcohol is in the drink.
- The drinker's body weight.
- The amount of food that is consumed before and during drinking.
- The length of time it has taken the drinker to consume the alcohol.



According to the American Medical Association, a 180-pound (82 kg) person who drinks three 12-ounce (355 ml) bottles of beer in an hour will end up with a BAC of about 0.06 percent. The person would reach the same BAC by drinking three 4-ounce (120 ml) glasses of wine or three mixed drinks if each had 1-1/2 ounces (45 ml) of a liquor like whiskey, gin or vodka.

It's the amount of alcohol that counts. For example, if the same person drank three double martinis (3 ounces or 90 ml of liquor each) within an hour, the person's BAC would be close to 0.12 percent. A person who consumes food just before or during drinking will have a slightly lower BAC level.

DRINKING THAT WILL RESULT IN A BAC OF 0.05% IN THE TIME SHOWN



The law in most U.S. states sets the legal limit at a BAC of 0.10 percent. In Canada the limit is 0.08 percent, and in some other countries it's lower than that. The BAC will be over 0.10 percent after three

to six drinks (in one hour). Of course, as we've seen, it depends on how much alcohol is in the drinks, and how quickly the person drinks them.

Your Driving and the Road

■ *Drunken Driving (CONT.)*

But it's very important to keep in mind that the ability to drive is affected well below a BAC of 0.10 percent. Research shows that the driving skills of many people are impaired at a BAC approaching 0.05 percent, and that the effects are worse at night. All drivers are impaired at BAC levels above 0.05 percent. Statistics show that the chance of being in an accident increases sharply for drivers who have a BAC of 0.05 percent or above. A driver with a BAC level of 0.06 percent (three beers in one hour for a 180-pound or 82 kg person) has doubled his or her chance of having an accident. At a BAC level of 0.10 percent, the chance of that driver having an accident is six times greater; at a level of 0.15 percent, the chances are twenty-five times greater! And, the body takes about an hour to rid itself of the alcohol in one drink. No amount of coffee or number of cold showers will speed that up.

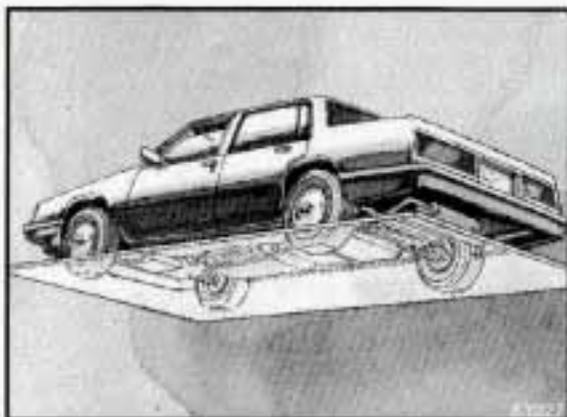
"I'll be careful" isn't the right answer. What if there's an emergency, a need to take sudden action, as when a child darts into the street? A person with a higher BAC might not be able to react quickly enough to avoid the collision.

There's something else about drinking and driving that many people don't know. Medical research shows that alcohol in a person's system can make crash injuries worse. That's especially true for brain, spinal cord and heart injuries. That means that if anyone who has been drinking -- driver or passenger -- is in a crash, the chance of being killed or permanently disabled is higher than if that person had not been drinking. And we've already seen that the chance of a crash itself is higher for drinking drivers.



CAUTION:

Drinking and then driving is very dangerous. Your reflexes, perceptions, and judgment will be affected by even a small amount of alcohol. You could have a serious -- or even fatal -- accident if you drive after drinking. Please don't drink and drive or ride with a driver who has been drinking. Ride home in a cab; or if you're with a group, designate a driver who will not drink.



■ *Control of a Vehicle*

You have three systems that make your vehicle go where you want it to go. They are the brakes, the steering and the accelerator. All three systems have to do their work at the places where the tires meet the road.

Sometimes, as when you're driving on snow or ice, it's easy to ask more of those control systems than the tires and road can provide. That means you can lose control of your vehicle.

■ *Braking*

Braking action involves perception time and reaction time.

First, you have to decide to push on the brake pedal. That's perception time. Then you have to bring up your foot and do it. That's reaction time.

Average reaction time is about 3/4 of a second. But that's only an average. It might be less with one driver and as long as two or three seconds or more with another. Age, physical condition, alertness, coordination, and eyesight all play a part. So do alcohol, drugs and frustration. But even in 3/4 of a second, a vehicle moving at 60 mph (100 km/h) travels 66 feet (20 m). That could be a lot of distance in an emergency, so keeping enough space between your vehicle and others is important.

And, of course, actual stopping distances vary greatly with the surface of the road (whether it's pavement or gravel); the condition of the road (wet, dry, icy); tire tread; and the condition of your brakes.

Avoid needless heavy braking. Some people drive in spurts -- heavy acceleration followed by heavy braking -- rather than keeping pace with traffic. This is a mistake. Your brakes may not have time to cool between hard stops. Your brakes will wear out much faster if you do a lot of heavy braking. If you keep pace with the traffic and allow realistic following distances, you will eliminate a lot of unnecessary braking. That means better braking and longer brake life.

If your engine ever stops while you're driving, brake normally but don't pump your brakes. If you do, the pedal may get harder to push down. If your engine stops, you will still have some power brake assist. But you will use it when you brake. Once the power assist is used up, it may take longer to stop and the brake pedal will be harder to push.

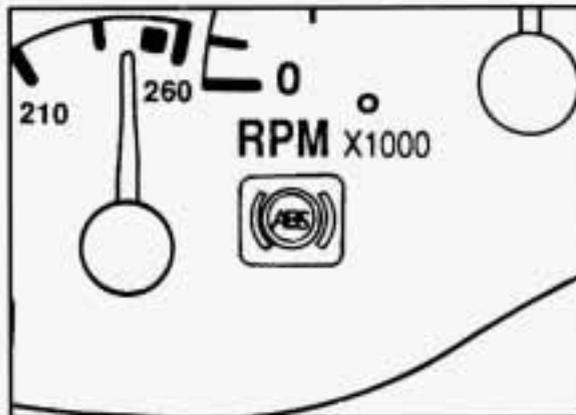
Your Driving and the Road



Anti-Lock Brakes (ABS) ***(OPTION)***

If your Pontiac has this system, your Pontiac has an advanced electronic braking system that will help prevent skidding.

If you have an anti-lock brake system (ABS), the brake pedal will say so.



And this light on the instrument panel will go on when you start your vehicle.

When you start your vehicle, or when you begin to drive away, you may hear a momentary motor or clicking noise. And you may even notice that your brake pedal moves a little while this is going on. This is the ABS system testing itself. If there's a problem with the anti-lock brake system, the anti-lock brake system warning light will stay on or flash.

See "Anti-Lock Brake System Warning Light" in the Index.



Here's how anti-lock works. Let's say the road is wet. You're driving safely. Suddenly an animal jumps out in front of you.

You slam on the brakes. Here's what happens with ABS.

A computer senses that wheels are slowing down. If one of the wheels is about to stop rolling, the computer will separately work the brakes at each front wheel and at the rear wheels.

The anti-lock system can change the brake pressure faster than any driver could. The computer is programmed to make the most of available tire and road conditions.



You can steer around the obstacle while braking hard.

As you brake, your computer keeps receiving updates on wheel speed and controls braking pressure accordingly.

Remember: Anti-lock doesn't change the time you need to get your foot up to the brake pedal. If you get too close to the vehicle in front of you, you won't have time to apply your brakes if that vehicle suddenly slows or stops. Always leave enough room up ahead to stop, even though you have anti-lock brakes.

To Use Anti-Lock

Don't pump the brakes. Just hold the brake pedal down and let anti-lock work for you. You may feel the system working, or you may notice some noise, but this is normal.

Braking in Emergencies

At some time, nearly every driver gets into a situation that requires hard braking.

If you have anti-lock, you can steer and brake at the same time. However, if you don't have anti-lock, your first reaction -- to hit the brake pedal hard and hold it down -- may be the wrong thing to do. Your wheels can stop rolling. Once they do, the vehicle can't respond to your steering. Momentum will carry it in whatever direction it was headed when the wheels stopped rolling. That could be off the road, into the very thing you were trying to avoid, or into traffic.

If you don't have anti-lock, use a "squeeze" braking technique. This will give you maximum braking while maintaining steering control. You do this by pushing on the brake pedal with steadily increasing pressure.

In an emergency you will probably want to "squeeze" the brakes hard without locking the wheels. If you hear or feel the wheels sliding, ease off the brake pedal. This will help you retain steering control.

(If you do have anti-lock, it's different: see "Anti-Lock Brakes." in the Index.) In many emergencies, steering can help you more than even the very best braking.

■ *Steering*

Power Steering

If you lose power steering assist because the engine stops or the system is not functioning, you can steer but it will take much more effort.

Steering Tips

Driving on Curves

It's important to take curves at a reasonable speed.

A lot of the "driver lost control" accidents mentioned on the news happen on curves. Here's why:

Experienced driver or beginner, each of us is subject to the same laws of physics

Your Driving and the Road

■ *Steering (CONT.)*

when driving on curves. The traction of the tires against the road surface makes it possible for the vehicle to change its path when you turn the front wheels. If there's no traction, inertia will keep the vehicle going in the same direction. If you've ever tried to steer a vehicle on wet ice, you'll understand this.

The traction you can get in a curve depends on the condition of your tires and the road surface, the angle at which the curve is banked, and your speed. While you're in a curve, speed is the one factor you can control.

Suppose you're steering through a sharp curve. Then you suddenly apply the brakes. Both control systems -- steering and braking -- have to do their work where the tires meet the road. Unless you have four-wheel anti-lock brakes, adding the hard braking can demand too much of those places. You can lose control.

The same thing can happen if you're steering through a sharp curve and you suddenly accelerate. Those two control systems -- steering and acceleration -- can overwhelm those places where the tires meet the road and make you lose control.

What should you do if this ever happens? Ease up on the brake or accelerator pedal, steer the vehicle the way you want it to go, and slow down.

Speed limit signs near curves warn that you should adjust your speed. Of course, the posted speeds are based on good weather and road conditions. Under less favorable conditions you'll want to go slower.

If you need to reduce your speed as you approach a curve, do it before you enter the curve, while your front wheels are straight ahead.

Try to adjust your speed so you can "drive" through the curve. Maintain a reasonable, steady speed. Wait to accelerate until you are out of the curve, and then accelerate gently into the straightaway.



Steering in Emergencies

There are times when steering can be more effective than braking. For example, you come over a hill and find a truck stopped in your lane, or a car suddenly pulls out from nowhere, or a child darts out from between parked cars and stops right in front of you. You can avoid these problems by braking -- if you can stop in time. But sometimes you can't; there isn't room. That's the time for evasive action -- steering around the problem.

Your Pontiac can perform very well in emergencies like these. First apply your brakes -- but, unless you have anti-lock, not enough to lock your wheels. It is better to remove as much speed as you can from a possible collision. Then steer around the problem, to the left or right depending on the space available.

An emergency like this requires close attention and a quick decision. If you are holding the steering wheel at the recommended 9 and 3 o'clock positions, you can turn it a full 180 degrees very quickly without removing either hand. But you have to act fast, steer quickly, and just as quickly straighten the wheel once you have avoided the object.

The fact that such emergency situations are always possible is a good reason to practice defensive driving at all times and wear safety belts properly.



■ *Off-Road Recovery*

You may find sometime that your right wheels have dropped off the edge of a road onto the shoulder while you're driving.

If the level of the shoulder is only slightly below the pavement, recovery should be fairly easy. Ease off the accelerator and then, if there is nothing in the way, steer so that your vehicle straddles the edge of the pavement. You can turn the steering wheel up to 1/4 turn until the right front tire contacts the pavement edge. Then turn your steering wheel to go straight down the roadway.

■ *Passing*

The driver of a vehicle about to pass another on a two-lane highway waits for just the right moment, accelerates, moves around the vehicle ahead, then goes back into the right lane again. A simple maneuver?

Not necessarily! Passing another vehicle on a two-lane highway is a potentially dangerous move, since the passing vehicle occupies the same lane as oncoming traffic for several seconds. A miscalculation, an error in judgment, or a brief surrender to frustration or anger can suddenly put the passing driver face to face with the worst of all traffic accidents -- the head-on collision.

So here are some tips for passing:

- "Drive ahead." Look down the road, to the sides, and to crossroads for situations that might affect your passing patterns. If you have any doubt whatsoever about making a successful pass, wait for a better time.
- Watch for traffic signs, pavement markings, and lines. If you can see a sign up ahead that might indicate a

Your Driving and the Road

■ *Passing (CONT.)*

turn or an intersection, delay your pass. A broken center line usually indicates it's all right to pass (providing the road ahead is clear). Never cross a solid line on your side of the lane or a double solid line, even if the road seems empty of approaching traffic.

- Do not get too close to the vehicle you want to pass while you're awaiting an opportunity. For one thing, following too closely reduces your area of vision, especially if you're following a larger vehicle. Also, you won't have adequate space if the vehicle ahead suddenly slows or stops. Keep back a reasonable distance.
- When it looks like a chance to pass is coming up, start to accelerate but stay in the right lane and don't get too close. Time your move so you will be increasing speed as the time comes to move into the other lane. If the way is clear to pass, you will have a "running start" that more than makes up for the distance you would lose by dropping back. And if something happens to cause you to cancel your pass, you

need only slow down and drop back again and wait for another opportunity.

- If other cars are lined up to pass a slow vehicle, wait your turn. But take care that someone isn't trying to pass you as you pull out to pass the slow vehicle. Remember to glance over your shoulder and check the blind spot.
- Check your mirrors, glance over your shoulder, and start your left lane change signal before moving out of the right lane to pass. When you are far enough ahead of the passed vehicle to see its front in your inside mirror, activate your right lane change signal and move back into the right lane. (Remember that your right outside mirror is convex. The vehicle you just passed may seem to be farther away from you than it really is.)
- Try not to pass more than one vehicle at a time on two-lane roads. Reconsider before passing the next vehicle.

- Don't overtake a slowly moving vehicle too rapidly. Even though the brake lights are not flashing, it may be slowing down or starting to turn.
- If you're being passed, make it easy for the following driver to get ahead of you. Perhaps you can ease a little to the right.

■ *Loss of Control*

Let's review what driving experts say about what happens when the three control systems (brakes, steering and acceleration) don't have enough friction where the tires meet the road to do what the driver has asked.

In any emergency, don't give up. Keep trying to steer and constantly seek an escape route or area of less danger.

Skidding

In a skid, a driver can lose control of the vehicle. Defensive drivers avoid most skids by taking reasonable care suited to existing conditions, and by not "overdriving" those conditions. But skids are always possible.

The three types of skids correspond to your Pontiac's three control systems. In the braking skid your wheels aren't rolling. In the steering or cornering skid, too much speed or steering in a curve causes tires to slip and lose cornering force. And in the acceleration skid too much throttle causes the driving wheels to spin.

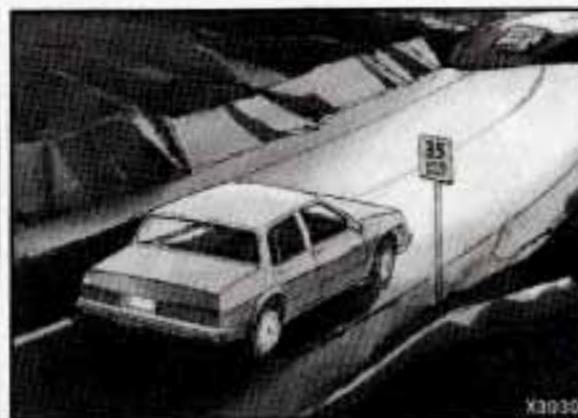
A cornering skid and an acceleration skid are best handled by easing your foot off the accelerator pedal.

If your vehicle starts to slide, ease your foot off the accelerator pedal and quickly steer the way you want the vehicle to go. If you start steering quickly enough, your vehicle may straighten out. Always be ready for a second skid if it occurs.

Of course, traction is reduced when water, snow, ice, gravel, or other material is on the road. For safety, you'll want to slow down and adjust your driving to these conditions. It is important to slow down on slippery surfaces because stopping distance will be longer and vehicle control more limited.

While driving on a surface with reduced traction, try your best to avoid sudden steering, acceleration, or braking (including engine braking by shifting to a lower gear). Any sudden changes could cause the tires to slide. You may not realize the surface is slippery until your vehicle is skidding. Learn to recognize warning clues -- such as enough water, ice or packed snow on the road to make a "mirrored surface" -- and slow down when you have any doubt.

If you have the anti-lock braking system, remember: It helps avoid only the braking skid. If you do not have anti-lock, then in a braking skid (where the wheels are no longer rolling), release enough pressure on the brakes to get the wheels rolling again. This restores steering control. Push the brake pedal down steadily when you have to stop suddenly. As long as the wheels are rolling, you will have steering control.



■ *Driving at Night*

Night driving is more dangerous than day driving. One reason is that some drivers are likely to be impaired -- by alcohol or drugs, with night vision problems, or by fatigue.

Here are some tips on night driving.

- Drive defensively.
- Don't drink and drive.
- Adjust your inside rearview mirror to reduce the glare from headlights behind you.

Your Driving and the Road

- Since you can't see as well, you may need to slow down and keep more space between you and other vehicles.
- Slow down, especially on higher speed roads. Your headlights can light up only so much road ahead.
- In remote areas, watch for animals.
- If you're tired, pull off the road in a safe place and rest.

Night Vision

No one can see as well at night as in the daytime. But as we get older these differences increase. A 50-year-old driver may require at least twice as much light to see the same thing at night as a 20-year-old.

What you do in the daytime can also affect your night vision. For example, if you spend the day in bright sunshine you are wise to wear sunglasses. Your eyes will have less trouble adjusting to night. But if you're driving, don't wear sunglasses at night. They may cut down on glare from headlights, but they also make a lot of things invisible.

You can be temporarily blinded by approaching lights. It can take a second or two, or even several seconds, for your eyes to readjust to the dark. When you are faced with severe glare (as from a driver who doesn't lower the high beams, or a vehicle with misaimed headlights), slow down a little. Avoid staring directly into the approaching lights.

Keep your windshield and all the glass on your vehicle clean -- inside and out. Glare at night is made much worse by dirt on the glass. Even the inside of the glass can build up a film caused by dust. Dirty glass makes lights dazzle and flash more than clean glass would, making the pupils of your eyes contract repeatedly.

Remember that your headlights light up far less of a roadway when you are in a turn or curve. Keep your eyes moving; that way, it's easier to pick out dimly lighted objects. Just as your headlights should be checked regularly for proper aim, so should your eyes be examined regularly. Some drivers suffer from night blindness -- the inability to see in dim light -- and aren't even aware of it.



■ *Driving in the Rain*

Rain and wet roads can mean driving trouble. On a wet road you can't stop, accelerate or turn as well because your tire-to-road traction isn't as good as on dry roads. And, if your tires don't have much tread left, you'll get even less traction. It's always wise to go slower and be cautious if rain starts to fall while you are driving. The surface may get wet suddenly when your reflexes are tuned for driving on dry pavement.

The heavier the rain, the harder it is to see. Even if your windshield wiper blades are in good shape, a heavy rain can make it harder to see road signs and traffic signals, pavement markings, the edge of the road, and even people walking.

It's wise to keep your wiping equipment in good shape and keep your windshield washer tank filled. Replace your windshield wiper inserts when they show signs of streaking or missing areas on the windshield, or when strips of rubber start to separate from the inserts.



Driving too fast through large water puddles or even going through some car washes can cause problems, too. The water may affect your brakes. Try to avoid puddles. But if you can't, try to slow down before you hit them.

 **CAUTION:**

Wet brakes can cause accidents. They won't work well in a quick stop and may cause pulling to one side. You could lose control of the vehicle.

After driving through a large puddle of water or a car wash, apply your brake pedal lightly until your brakes work normally.

Your Driving and the Road

Hydroplaning

Hydroplaning is dangerous. So much water can build up under your tires that they can actually ride on the water. This can happen if the road is wet enough and you're going fast enough. When your vehicle is hydroplaning, it has little or no contact with the road.

Hydroplaning doesn't happen often. But it can if your tires haven't much tread or if the pressure in one or more is low. It can happen if a lot of water is standing on the road. If you can see reflections from trees, telephone poles, or other vehicles, and raindrops "dimple" the water's surface, there could be hydroplaning.

Hydroplaning usually happens at higher speeds. There just isn't a hard and fast rule about hydroplaning. The best advice is to slow down when it is raining.

Some Other Rainy Weather Tips

- Turn on your low-beam headlights -- not just your parking lights -- to help make you more visible to others.
- Besides slowing down, allow some extra following distance. And be especially careful when you pass another vehicle. Allow yourself more clear room ahead, and be prepared to have your view restricted by road spray.
- Have good tires with proper tread depth. (See "Tires" in the Index.)

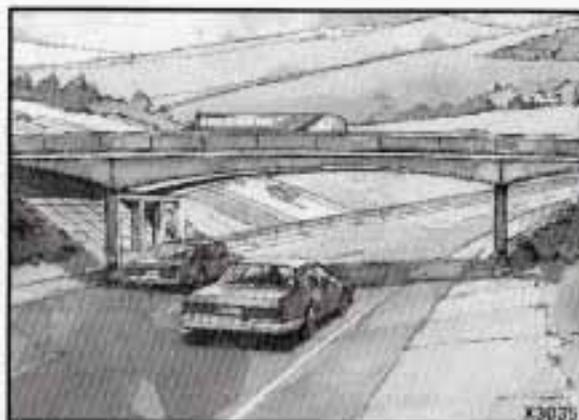


■ *City Driving*

One of the biggest problems with city streets is the amount of traffic on them. You'll want to watch out for what the other drivers are doing and pay attention to traffic signals.

Here are ways to increase your safety in city driving:

- Know the best way to get to where you are going. Get a city map and plan your trip into an unknown part of the city just as you would for a cross-country trip.
- Try to use the freeways that rim and crisscross most large cities. You'll save time and energy. (See the next section, "Freeway Driving.")
- Treat a green light as a warning signal. A traffic light is there because the corner is busy enough to need it. When a light turns green, and just before you start to move, check both ways for vehicles that have not cleared the intersection or may be running the red light.



■ *Freeway Driving*

Mile for mile, freeways (also called thruways, parkways, expressways, turnpikes, or superhighways) are the safest of all roads. But they have their own special rules.

The most important advice on freeway driving is: Keep up with traffic and keep to the right. Drive at the same speed most of the other drivers are driving. Too-fast or too-slow driving breaks a smooth traffic flow. Treat the left lane on a freeway as a passing lane.

At the entrance there is usually a ramp that leads to the freeway. If you have a clear view of the freeway as you drive

along the entrance ramp, you should begin to check traffic. Try to determine where you expect to blend with the flow. Try to merge into the gap at close to the prevailing speed. Switch on your turn signal, check your mirrors and glance over your shoulder as often as necessary. Try to blend smoothly with the traffic flow.

Once you are on the freeway, adjust your speed to the posted limit or to the prevailing rate if it's slower. Stay in the right lane unless you want to pass.

Before changing lanes, check your mirrors. Then use your turn signal.

Just before you leave the lane, glance quickly over your shoulder to make sure there isn't another vehicle in your "blind" spot.

Once you are moving on the freeway, make certain you allow a reasonable following distance. Expect to move slightly slower at night.

When you want to leave the freeway, move to the proper lane well in advance. If you miss your exit do not, under any circumstances, stop and back up. Drive on to the next exit.

Your Driving and the Road

The exit ramp can be curved, sometimes quite sharply.

The exit speed is usually posted.

Reduce your speed according to your speedometer, not to your sense of motion. After driving for any distance at higher speeds, you may tend to think you are going slower than you actually are.

■ *Before Leaving on a Long Trip*

Make sure you're ready. Try to be well rested. If you must start when you're not fresh -- such as after a day's work -- don't plan to make too many miles that first part of the journey. Wear comfortable clothing and shoes you can easily drive in.

Is your vehicle ready for a long trip? If you keep it serviced and maintained, it's ready to go. If it needs service, have it done before starting out. Of course, you'll find experienced and able service experts in Pontiac dealerships all across North America. They'll be ready and willing to help if you need it.

Here are some things you can check before a trip:

- Windshield Washer Fluid: Is the reservoir full? Are all windows clean inside and outside?
- Wiper Blades: Are they in good shape?
- Fuel, Engine Oil, Other Fluids: Have you checked all levels?
- Lights: Are they all working? Are the lenses clean?
- Tires: They are vitally important to a safe, trouble-free trip. Is the tread good enough for long-distance driving? Are the tires all inflated to the recommended pressure?
- Weather Forecasts: What's the weather outlook along your route? Should you delay your trip a short time to avoid a major storm system?
- Maps: Do you have up-to-date maps?

■ *Highway Hypnosis*

Is there actually such a condition as "highway hypnosis"? Or is it just plain falling asleep at the wheel? Call it highway hypnosis, lack of awareness, or whatever.

There is something about an easy stretch of road with the same scenery, along with the hum of the tires on the road, the drone of the engine, and the rush of the wind against the vehicle that can make you sleepy. Don't let it happen to you! If it does, your vehicle can leave the road in less than a second, and you could crash and be injured.

What can you do about highway hypnosis? First, be aware that it can happen.

Then here are some tips:

- Make sure your vehicle is well ventilated, with a comfortably cool interior.
- Keep your eyes moving. Scan the road ahead and to the sides. Check your rearview mirrors and your instruments frequently.
- If you get sleepy, pull off the road into a rest, service, or parking area and take a nap, get some exercise, or both. For safety, treat drowsiness on the highway as an emergency.



● *Hill and Mountain Roads*

Driving on steep hills or mountains is different from driving in flat or rolling terrain.

If you drive regularly in steep country, or if you're planning to visit there, here are some tips that can make your trips safer and more enjoyable.

- Keep your vehicle in good shape. Check all fluid levels and also the brakes, tires, cooling system and transaxle. These parts can work hard on mountain roads.

- Know how to go down hills. The most important thing to know is this: let your engine do some of the slowing down. Shift to a lower gear when you go down a steep or long hill.

CAUTION:

If you don't shift down, your brakes could get so hot that they wouldn't work well. You would then have poor braking or even none going down a hill. You could crash. Shift down to let your engine assist your brakes on a steep downhill slope.

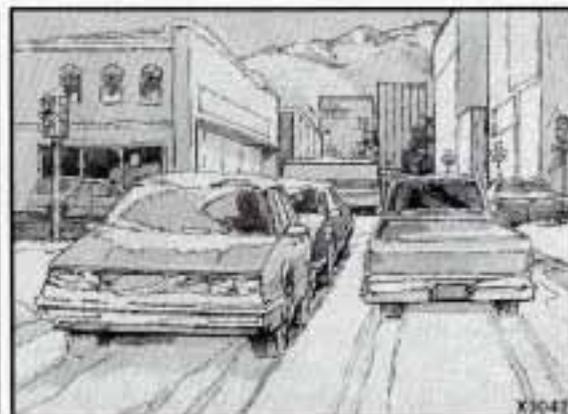
Your Driving and the Road

CAUTION:

Coasting downhill in "N" (Neutral) or with the ignition off is dangerous. Your brakes will have to do all the work of slowing down. They could get so hot that they wouldn't work well. You could crash. Always have your engine running and your vehicle in gear when you go downhill.

- Know how to go uphill. You may want to shift down to a lower gear. The lower gears help cool your engine and transaxle, and you can climb the hill better.

- Stay in your own lane when driving on two-lane roads in hills or mountains. Don't swing wide or cut across the center of the road. Drive at speeds that let you stay in your own lane.
- As you go over the top of a hill, be alert. There could be something in your lane, like a stalled car or an accident.
- You may see highway signs on mountains that warn of special problems. Examples are long grades, passing or no-passing zones, a falling rocks area, or winding roads. Be alert to these and take appropriate action.



■ *Winter Driving*

Here are some tips for winter driving:

- Have your Pontiac in good shape for winter. Be sure your engine coolant mix is correct.
- You may want to put winter emergency supplies in your trunk.



Include an ice scraper, a small brush or broom, a supply of windshield washer fluid, a rag, some winter outer clothing, a small shovel, a flashlight, a red cloth, and a couple of reflective warning triangles. And, if you will be driving under severe conditions, include a small bag of sand, a piece of old carpet or a couple of burlap bags to help provide traction. Be sure you properly secure these items in your vehicle.



Driving on Snow or Ice

Most of the time, those places where your tires meet the road probably have good traction.

However, if there is snow or ice between your tires and the road, you can have a very slippery situation. You'll have a lot less traction or "grip" and will need to be very careful.

What's the worst time for this? "Wet ice." Very cold snow or ice can be slick and hard to drive on. But wet ice can be even more trouble because it may offer the least traction of all. You can get "wet ice" when it's about freezing (32°F; 0°C) and freezing rain begins to fall. Try to avoid

driving on wet ice until salt and sand crews can get there.

Whatever the condition -- smooth ice, packed, blowing or loose snow -- drive with caution. Accelerate gently. Try not to break the fragile traction. If you accelerate too fast, the drive wheels will spin and polish the surface under the tires even more.

Unless you have the anti-lock braking system, you'll want to brake very gently, too. (If you do have anti-lock, see "Anti-Lock Brakes" in the Index. This system improves your vehicle's ability to make a hard stop on a slippery road.) Whether you have the anti-lock braking system or not, you'll want to begin stopping sooner than you would on dry pavement. Without anti-lock brakes, if you feel your vehicle begin to slide, let up on the brakes a little. Push the brake pedal down steadily to get the most traction you can.

Remember, unless you have anti-lock, if you brake so hard that your wheels stop rolling, you'll just slide. Brake so your wheels always keep rolling and you can still steer.

Your Driving and the Road

Driving on Snow or Ice (CONT.)

- Whatever your braking system, allow greater following distance on any slippery road.
- Watch for slippery spots. The road might be fine until you hit a spot that's covered with ice. On an otherwise clear road, ice patches may appear in shaded areas where the sun can't reach: around clumps of trees, behind buildings, or under bridges. Sometimes the surface of a curve or an overpass may remain icy when the surrounding roads are clear. If you see a patch of ice ahead of you, brake before you are on it. Try not to brake while you're actually on the ice, and avoid sudden steering maneuvers.



If You're Caught in a Blizzard

If you are stopped by heavy snow, you could be in a serious situation. You should probably stay with your vehicle unless you know for sure that you are near help and you can hike through the snow. Here are some things to do to summon help and keep yourself and your passengers safe: Turn on your hazard flashers. Tie a red cloth to your vehicle to alert police that

you've been stopped by the snow. Put on extra clothing or wrap a blanket around you. If you have no blankets or extra clothing, make body insulators from newspapers, burlap bags, rags, floor mats -- anything you can wrap around yourself or tuck under your clothing to keep warm.

You can run the engine to keep warm, but be careful.



! CAUTION:

Snow can trap exhaust gases under your vehicle. This can cause deadly CO (carbon monoxide) gas to get inside. CO could overcome you and kill you. You can't see it or smell it, so you might not know it is in your vehicle. Clear away snow from around the base of your vehicle, especially any that is blocking your exhaust pipe. And check around again from time to time to be sure snow doesn't collect there.

CAUTION: (Continued)

CAUTION: (Continued)

Open a window just a little on the side of the vehicle that's away from the wind. This will help keep CO out.

Run your engine only as long as you must. This saves fuel. When you run the engine, make it go a little faster than just idle. That is, push the accelerator slightly. This uses less fuel for the heat that you get and it keeps the battery charged. You will need a well-charged battery to restart the vehicle, and possibly for signaling later on with your headlights. Let the heater run for awhile.

Then, shut the engine off and close the window almost all the way to preserve the heat. Start the engine again and repeat this only when you feel really uncomfortable from the cold. But do it as little as possible. Preserve the fuel as long as you can. To help keep warm, you can get out of the vehicle and do some fairly vigorous exercises every half hour or so until help comes.

■ Towing a Trailer

! CAUTION:

If you don't use the correct equipment and drive properly, you can lose control when you pull a trailer. For example, if the trailer is too heavy, the brakes may not work well -- or even at all. You and your passengers could be seriously injured. Pull a trailer only if you have followed all the steps in this section. Ask your Pontiac dealer for advice and information about towing a trailer with your vehicle.

NOTICE:

Pulling a trailer improperly can damage your vehicle and result in costly repairs not covered by your warranty. To pull a trailer correctly, follow the advice in this section, and see your Pontiac dealer for important information about towing a trailer with your vehicle.

Your Driving and the Road

■ *Towing a Trailer (CONT.)*

Your vehicle can tow a trailer if it is equipped with a 3.1L (VIN Code M) engine or a 3.4L (VIN Code X) engine and proper trailer towing equipment. To identify what the vehicle trailering capacity is for your vehicle, you should read the information in "Weight of the Trailer" that appears later in this section. But trailering is different than just driving your vehicle by itself. Trailering means changes in handling, durability, and fuel economy. Successful, safe trailering takes correct equipment, and it has to be used properly.

That's the reason for this section. In it are many time-tested, important trailering tips and safety rules. Many of these are important for your safety and that of your passengers. So please read this section carefully before you pull a trailer.

Load-pulling components such as the engine, transaxle, wheel assemblies, and tires are forced to work harder against the drag of the added weight. The engine is required to operate at relatively higher speeds and under greater loads, generating extra heat. What's more, the trailer adds considerably to wind resistance, increasing the pulling requirements.

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If You Do Decide To Pull A Trailer

If you do, here are some important points.

- There are many different laws including speed limit restrictions, having to do with trailering. Make sure your rig will be legal, not only where you live but also where you'll be driving. A good source for this information can be state or provincial police.

- Consider using a sway control.

You can ask a hitch dealer about sway controls.

- Don't tow a trailer at all during the first 1,000 miles (1600 km) your new vehicle is driven. Your engine, transaxle or other parts could be damaged.
- Then, during the first 500 miles (800 km) that you tow a trailer, don't drive over 50 mph (80 km/h) and don't make starts at full throttle. This helps your engine and other parts of your vehicle wear in at the heavier loads.
- Obey speed limit restrictions when towing a trailer. Don't drive faster than the maximum posted speed for trailers or no more than 55 mph (90 km/h) to save wear on your vehicle's parts.

Three important considerations have to do with weight:

Weight of the Trailer

How heavy can a trailer safely be?

It should never weigh more than 1,000 pounds (450 kg). But even that can be too heavy.

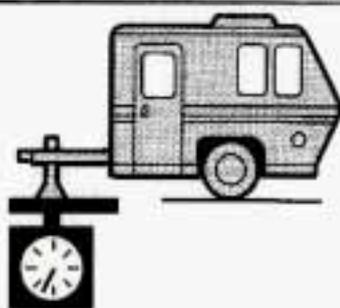
It depends on how you plan to use your rig. For example, speed, altitude, road grades, outside temperature and how much your vehicle is used to pull a trailer are all important. And, it can also depend on any special equipment that you have on your vehicle.

You can ask your dealer for our trailering information or advice, or you can write us at:

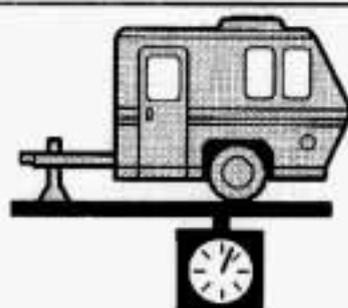
Customer Assistance Center
Pontiac Division
One Pontiac Plaza
Pontiac, MI 48340-2952

In Canada, write to:

General Motors of Canada Limited,
Customer Assistance Center
1908 Colonel Sam Drive
Oshawa, Ontario L1H 8P7.



A



B

Weight of the Trailer Tongue

The tongue load (A) of any trailer is an important weight to measure because it affects the total capacity weight of your vehicle. The capacity weight includes the curb weight of the vehicle, any cargo you may carry in it, and the people who will be riding in the vehicle. And if you will tow a trailer, you must subtract the tongue load from your vehicle's capacity weight because your vehicle will be carrying that weight, too. See "Loading Your Vehicle" in the Index for more

information about your vehicle's maximum load capacity.

If you're using a "dead-weight" hitch, the trailer tongue (A) should weigh 10% of the total loaded trailer weight (B). If you have a "weight-distributing" hitch, the trailer tongue (A) should weigh 12% of the total loaded trailer weight (B).

After you've loaded your trailer, weigh the trailer and then the tongue, separately, to see if the weights are proper. If they aren't, you may be able to get them right simply by moving some items around in the trailer.

Total Weight on Your Vehicle's Tires

Be sure your vehicle's tires are inflated to the limit for cold tires. You'll find these numbers on the Certification label at the rear edge of the driver's door or see "Loading Your Vehicle" in the Index. Then be sure you don't go over the GVW limit for your vehicle.

Hitches

It's important to have the correct hitch equipment. Crosswinds, large trucks going by, and rough roads are a few reasons why you'll need the right hitch. Here are some rules to follow:

- Will you have to make any holes in the body of your vehicle when you install a trailer hitch? If you do, then be sure to seal the holes later when you remove the hitch. If you don't seal them, deadly carbon monoxide (CO) from your exhaust can get into your vehicle (see "Carbon Monoxide" in the Index). Dirt and water can, too.

Your Driving and the Road

Hitches (CONT.)

- The bumpers on your vehicle are not intended for hitches. Do not attach rental hitches or other bumper-type hitches to them. Use only a frame-mounted hitch that does not attach to the bumper.

Safety Chains

You should always attach chains between your vehicle and your trailer. Cross the safety chains under the tongue of the trailer so that the tongue will not drop to the road if it becomes separated from the hitch. Instructions about safety chains may be provided by the hitch manufacturer or by the trailer manufacturer. Follow the manufacturer's recommendation for attaching safety chains. Always leave just enough slack so you can turn with your rig. And, never allow safety chains to drag on the ground.

Trailer Brakes

Does your trailer have its own brakes? Be sure to read and follow the instructions for the trailer brakes so you'll be able to install, adjust and maintain them properly.

- If your vehicle has anti-lock brakes, do not try to tap into your vehicle's brake system. If you do, both brake systems won't work well, or at all.
- Even if your vehicle doesn't have anti-lock brakes, don't tap into your vehicle's brake system if the trailer's brake system will use more than 0.02 cubic inch (0.3 cc) of fluid from your vehicle's master cylinder. If it does, both braking systems won't work well. You could even lose your brakes.
- Will the trailer brake parts take 3,000 psi (20 650 kPa) of pressure? If not, the trailer brake system must not be used with your vehicle.
- If everything checks out this far, then make the brake fluid tap at the upper rear master cylinder port. But don't use copper tubing for this. If you do, it will bend and finally break off. Use steel brake tubing.

Driving with a Trailer

Towing a trailer requires a certain amount of experience. Before setting out for the open road, you'll want to get to know your rig. Acquaint yourself with the feel of handling and braking with the added weight of the trailer. And always keep in mind that the vehicle you are driving is now a good deal longer and not nearly so responsive as your vehicle is by itself.

Before you start, check the trailer hitch and platform, safety chains, electrical connector, lights, tires and mirror adjustment. If the trailer has electric brakes, start your vehicle and trailer moving and then apply the trailer brake controller by hand to be sure the brakes are working. This lets you check your electrical connection at the same time.

During your trip, check occasionally to be sure that the load is secure, and that the lights and any trailer brakes are still working.

Following Distance

Stay at least twice as far behind the vehicle ahead as you would when driving your vehicle without a trailer. This can help you avoid situations that require heavy braking and sudden turns.

Passing

You'll need more passing distance up ahead when you're towing a trailer. And, because you're a good deal longer, you'll need to go much farther beyond the passed vehicle before you can return to your lane.

Backing Up

Hold the bottom of the steering wheel with one hand. Then, to move the trailer to the left, just move that hand to the left. To move the trailer to the right, move your hand to the right. Always back up slowly and, if possible, have someone guide you.

Making Turns

When you're turning with a trailer, make wider turns than normal. Do this so your trailer won't strike soft shoulders, curbs, road signs, trees, or other objects. Avoid jerky or sudden maneuvers. Signal well in advance.

Turn Signals When Towing a Trailer

When you tow a trailer, your vehicle has to have a different turn signal flasher and extra wiring. The green arrows on your instrument panel will flash whenever you signal a turn or lane change. Properly hooked up, the trailer lights will also flash, telling other drivers you're about to turn, change lanes or stop.

When towing a trailer, the green arrows on your instrument panel will flash for turns even if the bulbs on the trailer are burned out. Thus, you may think drivers behind you are seeing your signal when they are not. It's important to check occasionally to be sure the trailer bulbs are still working.

Your vehicle has bulb warning lights. When you plug trailer lights into your vehicle's lighting system, its bulb warning lights may not let you know if one of your lights goes out. So, when you have trailer lights plugged in, be sure to check your vehicle and trailer lights from time to time to be sure they're all working. Once you disconnect the trailer lights, the bulb warning lights again can tell you if one of your vehicle lights is out.

Driving On Grades

Reduce speed and shift to a lower gear before you start down a long or steep downgrade. If you don't shift down, you might have to use your brakes so much that they would get hot and no longer work well.

Parking on Hills

You really should not park your vehicle, with a trailer attached, on a hill. If something goes wrong, your rig could start to move. People can be injured, and both your vehicle and the trailer can be damaged.

Your Driving and the Road

Parking on Hills (*CONT.*)

But if you ever have to park your rig on a hill, here's how to do it:

1. Apply your regular brakes, but don't shift into "P" (Park) yet.
2. Have someone place chocks under the trailer wheels.
3. When the wheel chocks are in place, release the regular brakes until the chocks absorb the load.
4. Reapply the regular brakes. Then apply your parking brake, and then shift to "P" (Park).
5. Release the regular brakes.

When You Are Ready to Leave After Parking on a Hill

1. Apply your regular brakes and hold the pedal down while you:
 - Start your engine;
 - Shift into a gear; and
 - Release the parking brake.
2. Let up on the brake pedal.
3. Drive slowly until the trailer is clear of the chocks.
4. Stop and have someone pick up and store the chocks.

Maintenance When Trailer Towing

Your vehicle will need service more often when you're pulling a trailer. See the Maintenance Schedule for more on this. Things that are especially important in trailer operation are automatic transaxle fluid (don't overfill), engine oil, belt, cooling system, and brake adjustment. Each of these is covered in this manual, and the Index will help you find them quickly. If you're trailering, it's a good idea to review these sections before you start your trip.

Check periodically to see that all hitch nuts and bolts are tight.



Here you'll find what to do about some problems that can occur on the road.

Part 5 Problems on the Road

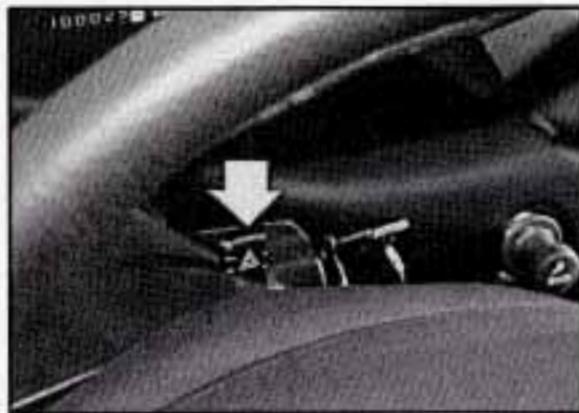
Hazard Warning Flashers	156
Jump Starting	156
Towing Your Pontiac	160
Engine Overheating	164
If a Tire Goes Flat	172
Changing a Flat Tire	172
Compact Spare Tire	179
If You're Stuck: In Sand, Mud, Ice or Snow	180

Problems on the Road



■ *Hazard Warning Flashers*

Your hazard warning flashers let you warn others. They also let police know you have a problem. Your front and rear turn signal lights will flash on and off.



Press the hazard switch to make your front and rear turn signal lights flash on and off.

Your hazard warning flashers work no matter what position your key is in, and even if the key isn't in.

To turn off the flashers, press the hazard switch again. When the hazard warning flashers are on, your turn signals won't work.

■ *Other Warning Devices*

If you carry reflective triangles, you can set one up at the side of the road about 300 feet (100 m) behind your vehicle.

■ *Jump Starting*

If your battery has run down, you may want to use another vehicle and some jumper cables to start your Pontiac. But please follow the steps below to do it safely.

CAUTION:

Batteries can hurt you. They can be dangerous because:

- They contain acid that can burn you.
- They contain gas that can explode or ignite.
- They contain enough electricity to burn you.

If you don't follow these steps exactly, some or all of these things can hurt you.

NOTICE:

Ignoring these steps could result in costly damage to your vehicle that wouldn't be covered by your warranty.

Trying to start your Pontiac by pushing or pulling it could damage your vehicle, even if you have a manual transaxle. And if you have an automatic transaxle, it won't start that way.

■ To Jump Start Your Pontiac:

1. Check the other vehicle. It must have a 12-volt battery with a negative ground system.

NOTICE:

If the other system isn't a 12-volt system with a negative ground, both vehicles can be damaged.

2. Get the vehicles close enough so the jumper cables can reach, but be sure the vehicles aren't touching each other. If they are, it could cause a ground connection you don't want. You wouldn't be able to start your Pontiac, and the bad grounding could damage the electrical systems.

You could be injured if the vehicles roll. Set the parking brake firmly on each vehicle. Put the transaxle in "P" (Park).

3. Turn off the ignition on both vehicles. Turn off all lights that aren't needed, and radios. This will avoid sparks and help save both batteries. And it could save your radio!

NOTICE:

If you leave your radio on, it could be badly damaged. The repairs wouldn't be covered by your warranty.

4. Open the hoods and locate the batteries.



CAUTION:

An electric fan can start up even when the engine is not running and can injure you. Keep hands, clothing and tools away from any underhood electric fan.

Find the positive (+) and negative (-) terminals on each battery.

Your Pontiac has a remote positive (+) jump starting terminal. The terminal is on the same side of the engine compartment as your battery.

You should always use the remote positive (+) terminal instead of the positive (+) terminal on your battery.

To uncover the remote positive (+) terminal, lift the red plastic cap.

Problems on the Road

■ *To Jump Start Your Pontiac: (CONT.)*

CAUTION:

Using a match near a battery can cause battery gas to explode. People have been hurt doing this, and some have been blinded. Use a flashlight if you need more light.

Be sure the battery has enough water. You don't need to add water to the Delco Freedom[®] battery installed in every new GM vehicle. But if a battery has filler caps, be sure the right amount of fluid is there. If it is low, add water to take care of that first. If you don't, explosive gas could be present.

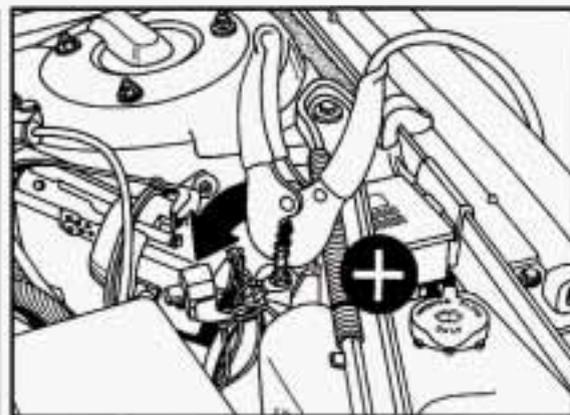
Battery fluid contains acid that can burn you. Don't get it on you. If you accidentally get it in your eyes or on your skin, flush the place with water and get medical help immediately.

5. Check that the jumper cables don't have loose or missing insulation. If they do, you could get a shock. The vehicles could be damaged, too.

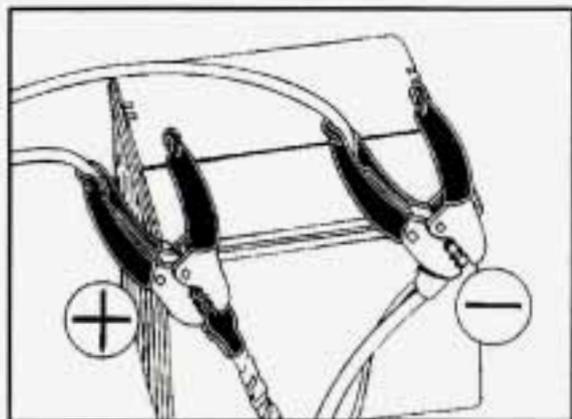
Before you connect the cables, here are some basic things you should know. Positive (+) will go to positive (+) and negative (-) will go to negative (-) or a metal engine part. Don't connect (+) to (-) or you'll get a short that would damage the battery and maybe other parts, too.

CAUTION:

Fans or other moving engine parts can injure you badly. Keep your hands away from moving parts once the engines are running.



6. Connect the red positive (+) cable to the positive (+) terminal of the vehicle with the dead battery. Use a remote positive (+) terminal if the vehicle has one.



7. Don't let the other end touch metal. Connect it to the positive (+) terminal of the good battery. Use a remote positive (+) terminal if the vehicle has one.

8. Now connect the black negative (-) cable to the good battery's negative (-) terminal.

Don't let the other end touch anything until the next step. The other end of the negative cable doesn't go to the dead battery. It goes to a heavy unpainted metal part on the engine of the vehicle with the dead battery.

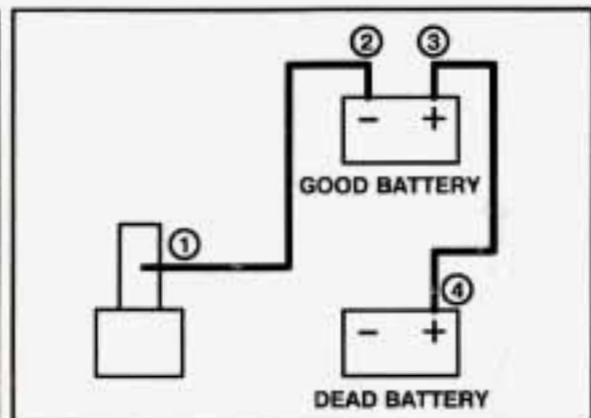


9. Attach the cable at least 18 inches (45 cm) away from the dead battery, but not near engine parts that move. The electrical connection is just as good there, but the chance of sparks getting back to the battery is much less.

10. Now start the vehicle with the good battery and run the engine for a while.

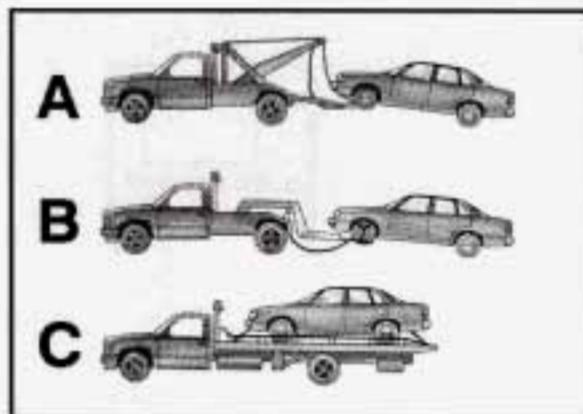
11. Try to start the vehicle with the dead battery.

If it won't start after a few tries, it probably needs service.



12. Remove the cables in reverse order to prevent electrical shorting. Take care that they don't touch each other or any other metal.

Problems on the Road



■ *Towing Your Pontiac*

Try to have a GM dealer or a professional towing service tow your Pontiac. The usual towing equipment is:

- (A) Sling-type tow truck
- (B) Wheel-lift tow truck
- (C) Car carrier.

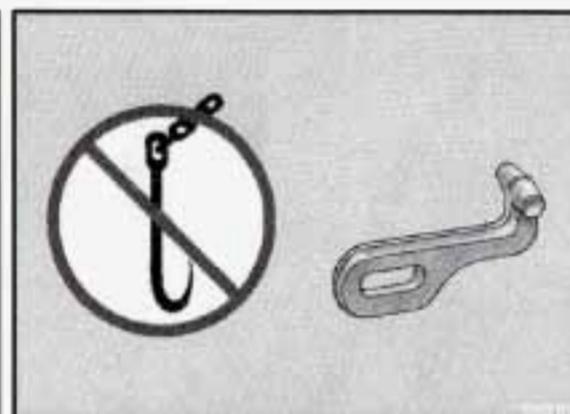
If your vehicle has been changed or modified since it was factory-new by adding aftermarket items like fog lamps, aero skirting, or special tires and wheels, these instructions and illustrations may not be correct.

Before you do anything, turn on the hazard warning flashers.

When you call, tell the towing service:

- That your vehicle cannot be towed from the front or rear with sling-type equipment.
- That your vehicle has front-wheel drive.
- The make, model, and year of your vehicle.
- Whether you can still move the shift lever.
- If there was an accident, what was damaged.

When the towing service arrives, let the tow operator know that this manual contains detailed towing instructions and illustrations. The operator may want to see them.



CAUTION:

To help avoid injury to you or others:

- Never let passengers ride in a vehicle that is being towed.
- Never tow faster than safe or posted speeds.
- Never tow with damaged parts not fully secured.
- Never get under your vehicle after it has been lifted by the tow truck.
- Always secure the vehicle on each side with separate safety chains when towing it.
- Never use "J" hooks. Use T-hooks instead.

When your vehicle is being towed, have the ignition key off. The steering wheel should be clamped in a straight-ahead position, with a clamping device designed for towing service. Do not use the vehicle's steering column lock for this. The transaxle should be in "Neutral" and the parking brake released.

Don't have your vehicle towed on the front wheels, unless you must. If the vehicle must be towed on the front wheels, don't go more than 35 mph (56 km/h) or farther than 50 miles (80 km) or your transaxle will be damaged. If these limits must be exceeded, then the front wheels have to be supported on a dolly.

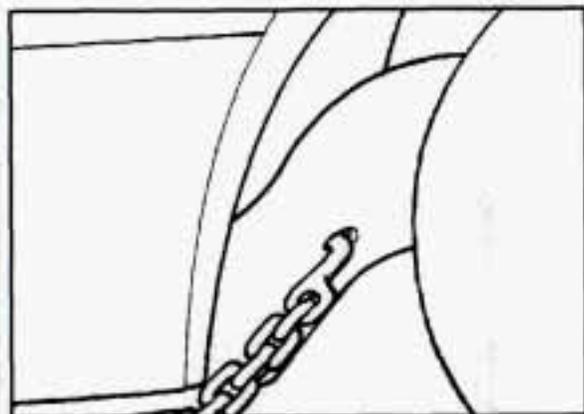


CAUTION:

A vehicle can fall from a car carrier if it isn't adequately secured. This can cause a collision, serious personal injury and vehicle damage. The vehicle should be tightly secured with chains or steel cables before it is transported.

Don't use substitutes (ropes, leather straps, canvas webbing, etc.) that can be cut by sharp edges underneath the towed vehicle.

Always use T-hooks inserted in the T-hook slots. Never use J-hooks. They will damage drivetrain and suspension components.



Towing from the Front—Vehicle Hook-up

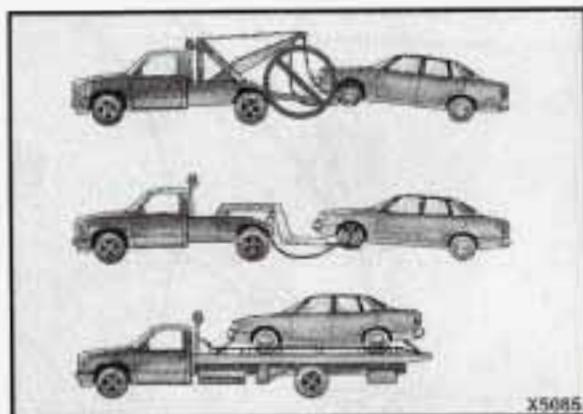
Before hooking up to a tow truck, be sure to read all the information on "Towing Your Pontiac" earlier in this section.

1. Attach T-hook chains into the side slots in the cradle in front of the wheels, on both sides.

NOTICE:

Do not attach winch cables or J-hooks to suspension components when using car carrier equipment. Always use T-hooks inserted in the T-hook slots.

Problems on the Road



Towing from the Front—Vehicle Hook-up (CONT.)

NOTICE:

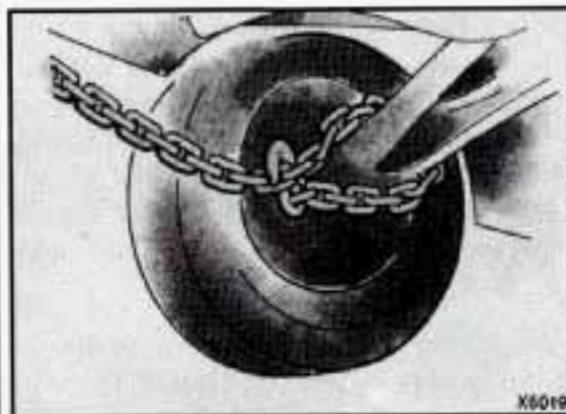
Do not tow with sling-type equipment or fascia/fog light damage will occur.

Use wheel-lift or car carrier equipment. Additional ramping may be required for car carrier equipment.

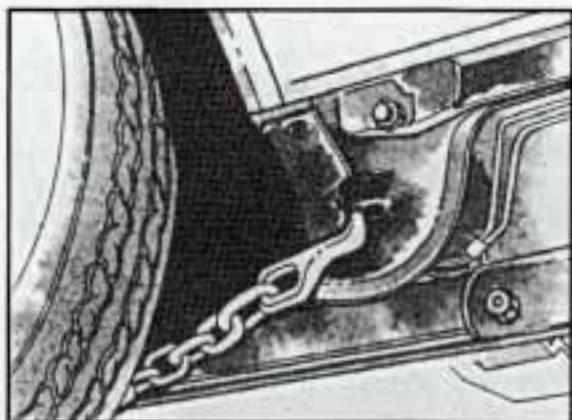
Use safety chains and wheel straps.

NOTICE:

Towing a vehicle over rough surfaces could damage a vehicle. Damage can occur from vehicle to ground or vehicle to wheel-lift equipment. To help avoid damage, install a towing dolly and raise vehicle until adequate clearance is obtained between the ground and/or wheel-lift equipment.



2. Attach a separate safety chain around the outboard end of each lower control arm.



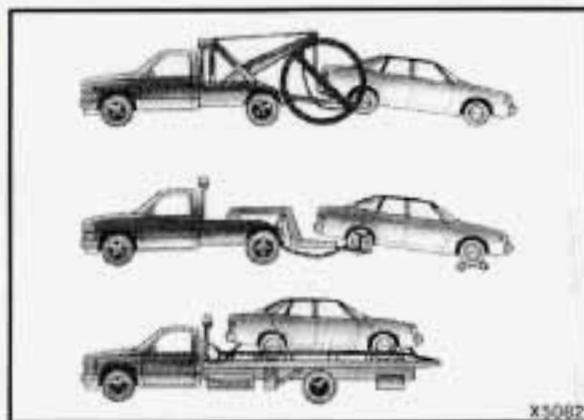
Towing from the Rear—Vehicle Hook-up

Before hooking up to a tow truck, be sure to read all the information on "Towing Your Pontiac" earlier in this section.

1. Attach T-hook chains on both sides in the slotted holes in the bottom of the floor pan support rails just ahead of the rear wheels.

NOTICE:

Do not attach winch cables or J-hooks to suspension components when using car carrier equipment. Always use T-hooks inserted in the T-hook slots.



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NOTICE:

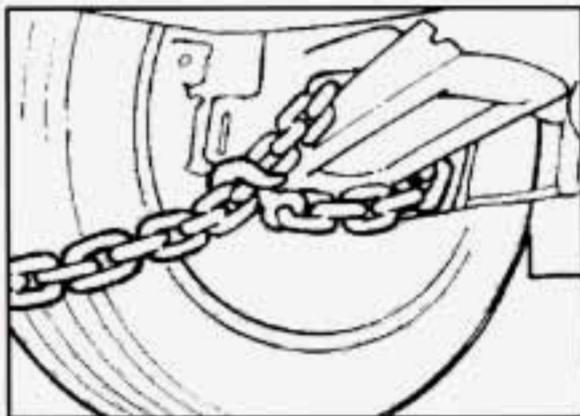
Do not tow with sling-type equipment or the rear bumper valance will be damaged. Use wheel-lift or car carrier equipment. Additional ramping may be required for car carrier equipment. Use safety chains and wheel straps.

Problems on the Road

Towing from the Rear—Vehicle Hook-up (CONT.)

NOTICE:

Towing a vehicle over rough surfaces could damage a vehicle. Damage can occur from vehicle to ground or vehicle to wheel-lift equipment. To help avoid damage, install a towing dolly and raise vehicle until adequate clearance is obtained between the ground and/or wheel-lift equipment.



2. Attach a separate safety chain around the outboard end of each lower control arm.

■ *Engine Overheating*

You will find a coolant temperature gage and the warning light about a hot engine on your Pontiac's instrument panel. You may also find a low coolant warning light on your Pontiac's instrument panel.



If Steam Is Coming From Your Engine



CAUTION:

Steam from an overheated engine can burn you badly, even if you just open the hood. Stay away from the engine if you see or hear steam coming from it. Just turn it off and get everyone away from the vehicle until it cools down. Wait until there is no sign of steam or coolant before opening the hood.

CAUTION: (Continued)

CAUTION: (Continued)

If you keep driving when your engine is overheated, the liquids in it can catch fire. You or others could be badly burned. Stop your engine if it overheats, and get out of the vehicle until the engine is cool.

NOTICE:

If your engine catches fire because you keep driving with no coolant, your vehicle can be badly damaged. The costly repairs would not be covered by your warranty.

If No Steam Is Coming From Your Engine

If you get the overheat warning but see or hear no steam, the problem may not be too serious. Sometimes the engine can get a little too hot when you:

- Climb a long hill on a hot day.
- Stop after high speed driving.
- Idle for long periods in traffic.
- Tow a trailer.

If you get the overheat warning with no sign of steam, try this for a minute or so:

1. Turn off your air conditioner.
2. Turn on your heater to full hot at the highest fan speed and open the window as necessary.
3. Try to keep your engine under load (in a drive gear where the engine runs slower).

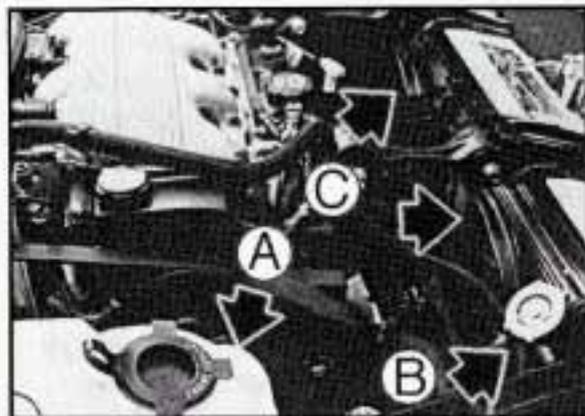
If you no longer have the overheat warning, you can drive. Just to be safe, drive slower for about ten minutes. If the warning doesn't come back on, you can drive normally.

If the warning continues, pull over, stop, and park your vehicle right away.

If there's still no sign of steam, you can idle the engine for two or three minutes while you're parked, to see if the warning stops. But then, if you still have the warning, **TURN OFF THE ENGINE AND GET EVERYONE OUT OF THE VEHICLE** until it cools down.

You may decide not to lift the hood but to get service help right away.

Problems on the Road



Cooling System

When you decide it's safe to lift the hood, here's what you'll see:

- (A) Coolant recovery tank
- (B) Radiator pressure cap
- (C) Electric engine fans.



CAUTION:

An electric fan under the hood can start up even when the engine is not running and can injure you. Keep hands, clothing and tools away from any underhood electric fan.

If the coolant inside the coolant recovery tank is boiling, don't do anything else until it cools down.



The coolant level should be at or above the "COLD" mark. If it isn't, you may have a leak in the radiator hoses, heater hoses, radiator, water pump or somewhere else in the cooling system.

 **CAUTION:**

Heater and radiator hoses, and other engine parts, can be very hot. Don't touch them. If you do, you can be burned.

Don't run the engine if there is a leak. If you run the engine, it could lose all coolant. That could cause an engine fire, and you could be burned. Get any leak fixed before you drive the vehicle.

NOTICE:

Engine damage from running your engine without coolant isn't covered by your warranty.

If there seems to be no leak, check to see if the electric engine fans are running. If the engine is overheating, both fans should be running. If they aren't, your vehicle needs service.

How to Add Coolant to the Coolant Recovery Tank

If you haven't found a problem yet, but the coolant level isn't at or above the "COLD" mark, add a 50/50 mixture of clean water (preferably distilled) and a proper antifreeze at the coolant recovery tank. (See "Engine Coolant" in the Index for more information about the proper coolant mix.)

 **CAUTION:**

Adding only plain water to your cooling system can be dangerous. Plain water, or some other liquid like alcohol, can boil before the proper coolant mix will. Your vehicle's coolant warning system is set for the proper coolant mix. With plain water or the wrong mix, your engine could get too hot, but you wouldn't get the overheat warning. Your engine could catch fire, and you or others could be burned. Use a 50/50 mix of clean water and a proper antifreeze.

NOTICE:

In cold weather, water can freeze and crack the engine, radiator, heater core and other parts. Use the recommended coolant.

Problems on the Road



How to Add Coolant to the Coolant Recovery Tank (CONT.)

CAUTION:

You can be burned if you spill coolant on hot engine parts. Coolant contains ethylene glycol, and it will burn if the engine parts are hot enough. Don't spill coolant on a hot engine.

When the coolant in the coolant recovery tank is at or above the "COLD" mark, start your vehicle.

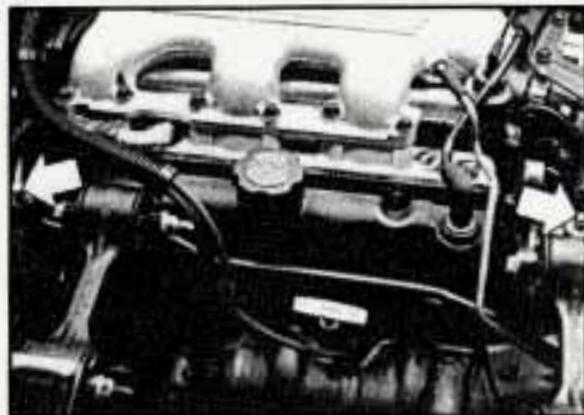
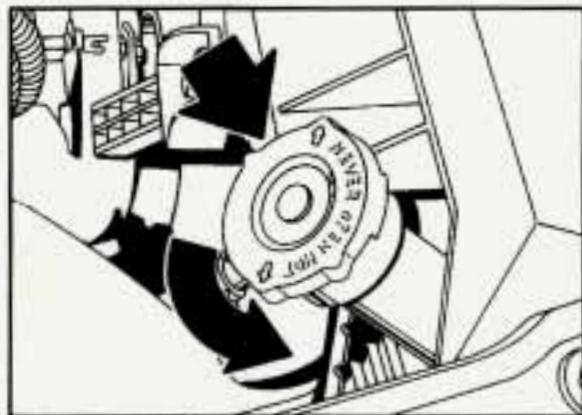
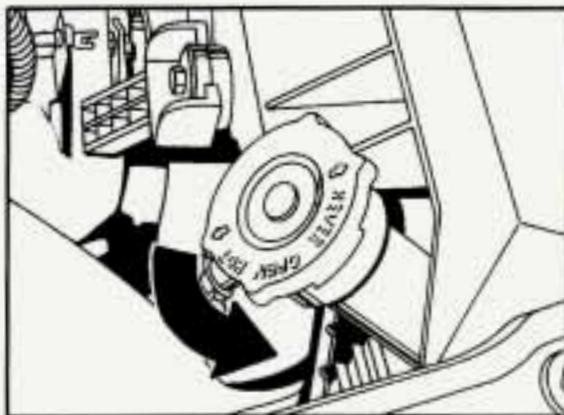
If the overheat warning continues, there's one more thing you can try. You can add the proper coolant mix directly to the radiator, but be sure the cooling system is cool before you do it.



How to Add Coolant to the Radiator:

CAUTION:

Steam and scalding liquids from a hot cooling system can blow out and burn you badly. They are under pressure, and if you turn the radiator pressure cap -- even a little -- they can come out at high speed. Never turn the cap when the cooling system, including the radiator pressure cap, is hot. Wait for the cooling system and pressure cap to cool if you ever have to turn the pressure cap.



NOTICE:

Your engine has a specific radiator fill procedure. Failure to follow this procedure could cause your engine to overheat and be severely damaged.

1. You can remove the radiator pressure cap when the cooling system, including the radiator pressure cap and upper radiator hose, is no longer hot. Turn the pressure cap slowly to the left until it first stops. (Don't press down while turning the pressure cap.)

If you hear a hiss, wait for that to stop. A hiss means there is still some pressure left.

CAUTION:

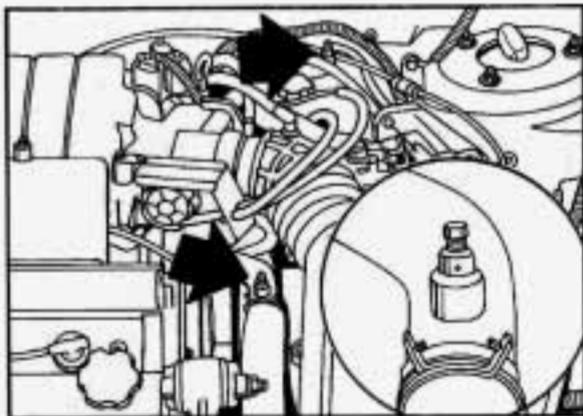
You can be burned if you spill coolant on hot engine parts. Coolant contains ethylene glycol, and it will burn if the engine parts are hot enough. Don't spill coolant on a hot engine.

2. Then keep turning the pressure cap, but now push down as you turn it. Remove the pressure cap.

3. After the engine cools, open the coolant air bleed valves.

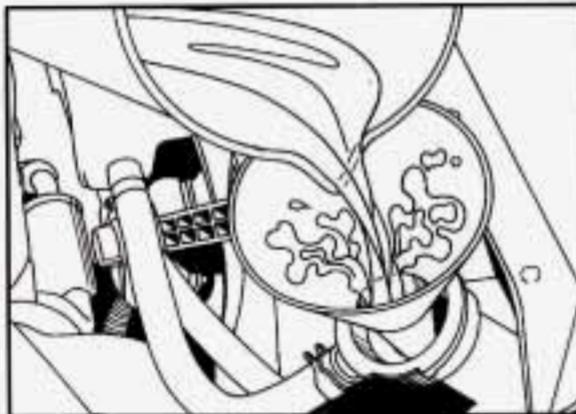
3100 V6 (VIN Code M): There are two bleed valves. One is located on the thermostat housing. The other is located on the thermostat bypass tube.

Problems on the Road



How to Add Coolant to the Radiator: (CONT.)

3.4L V6 (VIN Code X): There are two bleed valves. They are located on the thermostat housing and heater inlet pipe.



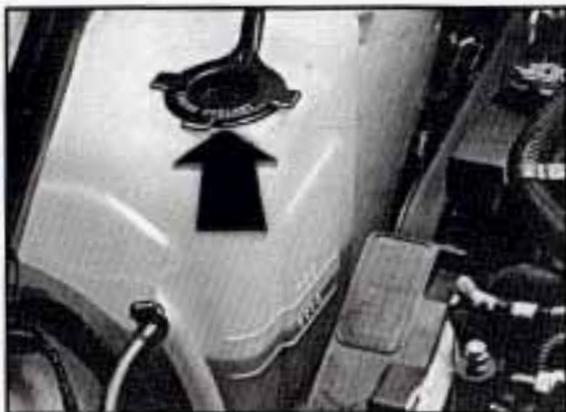
4. Fill the radiator with the proper mix, up to the base of the filler neck.

If you see a stream of coolant coming from an air bleed valve, close the valve. Otherwise, close the valve(s) after the radiator is filled.

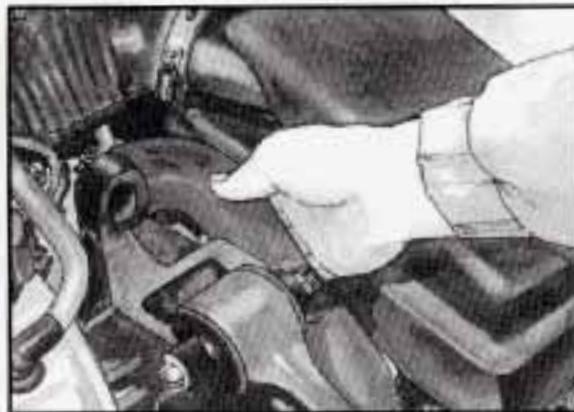
5. Rinse or wipe any spilled coolant from the engine and compartment.



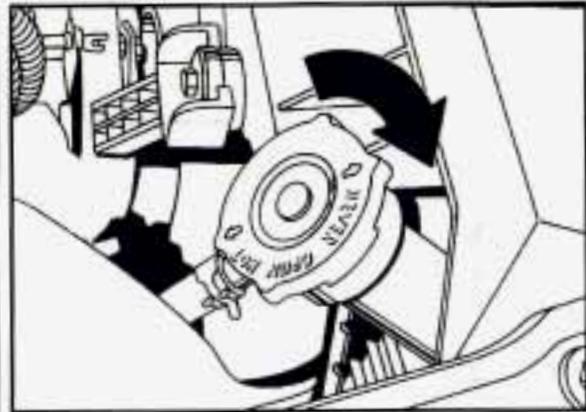
6. Then fill the coolant recovery tank to "COLD" mark.



7. Put the cap back on the coolant recovery tank, but leave the radiator pressure cap off.



8. Start the engine and let it run until you can feel the upper radiator hose getting hot. Watch out for the engine fans.
9. By this time the coolant level inside the radiator filler neck may be lower. If the level is lower, add more of the proper mix through the filler neck until the level reaches the base of the filler neck.



10. Then replace the pressure cap. If coolant begins to flow out of the filler neck at any time during this procedure, reinstall the pressure cap. Be sure the arrows on pressure cap line up like this.
11. Check the coolant in the recovery tank. The level in the coolant recovery tank should be at the "HOT" mark when the engine is hot or at the "COLD" mark when the engine is cold.

Problems on the Road

■ *If a Tire Goes Flat*

It's unusual for a tire to "blow out" while you're driving, especially if you maintain your tires properly. If air goes out of a tire, it's much more likely to leak out slowly. But if you should ever have a "blowout," here are a few tips about what to expect and what to do:

If a front tire fails, the flat tire will create a drag that pulls the vehicle toward that side. Take your foot off the accelerator pedal and grip the steering wheel firmly. Steer to maintain lane position, then gently brake to a stop well out of the traffic lane.

A rear blowout, particularly on a curve, acts much like a skid and may require the same correction you'd use in a skid. In any rear blowout, remove your foot from the accelerator pedal. Get the vehicle under control by steering the way you want the vehicle to go. It may be very bumpy and noisy, but you can still steer. Gently brake to a stop, well off the road if possible.

If a tire goes flat, the next section shows how to use your jacking equipment to change a flat tire safely.

■ *Changing a Flat Tire*

If a tire goes flat, avoid further tire and wheel damage by driving slowly to a level place. Turn on your hazard warning flashers.



CAUTION:

Changing a tire can cause an injury. The vehicle can slip off the jack and roll over you or other people. You and they could be badly injured. Find a level place to change your tire. To help prevent the vehicle from moving:

1. Set the parking brake firmly.
2. Put an automatic transaxle shift lever in "P" (Park), or shift a manual transaxle to "1" (First) or "R" (Reverse).
3. Turn off the engine.

To be even more certain the vehicle won't move, you can put chocks at the front and rear of the tire farthest away from the one being changed. That would be the tire on the other side of the vehicle, at the opposite end.



The following steps will tell you how to use the jack and change a tire.



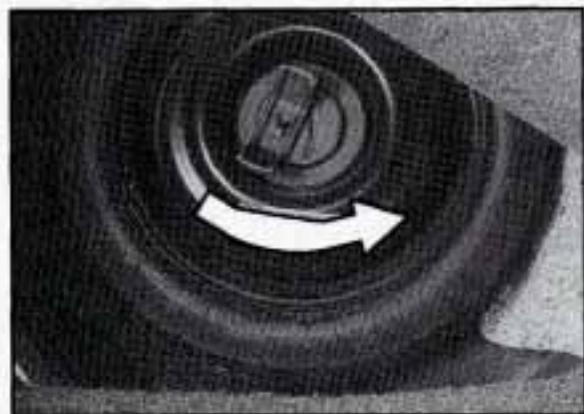
The equipment you'll need is in the trunk.

1. Pull the carpeting from the floor of the trunk.
2. Turn the center retainer nut on the compact spare tire housing counterclockwise to remove it.



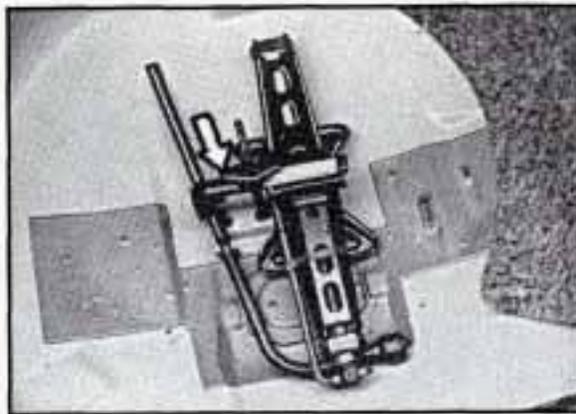
Then lift and remove the tire cover.

Problems on the Road



■ *Changing a Flat Tire* (CONT.)

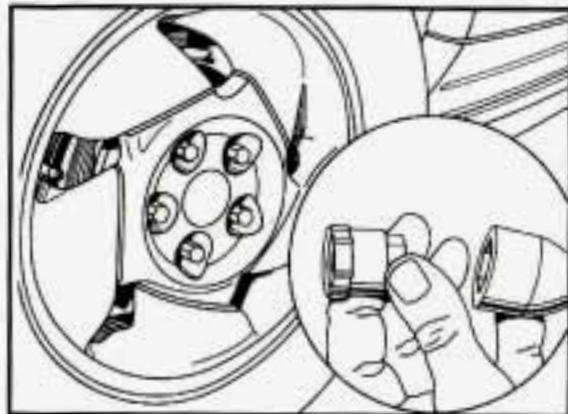
3. Remove the wing nut securing the compact spare tire and spacer by turning it counterclockwise. Then lift off the spacer and remove the spare tire.



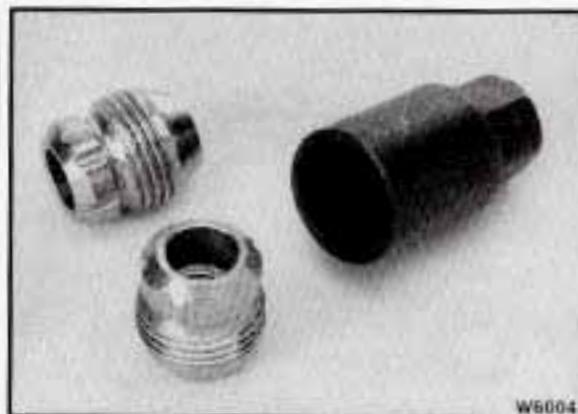
4. Remove the retainer nut securing the jack by turning it counterclockwise. Then remove the jack.



5. If you have this wheel cover, remove it by loosening the plastic nut caps with the wheel wrench. They won't come off. Then pry along the edge of the wheel cover until it comes off with the flat edge of the wheel wrench.



6. If your vehicle has wheel nut caps, remove them using the wheel nut wrench.



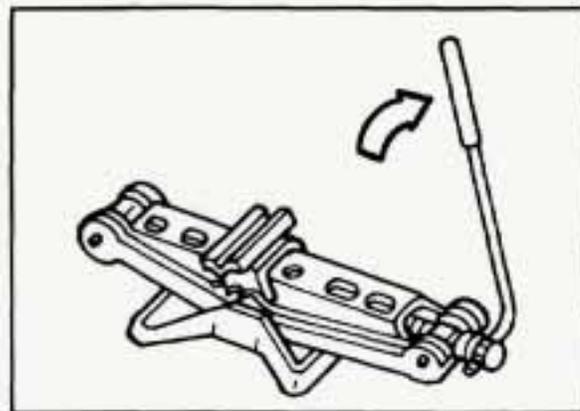
7. If your vehicle has optional alloy wheels, each wheel may have one wheel locknut in place of a standard wheel nut. A special wheel lock key (removal tool) and instructions are provided with your vehicle. Attach the wheel lock key to the socket of your wheel wrench. Remove the locking wheel nut by turning it counterclockwise. Do not use an impact wrench.

Store the key in the foam sleeve beside the spare tire.



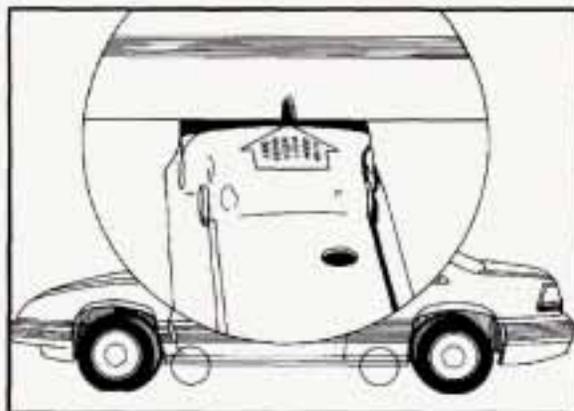
8. Using the wheel wrench, loosen all the wheel nuts. Don't remove them yet.

Problems on the Road



■ *Changing a Flat Tire* (CONT.)

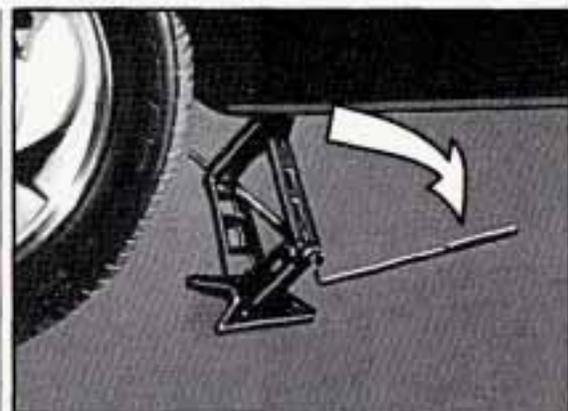
9. Turn the jack handle clockwise to raise the jack head a few inches.



10. Position the jack under the vehicle and raise the jack head until it fits firmly into the notch in the vehicle's frame nearest the flat tire. Put the compact spare tire near you.

CAUTION:

Getting under a vehicle when it is jacked up is dangerous. If the vehicle slips off the jack, you could be badly injured or killed. Never get under a vehicle when it is supported only by a jack.



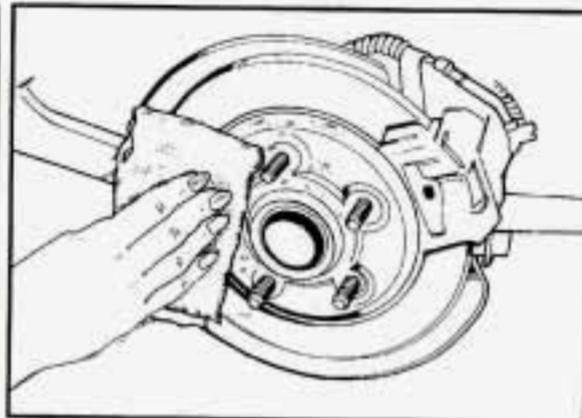
11. Raise the vehicle by rotating the jack handle clockwise. Raise the vehicle far enough off the ground so there is room for the spare tire to fit.
12. Remove all the wheel nuts and take off the flat tire.

NOTICE:

Raising your vehicle with the jack improperly positioned will damage the vehicle or may allow the vehicle to fall off the jack. Be sure to fit the jack lift head into the proper location before raising your vehicle.

⚠ CAUTION:

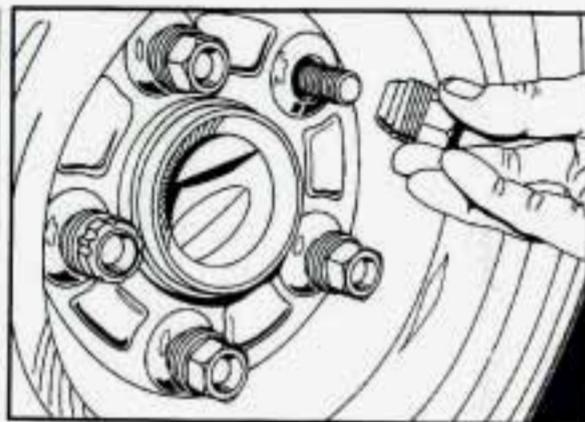
Rust or dirt on the wheel, or on the parts to which it is fastened, can make the wheel nuts become loose after a time. The wheel could come off and cause an accident. When you change a wheel, remove any rust or dirt from the places where the wheel attaches to the vehicle. In an emergency, you can use a cloth or a paper towel to do this; but be sure to use a scraper or wire brush later, if you need to, to get all the rust or dirt off.



- 13.** Remove any rust or dirt from the wheel bolts, mounting surfaces or spare wheel. Place the spare on the wheel mounting surface.

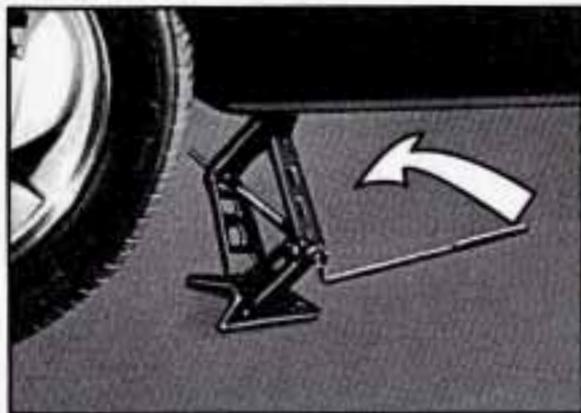
⚠ CAUTION:

Never use oil or grease on studs or nuts. If you do, the nuts might come loose. Your wheel could fall off, causing a serious accident.



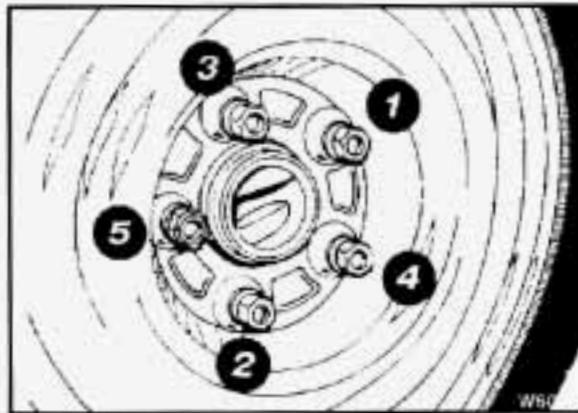
- 14.** Replace the wheel nuts with the rounded end of the nuts toward the wheel. Tighten each nut by hand until the wheel is held against the hub.

Problems on the Road



■ *Changing a Flat Tire* (CONT.)

15. Lower the vehicle by rotating the jack handle counterclockwise. Lower the jack completely.



16. Tighten the wheel nuts firmly in a criss-cross sequence as shown.

CAUTION:

Incorrect wheel nuts or improperly tightened wheel nuts can cause the wheel to become loose and even come off. This could lead to an accident. Be sure to use the correct wheel nuts. If you have to replace them, be sure to get the right kind.

Stop somewhere as soon as you can and have the nuts tightened with a torque wrench to 100 pound-feet (140 N•m).

Don't try to put a wheel cover on your compact spare tire. It won't fit. Store the wheel cover in the trunk until you have the flat tire repaired or replaced.

NOTICE:

Wheel covers won't fit on your compact spare. If you try to put a wheel cover on your compact spare, you could damage the cover or the spare.

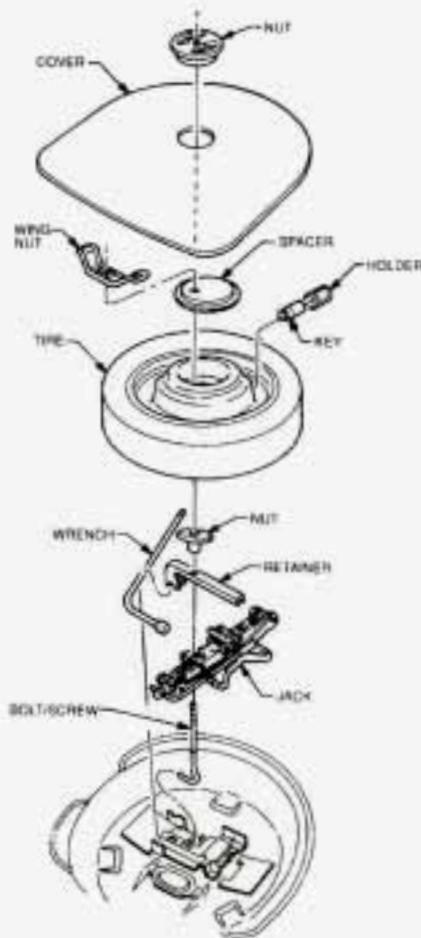
17. Store the flat tire as far forward in the trunk as possible. Store the jack and wheel wrench in their compartment in the trunk.

⚠ CAUTION:

Storing a jack, a tire or other equipment in the passenger compartment of the vehicle could cause injury. In a sudden stop or collision, loose equipment could strike someone. Store all these in the proper place.

The compact spare is for temporary use only. Replace the compact spare tire with a full-size tire as soon as you can. See "Compact Spare Tire" later in this section.

STORAGE INSTRUCTIONS



■ Compact Spare Tire

Although the compact spare was fully inflated when your vehicle was new, it can lose air after a time. Check the inflation pressure regularly. It should be 60 psi (420 kPa). After installing the compact spare on your vehicle, you should stop as soon as possible and make sure your spare tire is correctly inflated. The compact spare is made to perform well at posted speed limits for distances up to 3,000 miles (5 000 km). The compact spare is made to go up to 3,000 miles (5 000 km), so you can finish your trip and have your full-size tire repaired or replaced where you want. Of course, it's best to replace your spare with a full-size tire as soon as you can. Your spare will last longer and be in good shape in case you need it again.

Problems on the Road

NOTICE:

Don't take your compact spare through an automatic car wash with guide rails. The compact spare can get caught on the rails. That can damage the tire and wheel, and maybe other parts of your vehicle.

■ *Compact Spare Tire* (CONT.)

Don't use your compact spare on some other vehicle.

And don't mix your compact spare or wheel with other wheels or tires. They won't fit. Keep your spare and its wheel together.

NOTICE:

Tire chains won't fit your compact spare. Using them will damage your vehicle and destroy the chains too. Don't use tire chains on your compact spare.

■ *If You're Stuck: In Sand, Mud, Ice or Snow*

What you don't want to do when your vehicle is stuck is to spin your wheels. The method known as "rocking" can help you get out when you're stuck, but you must use caution.



CAUTION:

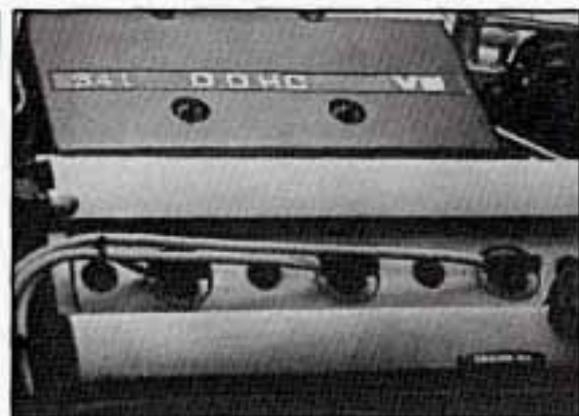
If you let your tires spin at high speed, they can explode and you or others could be injured. And, the transaxle or other parts of the vehicle can overheat. That could cause an engine compartment fire or other damage. When you're stuck, spin the wheels as little as possible. Don't spin the wheels above 35 mph (55 km/h) as shown on the speedometer.

NOTICE:

Spinning your wheels can destroy parts of your vehicle as well as the tires. If you spin the wheels too fast while shifting your transaxle back and forth, you can destroy your transaxle.

Rocking your vehicle to get it out:

First, turn your steering wheel left and right. That will clear the area around your front wheels. Then shift back and forth between "R" (Reverse) and a forward gear, spinning the wheels as little as possible. Release the accelerator pedal while you shift, and press lightly on the accelerator pedal when the transaxle is in gear. If that doesn't get you out after a few tries, you may need to be towed out. If you do need to be towed out, see "Towing Your Vehicle" in the Index.



Here you will find information about the care of your Pontiac. This part begins with service and fuel information, and then it shows how to check important fluid and lubricant levels. There is also technical information about your vehicle, and a section devoted to its appearance care.

Part 6

Service & Appearance Care

Service	182
Fuel	183
Checking Things Under the Hood	185
Engine Oil	189
Air Cleaner	193
Automatic Transaxle Fluid	194
Engine Coolant	196
Power Steering Fluid	198
Windshield Washer Fluid	199
Brakes	200
Battery	202
Bulb Replacement	202
Windshield Wiper Blade Replacement	217
Loading Your Vehicle	217
Tires	219
Appearance Care	225
Vehicle Identification Number (VIN)	231
Add-On Electrical Equipment	232
Fuses & Circuit Breakers	232
Capacities & Specifications	238
Replacement Bulbs	240
Engine Specifications	243
Normal Maintenance Replacement Parts	244

Service & Appearance Care



■ *Service*

Your Pontiac dealer knows your vehicle best and wants you to be happy with it. We hope you'll go to your dealer for all your service needs. You'll get genuine GM parts and GM-trained and supported service people.

We hope you'll want to keep your GM vehicle all GM. Genuine GM parts have one of these marks.

Doing Your Own Service Work

If you want to do some of your own service work, you'll want to get the proper Pontiac Service Manual. It tells you much more about how to service your Pontiac than this manual can. To order the proper service manual, see "Service Publications" in the Index.

Your vehicle has an air bag system. Before attempting to do your own service work, see "Servicing Your Air Bag-Equipped Pontiac" in the Index.

You should keep a record with all parts receipts and list the mileage and the date of any service work you perform. See "Maintenance Record" in the Index.

CAUTION:

You can be injured if you try to do service work on a vehicle without knowing enough about it.

- Be sure you have sufficient knowledge, experience, and the proper replacement parts and tools before you attempt any vehicle maintenance task.
- Be sure to use the proper nuts, bolts and other fasteners. "English" and "metric" fasteners can be easily confused. If you use the wrong fasteners, parts can later break or fall off. You could be hurt.

NOTICE:

If you try to do your own service work without knowing enough about it, your vehicle could be damaged.



■ Fuel

Use regular unleaded gasoline rated at 87 octane or higher. It should meet specifications ASTM D4814 in the U.S. and CGSB 3.5-92 in Canada. These fuels should have the proper additives, so you should not have to add anything to the fuel.

In the U.S. and Canada, it's easy to be sure you get the right kind of gasoline (unleaded). You'll see "UNLEADED" right on the pump. And only unleaded nozzles will fit into your vehicle's filler neck.

Be sure the posted octane is at least 87. If the octane is less than 87, you may get a heavy knocking noise when you drive. If it's bad enough, it can damage your engine.

If you're using fuel rated at 87 octane or higher and you still hear heavy knocking, your engine needs service. But don't worry if you hear a little pinging noise when you're accelerating or driving up a hill. That's normal, and you don't have to buy a higher octane fuel to get rid of pinging. It's the heavy, constant knock that means you have a problem.

What about gasoline with blending materials that contain oxygen (oxygenates), such as MTBE or alcohol?

MTBE is "methyl tertiary-butyl ether." Fuel that is no more than 15% MTBE is fine for your vehicle.

Ethanol is ethyl or grain alcohol. Properly-blended fuel that is no more than 10% ethanol is fine for your vehicle.

Methanol is methyl or wood alcohol.

NOTICE:

Fuel that is more than 5% methanol is bad for your vehicle. Don't use it. It can corrode metal parts in your fuel system and also damage plastic and rubber parts. That damage wouldn't be covered under your warranty. And even at 5% or less, there must be "cosolvents" and corrosion preventers in this fuel to help avoid these problems.

Service & Appearance Care

Gasolines for Cleaner Air

Your use of gasoline with deposit control additives will help prevent deposits from forming in your engine and fuel system. That helps keep your engine in tune and your emission control system working properly. It's good for your vehicle, and you'll be doing your part for cleaner air.

Many gasolines are now blended with oxygenates. General Motors recommends that you use gasolines with these blending materials, such as MTBE and ethanol. By doing so, you can help clean the air, especially in those parts of the country that have high carbon monoxide levels.

In addition, some gasoline suppliers are now producing reformulated gasolines. These gasolines are specially designed to reduce vehicle emissions. General Motors recommends that you use reformulated gasoline. By doing so, you can help clean the air, especially in those parts of the country that have high ozone levels.

You should ask your service station operators if their gasolines contain deposit control additives and oxygenates, and if they have been reformulated to reduce vehicle emissions.

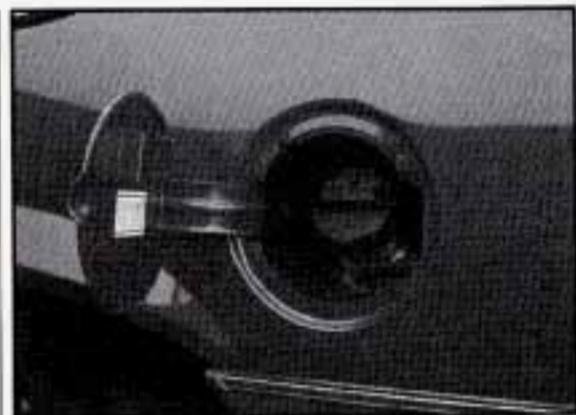
■ *Fuels in Foreign Countries*

If you plan on driving in another country outside the U.S. or Canada, unleaded fuel may be hard to find. Do not use leaded gasoline. If you use even one tankful, your emission controls won't work well or at all. With continuous use, spark plugs can get fouled, the exhaust system can corrode, and your engine oil can deteriorate quickly. Your vehicle's oxygen sensor will be damaged. All of that means costly repairs that wouldn't be covered by your warranty.

To check on fuel availability, ask an auto club, or contact a major oil company that does business in the country where you'll be driving.

You can also write us at the following address for advice. Just tell us where you're going and give your Vehicle Identification Number (VIN).

General Motors Overseas
Distribution Corporation,
North American Export Sales (NAES)
1908 Colonel Sam Drive
Oshawa, Ontario L1H 8P7



■ *Filling Your Tank*

The cap is behind a hinged door on the left side of your vehicle.

CAUTION:

Gasoline vapor is highly flammable. It burns violently, and that can cause very bad injuries. Don't smoke if you're near gasoline or refueling your vehicle. Keep sparks, flames, and smoking materials away from gasoline.



To take off the cap, turn it slowly to the left (counterclockwise).

While refueling, hang the cap inside the fuel door.

⚠ CAUTION:

If you get gasoline on you and then something ignites it, you could be badly burned. Gasoline can spray out on you if you open the fuel filler cap too quickly. This spray can happen if your tank is nearly full, and is more likely in hot weather. Open the fuel filler cap slowly and wait for any "hiss" noise to stop. Then unscrew the cap all the way.

Be careful not to spill gasoline. Clean gasoline from painted surfaces as soon as possible. See "Cleaning the Outside of Your Pontiac" in the Index.

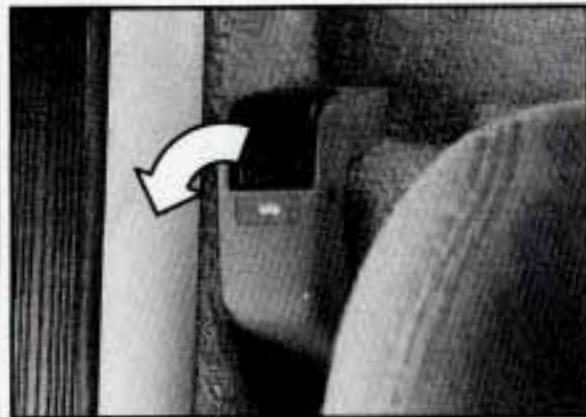
When you put the cap back on, turn it to the right until you hear at least three clicks.

NOTICE:

If you need a new cap, be sure to get the right type. Your dealer can get one for you. If you get the wrong type, it may not fit or have proper venting, and your fuel tank and emissions system might be damaged.

■ ***Checking Things Under the Hood***

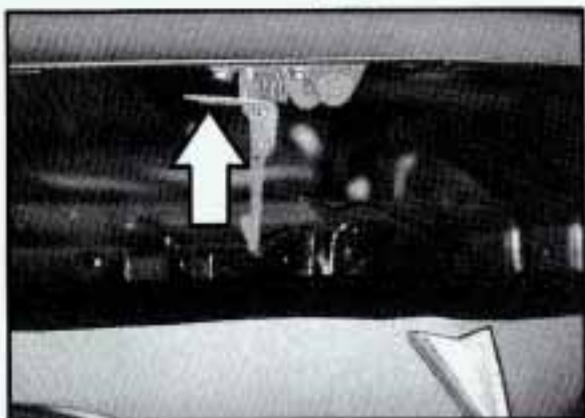
The following sections tell you how to check fluids, lubricants and important parts underhood.



Hood Release

To open the hood, first pull the handle inside the vehicle.

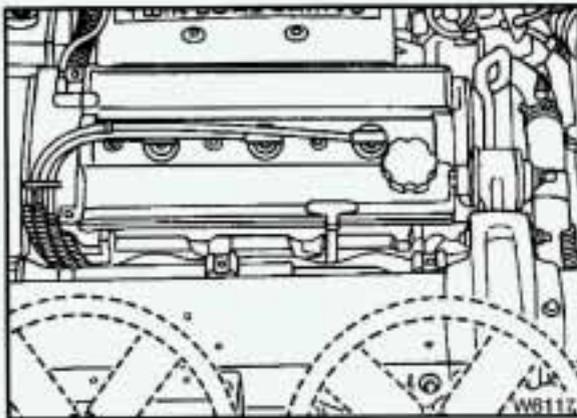
Service & Appearance Care



■ *Checking Things Under the Hood (CONT.)*

Then go to the front of the vehicle and release the secondary hood release.

Lift the hood.



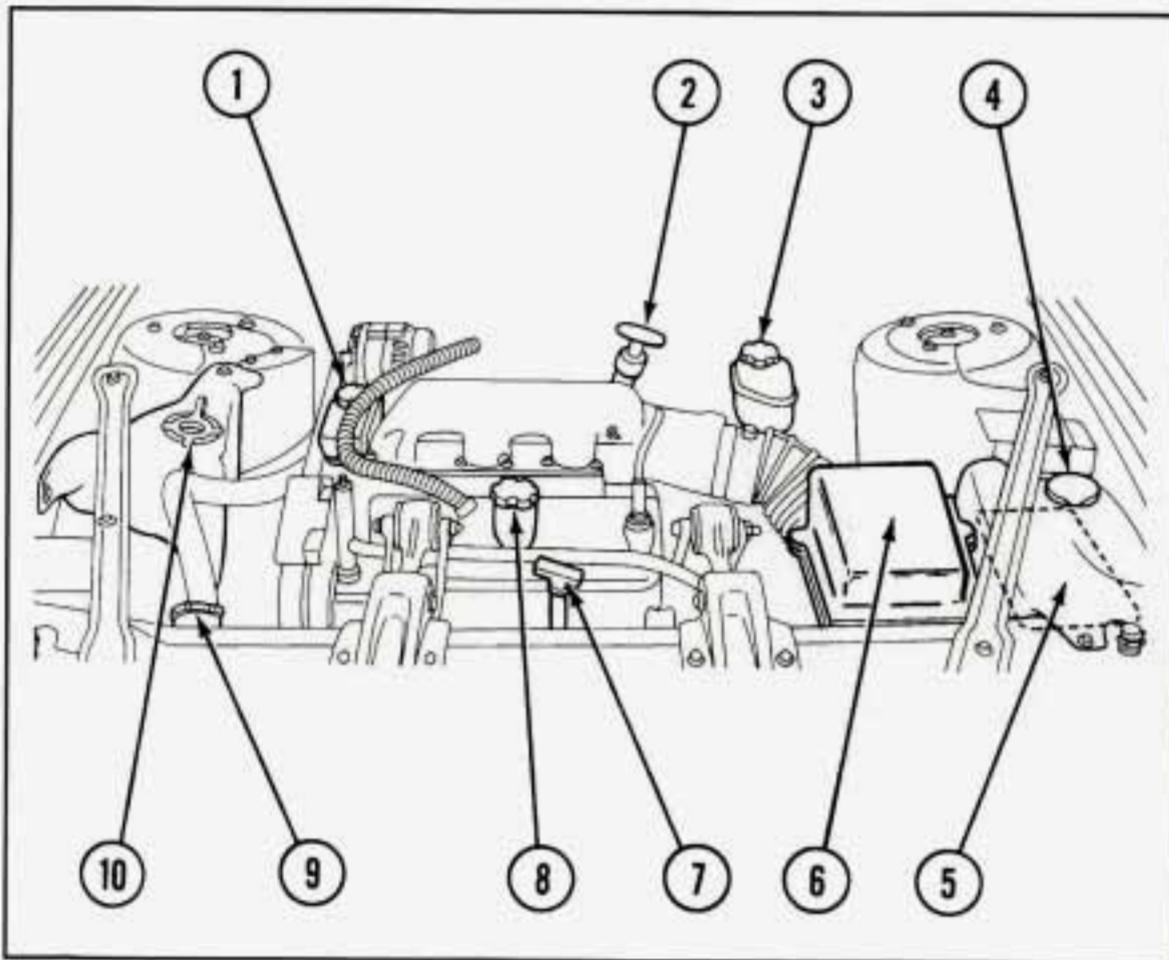
CAUTION:

An electric fan under the hood can start up and injure you even when the engine is not running. Keep hands, clothing and tools away from any underhood electric fan.

CAUTION:

Things that burn can get on hot engine parts and start a fire. These include liquids like gasoline, oil, coolant, brake fluid, windshield washer and other fluids, and plastic or rubber. You or others could be burned. Be careful not to drop or spill things that will burn onto a hot engine.

Before closing the hood, be sure all the filler caps are on properly. Then just pull the hood down and close it firmly.



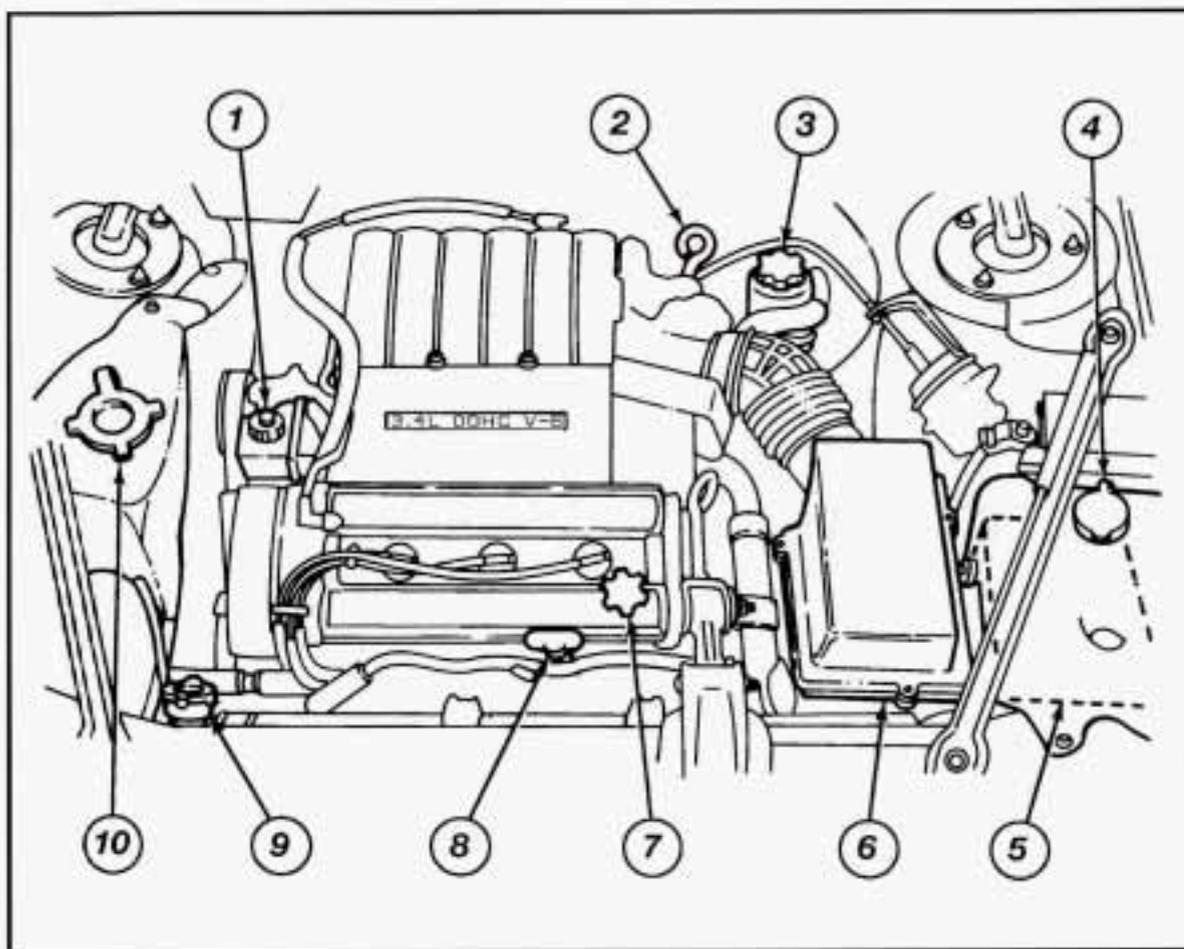
Underhood Components

3100 V6 Engine (Code M)

When you open the hood, you'll see:

1. Power Steering Fluid Reservoir
2. Automatic Transaxle Fluid Dipstick
3. Brake Fluid Reservoir
4. Windshield Washer Fluid Reservoir
5. Battery
6. Air Cleaner
7. Engine Oil Dipstick
8. Engine Oil Fill Cap
9. Radiator Pressure Cap
10. Engine Coolant Reservoir

Service & Appearance Care

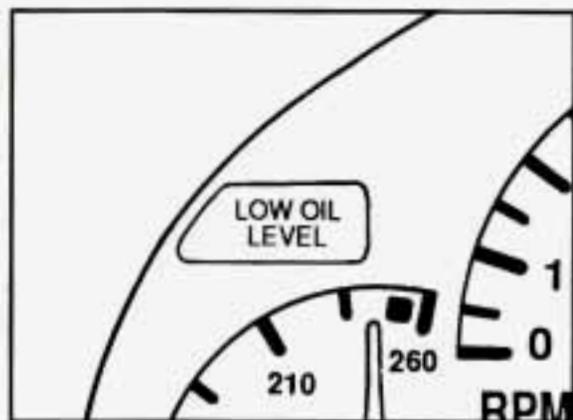


Underhood Components

3.4L (DOHC) V6 Engine (Code X)

When you open the hood, you'll see:

1. Power Steering Fluid Reservoir
2. Automatic Transaxle Fluid Dipstick
3. Brake Fluid Reservoir
4. Windshield Washer Fluid Reservoir
5. Battery
6. Air Cleaner
7. Engine Oil Fill Cap
8. Engine Oil Dipstick
9. Radiator Pressure Cap
10. Engine Coolant Reservoir



■ Engine Oil

If this light on the instrument panel comes on, it means you need to check your engine oil level right away. For more information, see "Low Engine Oil Level Warning Light" in the Index. You should check your engine oil level regularly; this is an added reminder (3100 V6 only).

It's a good idea to check your engine oil every time you get fuel. In order to get an accurate reading, the oil must be warm and the vehicle must be on level ground.

Turn off the engine and give the oil a few minutes to drain back into the oil pan. If you don't, the oil dipstick might not show the actual level.

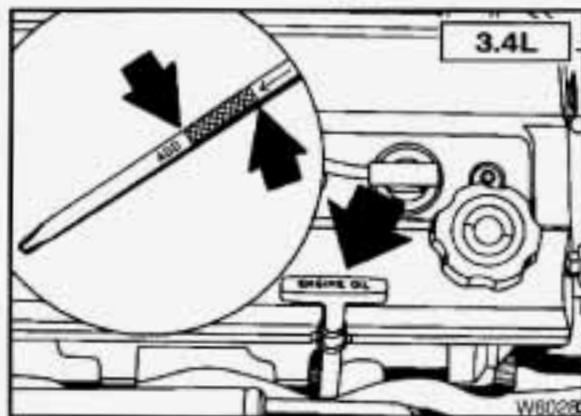
To Check Engine Oil

Pull out the dipstick and clean it with a paper towel or cloth, then push it back in all the way. Remove it again, keeping the tip lower, and check the level.



3100 V6: Checking Engine Oil

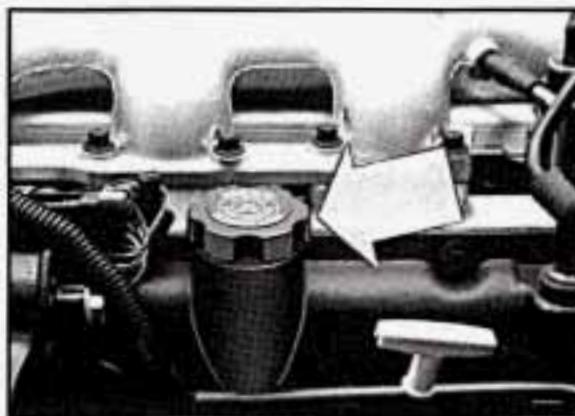
Service & Appearance Care



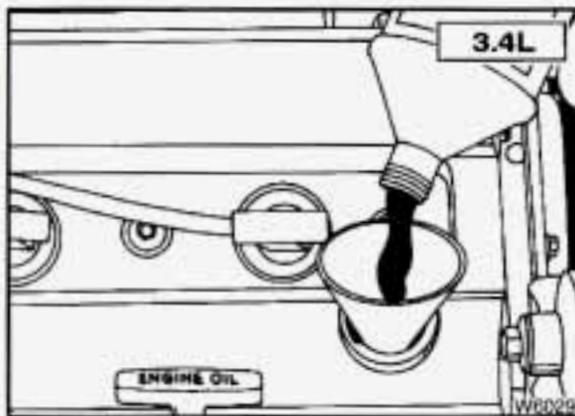
3.4L V6: Checking Engine Oil

When to Add Oil

If the oil is at or below the ADD line, then you'll need to add some oil. But you must use the right kind. This section explains what kind of oil to use. For crankcase capacity, see "Capacities and Specifications" in the Index.



3100 V6: Adding Engine Oil



3.4L V6: Adding Engine Oil

NOTICE:

Don't add too much oil. If your engine has so much oil that the oil level gets above the cross-hatched area that shows the proper operating range, your engine could be damaged.

Just fill it enough to put the level somewhere in the proper operating range. Push the dipstick all the way back in when you're through.

What Kind of Oil to Use

Beginning mid-year 1993, oils of the proper quality for your vehicle will be identified with this new "starburst" symbol. The "starburst" symbol indicates that the oil has been certified by the American Petroleum Institute (API), and is suitable for use in your gasoline engine.



You should look for this on the front of the oil container, and use only oils that display this new symbol.

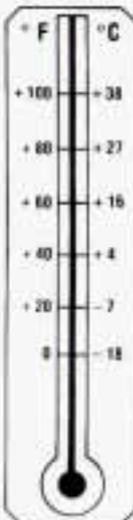
You should also use the proper viscosity oil for your vehicle, as shown in the following chart:

Recommended SAE Viscosity Grade Engine Oils

For best fuel economy and cold starting, select the lowest SAE viscosity grade oil for the expected temperature range.

LOOK FOR ONE OF THESE LABELS

HOT WEATHER



SAE 5W-30 PREFERRED

SAE 10W-30



COLD WEATHER

IF NEITHER SAE 5W-30 NOR SAE 10W-30 GRADE OILS ARE AVAILABLE, SAE 30 GRADE MAY BE USED AT TEMPERATURES ABOVE 40 DEGREES F (4 DEGREES C).

DO NOT USE SAE 10W-40, SAE 20W-50 OR ANOTHER GRADE OIL NOT RECOMMENDED.

As shown in the chart, SAE 5W-30 is best for your vehicle. However, you can use SAE 10W-30 if it's going to be 0°F (-18°C) or above. These numbers on an oil container show its viscosity, or thickness. Do not use other viscosity oils, such as SAE 10W-40 or SAE 20W-50.

If you cannot find oils with the new "starburst" symbol on the front of the container, you should look for and use oils containing the following three things:

- SG or SH

"SG or SH" must be on the oil container, either by itself or combined with other quality designations, such as "SG/CD," "SH/CD," "SH,SG,CD," etc. These letters show American Petroleum Institute (API) levels of quality.

- SAE 5W-30
- Energy Conserving II

Oils with these words on the container will help you save fuel.

Service & Appearance Care



What Kind of Oil to Use (CONT.)

These three things are usually included in a doughnut shaped logo (symbol) on most containers. If you cannot find oils with the "starburst" symbol, you should look for oils with the doughnut shaped symbol, containing the three things noted above.

NOTICE:

If you use oils that do not have either the "starburst" symbol or an API SG or SH designation, you can cause engine damage not covered by your warranty.

GM Goodwrench[®] oil (in Canada, GM Engine Oil) meets all the requirements for your vehicle.

Engine Oil Additives

Don't add anything to your oil. Your Pontiac dealer is ready to advise if you think something should be added.

When to Change Engine Oil

See if any one of these is true for you:

- Most trips are less than 4 miles (6 km).
- It's below freezing outside and most trips are less than 10 miles (16 km).

- The engine is at low speed most of the time (as in door-to-door delivery, or in stop-and-go traffic).
- You tow a trailer often.
- Most trips are through dusty places.

If any one of these is true for your vehicle, then you need to change your oil and filter every 3,000 miles (5 000 km) or 3 months -- whichever comes first.

If none of them is true, change the oil every 7,500 miles (12 500 km) or 12 months -- whichever comes first. Change the filter at the first oil change and at every other oil change after that.

Engine Coolant Heater (Engine Block Heater)

An engine coolant heater can be a big help if you have to park outside in very cold weather, 0°F (-18°C) or colder. If your vehicle has this option, see "Engine Coolant Heater" in the Index.

What to Do with Used Oil

Did you know that used engine oil contains certain elements that may be unhealthy for your skin and could even cause cancer? Don't let used oil stay on your skin for very long. Clean your skin and nails with soap and water, or a good hand cleaner. Wash or properly throw away clothing or rags containing used engine oil. (See the manufacturer's warnings about the use and disposal of oil products.)

Used oil can be a real threat to the environment. If you change your own oil, be sure to drain all free-flowing oil from the filter before disposal. Don't ever dispose of oil by putting it in the trash, pouring it on the ground, into sewers, or into streams or bodies of water. Instead, recycle it by taking it to a place that collects used oil. If you have a problem properly disposing of your used oil, ask your dealer, a service station or a local recycling center for help.

■ *Air Cleaner*

Refer to the Maintenance Schedule to determine when to replace the air filter.

See "Scheduled Maintenance Services" in the Index.



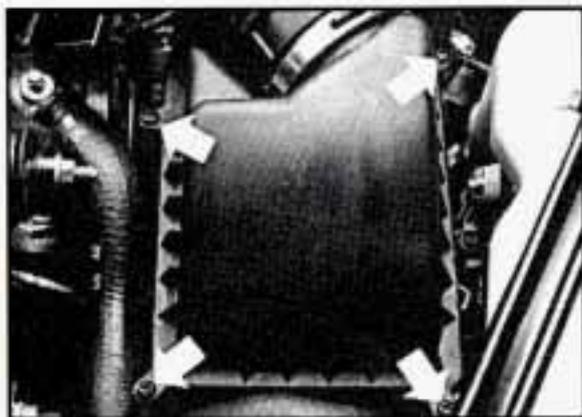
CAUTION:

Operating the engine with the air cleaner off can cause you or others to be burned. The air cleaner not only cleans the air, it stops flame if the engine backfires. If it isn't there, and the engine backfires, you could be burned. Don't drive with it off, and be careful working on the engine with the air cleaner off.

NOTICE:

If the air cleaner is off, a backfire can cause a damaging engine fire. And, dirt can easily get into your engine, which will damage it. Always have the air cleaner in place when you're driving.

Service & Appearance Care



■ *Air Cleaner (CONT.)*

To Check or Replace:

1. Remove the four screws and pull off the cover.



2. Remove the air cleaner filter.
3. Be sure to install the air cleaner filter and replace the cover tightly.

■ *Automatic Transaxle Fluid*

When to Check and Change

A good time to check your automatic transaxle fluid level is when the engine oil is changed. Refer to the Maintenance Schedule to determine when to change your fluid. See "Scheduled Maintenance Services" in the Index.

How to Check

Because this operation can be a little difficult, you may choose to have this done at a Pontiac Dealership Service Department.

If you do it yourself, be sure to follow all the instructions here, or you could get a false reading on the dipstick.

NOTICE:

Too much or too little fluid can damage your transaxle. Too much can mean that some of the fluid could come out and fall on hot engine parts or exhaust system, starting a fire. Be sure to get an accurate reading if you check your transaxle fluid.

Wait at least 30 minutes before checking the transaxle fluid level if you have been driving:

- When outside temperatures are above 90°F (32°C).
- At high speed for quite a while.

- In heavy traffic -- especially in hot weather.
- While pulling a trailer.

To get the right reading, the fluid should be at normal operating temperature, which is 180°F to 200°F (82°C to 93°C).

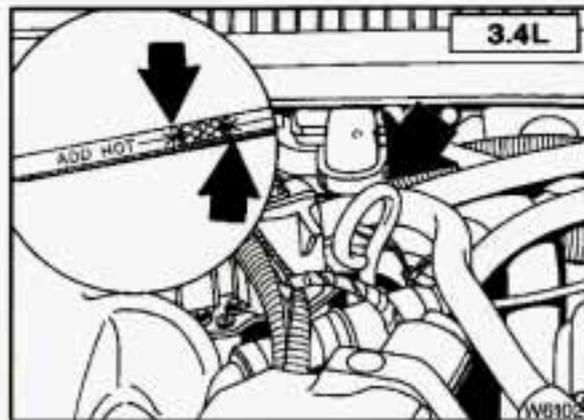
Get the vehicle warmed up by driving about 15 miles (24 km) when outside temperatures are above 50°F (10°C). If it's colder than 50°F (10°C), you may have to drive longer.

To check the fluid level

- Park your vehicle on a level place.
- With the parking brake applied, place the shift lever in "P" (Park).
- With your foot on the brake pedal, move the shift lever through each gear range, pausing for about three seconds in each range. Then, position the shift lever in "P" (Park).
- Let the engine run at idle for three to five minutes.



3100 V6: Checking Automatic Transaxle Fluid

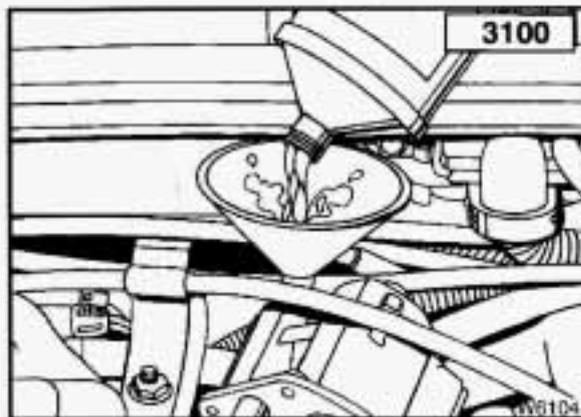


3.4L V6: Checking Automatic Transaxle Fluid

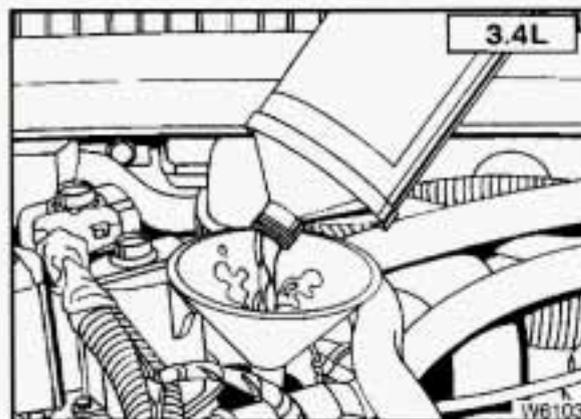
Then, without shutting off the engine, follow these steps:

1. Pull out the dipstick and wipe it with a clean rag or paper towel.
2. Push it back in all the way, wait three seconds and then pull it back out again.
3. Check both sides of the dipstick, and read the lower level. The fluid level must be in the cross-hatched area.
4. If the fluid level is in the acceptable range, push the dipstick back in all the way.

Service & Appearance Care



3100 V6: Adding Automatic Transaxle Fluid



3.4L V6: Adding Automatic Transaxle Fluid

How to Add Transaxle Fluid

Refer to the Maintenance Schedule to determine what kind of transaxle fluid to use. See "Recommended Fluids and Lubricants" in the Index.

If the fluid level is low, add only enough of the proper fluid to bring the level into the cross-hatched area on the dipstick.

1. Pull out the dipstick.
2. Using a long-neck funnel, add enough fluid at the dipstick hole to bring it to the proper level. It doesn't take much fluid, generally less than a pint (0.5L). **Don't overfill.** We recommend you use only fluid labeled DEXRON[®]-IIE or DEXRON[®]-III, because fluids with that label are made especially for your automatic transaxle. Damage caused by fluid other than DEXRON[®]-IIE or DEXRON[®]-III is not covered by your new vehicle warranty.

- After adding fluid, recheck the fluid level as described under "How to Check."
- When the correct fluid level is obtained, push the dipstick back in all the way.

Engine Coolant

The following explains your cooling system and how to add coolant when it is low. If you have a problem with engine overheating or if you need to add coolant to your radiator, see "Engine Overheating" in the Index.

The proper coolant for your Pontiac will:

- Give freezing protection down to -34°F (-37°C).
- Give boiling protection up to 262°F (128°C).
- Protect against rust and corrosion.
- Help keep the proper engine temperature.
- Let the warning lights work as they should.

What to Use

Use a mixture of one-half clean water (preferably distilled) and one-half antifreeze that meets "GM Specification 1825-M," which won't damage aluminum parts. You can also use a recycled coolant conforming to GM Specification 1825-M with a complete coolant flush and refill. If you use this mixture, you don't need to add anything else.

CAUTION:

Adding only plain water to your cooling system can be dangerous. Plain water, or some other liquid like alcohol, can boil before the proper coolant mix will. Your vehicle's coolant warning system is set for the proper coolant mix. With plain water or the wrong mix, your engine could get too hot but you wouldn't get the overheat warning. Your engine could catch fire and you or others could be burned. Use a 50/50 mix of clean water and a proper antifreeze.

NOTICE:

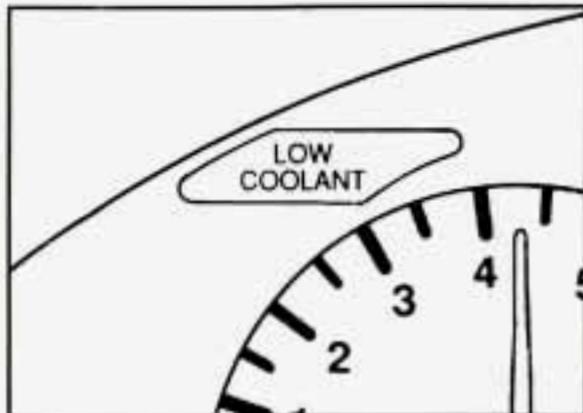
If you use an improper coolant mix, your engine could overheat and be badly damaged. The repair cost wouldn't be covered by your warranty. Too much water in the mix can freeze and crack the engine, radiator, heater core and other parts.



Adding Coolant

To Check Coolant

When your engine is cold, the coolant level should be at "COLD" or a little higher. When your engine is warm, the level should be up to "HOT" or a little higher.



If this light comes on, it means you're low on engine coolant.

To Add Coolant

If you need more coolant, add the proper mix at the coolant recovery tank.

If the coolant recovery tank is completely empty, add coolant to the radiator. (See "Engine Overheating" in the Index.)

Service & Appearance Care

Adding Coolant (CONT.)

CAUTION:

Turning the radiator pressure cap when the engine and radiator are hot can allow steam and scalding liquids to blow out and burn you badly. With the coolant recovery tank, you will almost never have to add coolant at the radiator. Never turn the radiator pressure cap -- even a little -- when the engine and radiator are hot.

Add coolant mix at the recovery tank, but be careful not to spill it.

CAUTION:

You can be burned if you spill coolant on hot engine parts. Coolant contains ethylene glycol, and it will burn if the engine parts are hot enough. Don't spill coolant on a hot engine.

■ Radiator Pressure Cap

NOTICE:

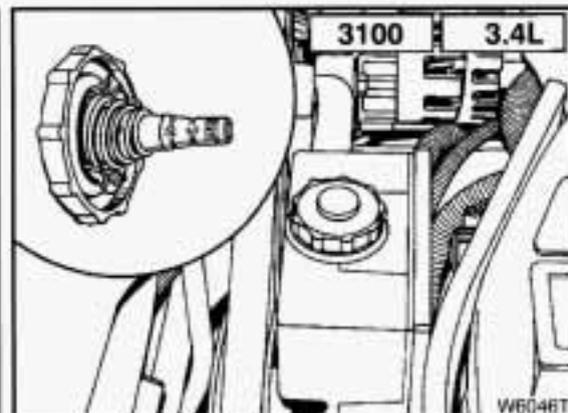
Your radiator cap is a 15 psi (105 kPa) pressure-type cap and must be tightly installed to prevent coolant loss and possible engine damage from overheating. Be sure the arrows on the cap line up with the overflow tube on the radiator filler neck.

When you replace your radiator pressure cap, an AC[®] cap is recommended.

■ Thermostat

Engine coolant temperature is controlled by a thermostat in the engine coolant system. The thermostat stops the flow of coolant through the radiator until the coolant reaches a preset temperature.

When you replace your thermostat, an AC[®] thermostat is recommended.



■ Power Steering Fluid

How To Check Power Steering Fluid

Unscrew the cap and wipe the dipstick with a clean rag. Replace the cap and completely tighten it. Then remove the cap again and look at the fluid level on the dipstick.

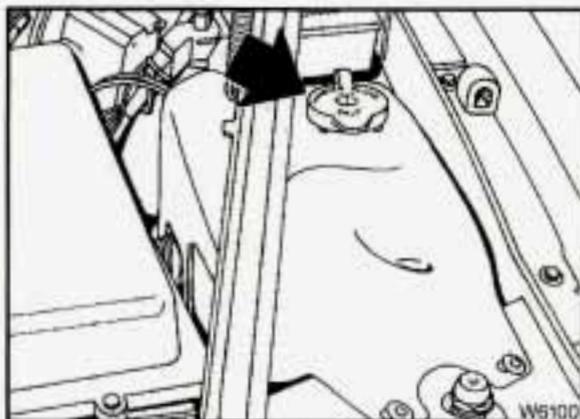
- When the engine compartment is hot, the level should be at the "H" mark.
- When the engine compartment is cool, the level should be at the "C" mark.

What to Add

Refer to the Maintenance Schedule to determine what kind of fluid to use. See "Recommended Fluids and Lubricants" in the Index.

NOTICE:

When adding power steering fluid or making a complete fluid change, always use the proper fluid. Failure to use the proper fluid can cause leaks and damage hoses and seals.



■ Windshield Washer Fluid

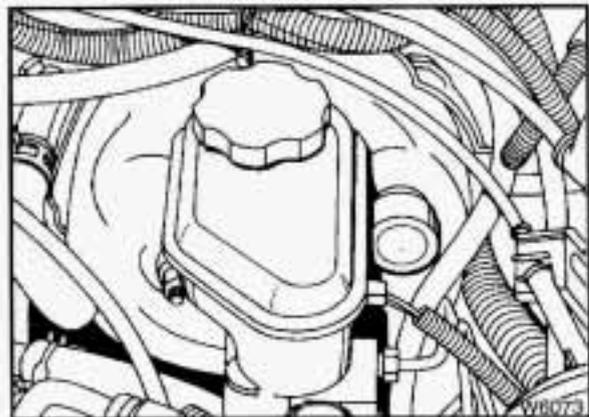
To Add

Open the cap labeled "WASHER FLUID ONLY." Add washer fluid until the bottle is full.

NOTICE:

- When using concentrated washer fluid, follow the manufacturer's instructions for adding water.
- Don't mix water with ready-to-use washer fluid. Water can cause the solution to freeze and damage your washer fluid tank and other parts of the washer system. Also, water doesn't clean as well as washer fluid.
- Fill your washer fluid tank only 3/4 full when it's very cold. This allows for expansion, which could damage the tank if it is completely full.
- Don't use radiator antifreeze in your windshield washer. It can damage your washer system and paint.

Service & Appearance Care



■ Brakes

Brake Master Cylinder

Your brake master cylinder is here. It is filled with DOT-3 brake fluid.

There are only two reasons why the brake fluid level in your master cylinder might go down. The first is that the brake fluid goes down to an acceptable level during normal brake lining wear. When new linings are put in, the fluid level goes back up. The other reason is that fluid is leaking out of the brake system. If it is, you should have your brake system fixed, since a leak means that sooner or later your brakes won't work well, or won't work at all. So, it isn't a good idea to "top

off" your brake fluid. Adding brake fluid won't correct a leak. If you add fluid when your linings are worn, then you'll have too much fluid when you get new brake linings. You should add (or remove) brake fluid, as necessary, only when work is done on the brake hydraulic system.

CAUTION:

If you have too much brake fluid, it can spill on the engine. The fluid will burn if the engine is hot enough. You or others could be burned, and your vehicle could be damaged. Add brake fluid only when work is done on the brake hydraulic system.

When your brake fluid falls to a low level, your brake warning light will come on. See "Brake System Warning Light" in the Index.

What to Add

When you do need brake fluid, use only DOT-3 brake fluid -- such as Delco Supreme 11[®] (GM Part No.1052535). Use new brake fluid from a sealed container only, and always clean the brake fluid reservoir cap before removing it.

NOTICE:

- Don't let someone put in the wrong kind of fluid. For example, just a few drops of mineral-based oil, such as engine oil, in your brake system can damage brake system parts so badly that they'll have to be replaced.
- Brake fluid can damage paint, so be careful not to spill brake fluid on your vehicle. If you do, wash it off immediately. See "Appearance Care" in the Index.

Brake Wear

Your Pontiac has four-wheel disc brakes.

Disc brake pads have built-in wear indicators that make a high-pitched warning sound when the brake pads are worn and new pads are needed. The sound may come and go or be heard all the time your vehicle is moving (except when you are pushing on the brake pedal firmly).

CAUTION:

The brake wear warning sound means that sooner or later your brakes won't work well. That could lead to an accident. When you hear the brake wear warning sound, have your vehicle serviced.

NOTICE:

Continuing to drive with worn-out brake pads could result in costly brake repair.

Some driving conditions or climates may cause a brake squeal when the brakes are first applied or lightly applied. This does not mean something is wrong with your brakes.

Brake linings should always be replaced as complete axle sets.

Brake Pedal Travel

See your dealer if the brake pedal does not return to normal height, or if there is a rapid increase in pedal travel. This could be a sign of brake trouble.

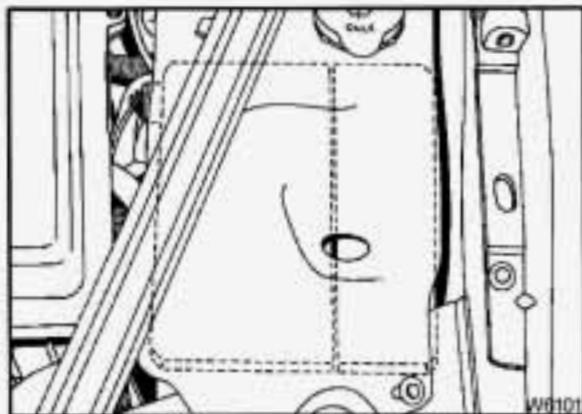
Brake Adjustment

Every time you make a moderate brake stop, your disc brakes adjust for wear. If you rarely make a moderate or heavier stop, then your brakes might not adjust correctly. If you drive in that way, then -- very carefully -- make a few moderate brake stops about every 1000 miles (1600 km), so your brakes will adjust properly.

Replacing Brake System Parts

The braking system on a modern vehicle is complex. Its many parts have to be of top quality and work well together if the vehicle is to have really good braking. Vehicles we design and test have top-quality GM brake parts in them, as your Pontiac does when it is new. When you replace parts of your braking system -- for example, when your brake linings wear down and you have to have new ones put in -- be sure you get new genuine GM replacement parts. If you don't, your brakes may no longer work properly. For example, if someone puts in brake linings that are wrong for your vehicle, the balance between your front and rear brakes can change, for the worse. The braking performance you've come to expect can change in many other ways if someone puts in the wrong replacement brake parts.

Service & Appearance Care



■ **Battery**

Every new Pontiac has a Delco Freedom[®] battery. You never have to add water to one of these. When it's time for a new battery, we recommend a Delco Freedom[®] battery. Get one that has the catalog number shown on the original battery's label.

Jump Starting

For jump starting instructions, see "Jump Starting" in the Index.

Vehicle Storage

If you're not going to drive your vehicle for 25 days or more, take off the black, negative (-) cable from the battery. This will help keep your battery from running down.



CAUTION:

Batteries have acid that can burn you and gas that can explode. You can be badly hurt if you aren't careful. See "Jump Starting" in the Index for tips on working around a battery without getting hurt.

Contact your dealer to learn how to prepare your vehicle for longer storage periods.

■ **Bulb Replacement**

In this section you'll find directions for changing the light bulbs in some of the lights on your Pontiac. You'll also find directions for adjusting the alignment of the mini-quad headlights, if you have this type.

Be sure to read the directions before you begin to replace or adjust any lights.

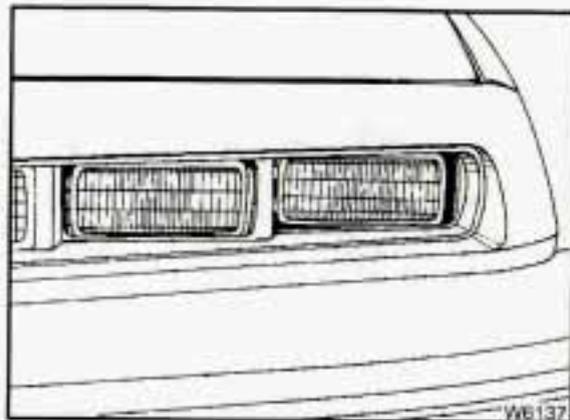
See "Replacement Bulbs" in the Index to find the type of bulb you need to use.

■ **Halogen Bulbs**



CAUTION:

Halogen bulbs have pressurized gas inside and can burst if you drop or scratch the bulb. You or others could be injured. Take special care when handling and disposing of halogen bulbs.



■ *Headlight Aiming (2-Door Models)*

Your vehicle has the 55 x 135 mini-quad headlight system. These headlights have horizontal and vertical aim indicators. The aim has been pre-set at the factory and should need no further adjustment.

If your vehicle is damaged in an accident and the headlight aim seems to be affected, see your Pontiac dealer. Headlights on damaged vehicles may require recalibration of the horizontal aim by your Pontiac dealer.

To check the aim, the vehicle should be properly prepared as follows:

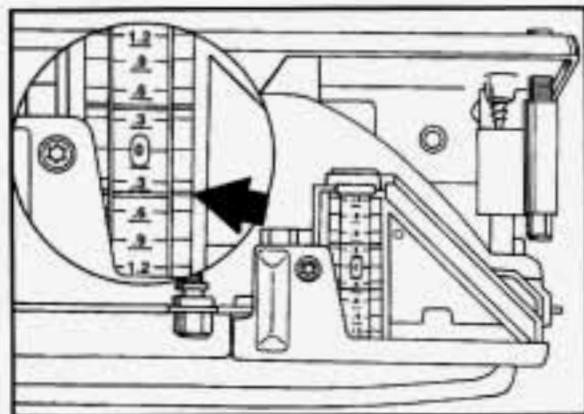
- The vehicle must have all four tires on a perfectly level surface.
- The vehicle should not have any snow, ice, or mud attached to it.
- There should not be any cargo or loading of vehicle, except it should have a full tank of gas and one person or 160 lbs. (75 kg) on the driver's seat.
- Tires should be properly inflated.
- The horizontal indicator should read "0".

NOTICE:

To make sure your headlights are aimed properly, read all the instructions before beginning. Failure to follow these instructions could cause damage to headlight parts.

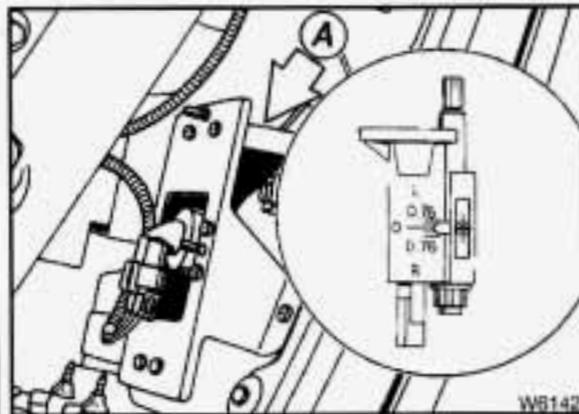
State inspection stations will allow a vertical reading of up plus .76 degrees or down minus .76 degrees for the center of the bubble.

Service & Appearance Care

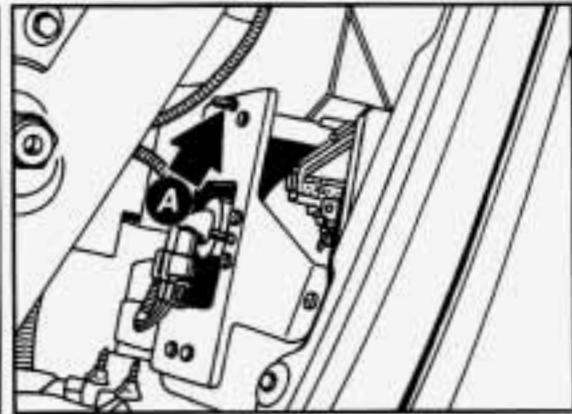


■ *Headlight Aiming* *(2-Door Models) (CONT.)*

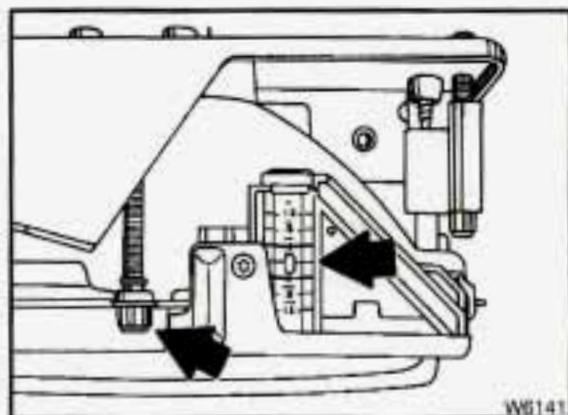
It is recommended that the upper limit not exceed up plus .4 degrees for the center of the bubble. There may be an increased chance of being flashed if adjustment is much above up plus .4 degrees.



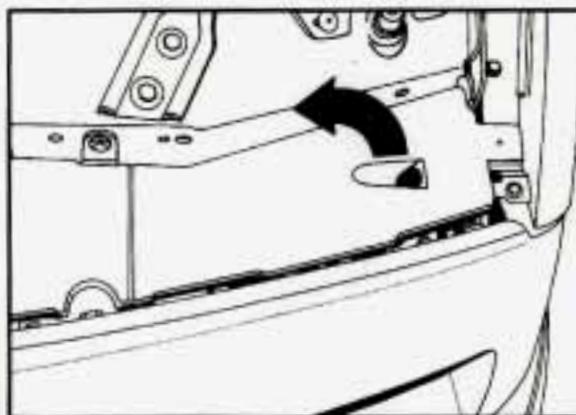
1. Start with the horizontal (left and right) headlight aim. Don't try to adjust the vertical (up and down) aim first.
2. Check the horizontal aim for each headlight and adjust it as necessary.



3. Turn the horizontal aiming screw until the pointer is lined up with the 0 (zero). To open the protective panel above the headlights, see "To Replace a Headlight (2-Door Models)" later in this section.



4. Now adjust the vertical aim. Check the vertical aim for each headlight and adjust it as necessary.
5. Turn the vertical aiming screw until the bubble in the level is centered at 0 (zero).

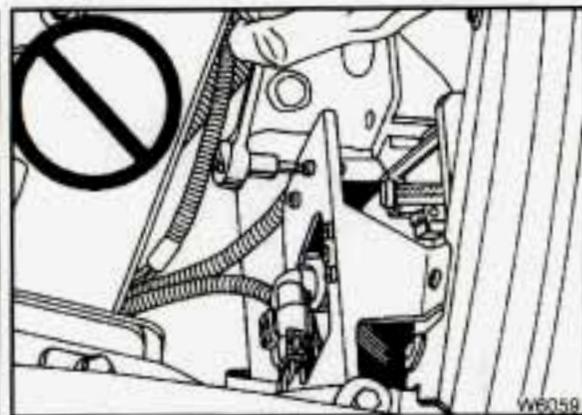


■ *To Replace a Headlight (2-Door Models)*

Before replacing a headlight that does not light, check to make sure that the wiring connector is securely fastened to it.

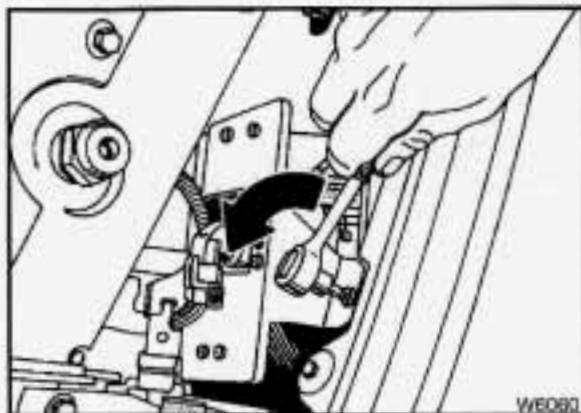
See "Replacement Bulbs" in the Index to check the size and type of headlight you need to use before you begin to replace the headlight. You must replace a headlight with one that is exactly the same.

1. Open the protective panel above the headlights.



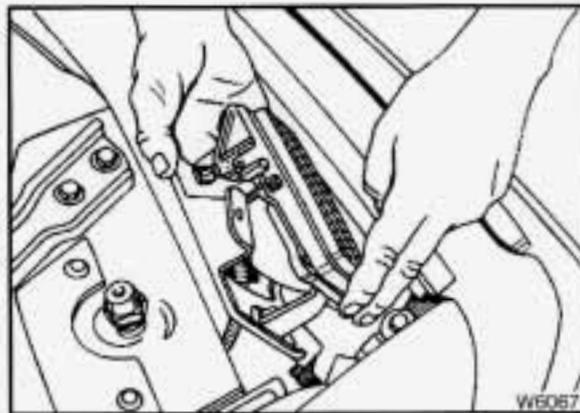
2. Be careful not to move the aiming screws when you replace the headlight. If the headlight being replaced was properly aimed, the new one will be also if it is properly installed.

Service & Appearance Care

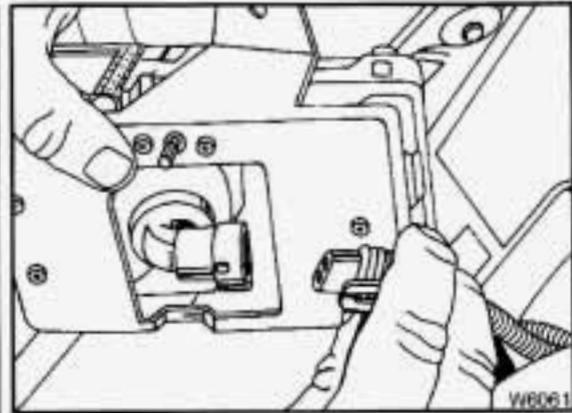


■ *To Replace a Headlight (2-Door Models) (CONT.)*

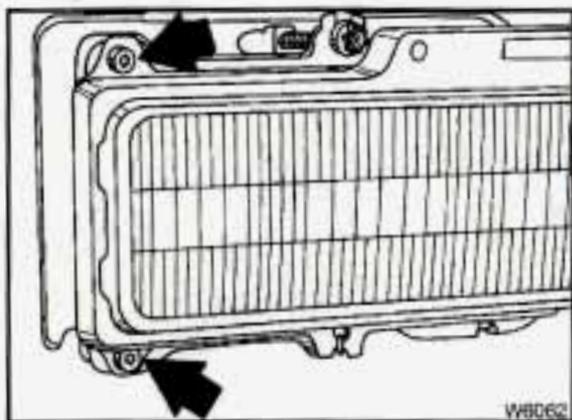
3. Remove the screw at the top of the headlight support panel. Loosen the two screws at the bottom of the panel until they are out of the headlight frame but still in the brackets on the headlight assembly.



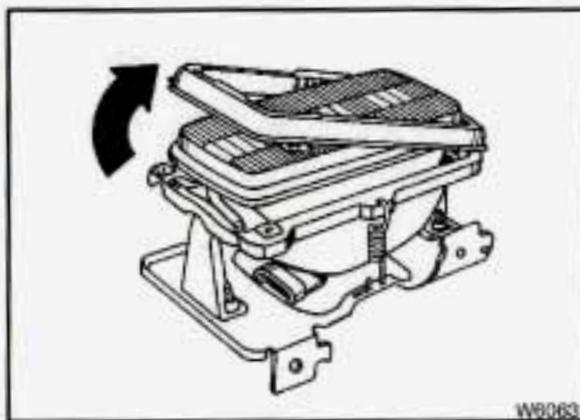
4. Lift the headlight assembly and headlight support panel. Be careful not to damage the vertical aim indicator.



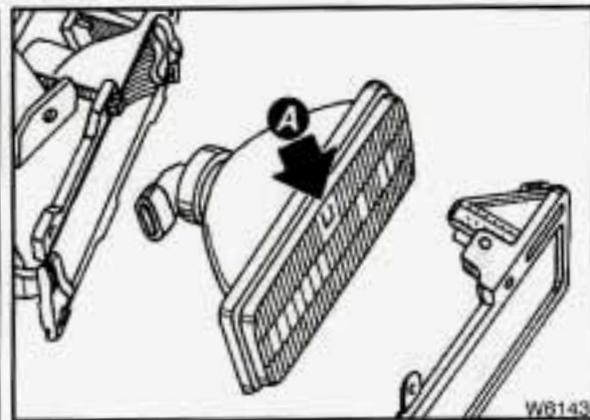
5. Remove the wiring connector from the headlight socket by lifting the plastic locking tabs on the connector and pulling it from the socket.



6. Set the headlight assembly on a work surface with the lens facing you.
7. Remove the Torx[®] head screws at the end of the aiming ring. The aiming ring will swing open like a gate.

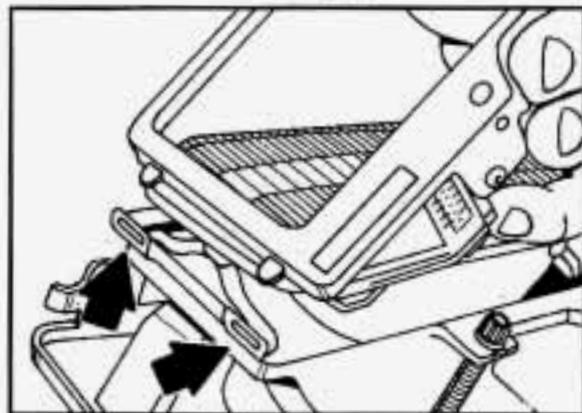


8. Remove the aiming ring from the assembly. Place it face down, with the aim indicator up. Be careful not to damage the aiming bubble.



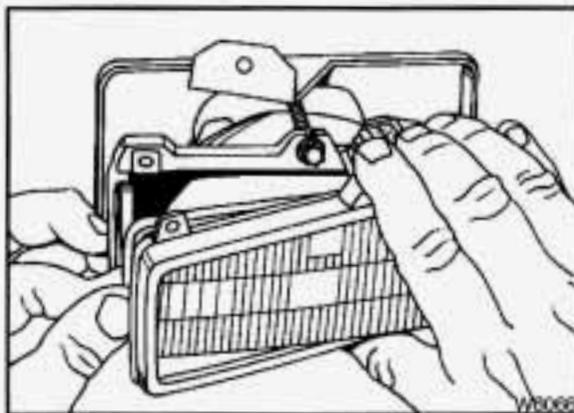
9. Check the new headlight again. The number on the top of the light (A) must match the number on the headlight being replaced. The letter, "U" or "L", must also match.
10. Place the new headlight in the headlight assembly. The socket must be pointing in the same direction the socket on the burned-out bulb was.

Service & Appearance Care

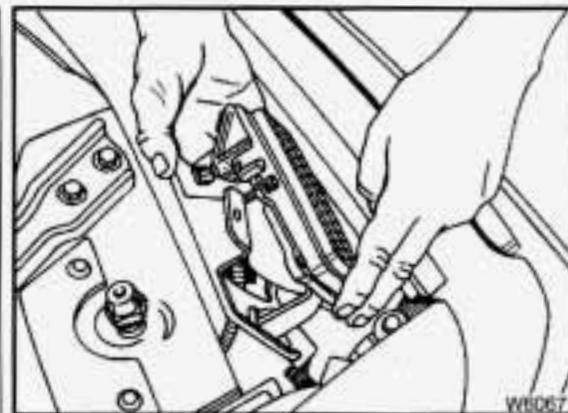


■ *To Replace a Headlight (2-Door Models) (CONT.)*

11. Insert the tabs on the aiming ring into the slots in the headlight assembly.

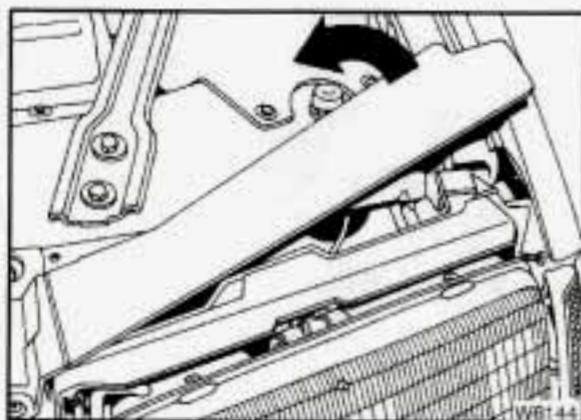


12. Holding the aiming ring closed, insert the screws until the aiming ring touches the plastic nuts on both the top and bottom. Do not overtighten. Do not damage the vertical aiming bubble.



13. Plug the wiring connector into the headlight socket. Snap the locking tabs onto the socket.
14. Lower the headlight assembly into position. Make sure the two guide tabs drop into their holes in the headlight support panel.
15. Insert the two bottom screws. Make sure the guide tabs are still in place before tightening the screws. Use a magnetic screwdriver with a small piece of masking tape.
16. Insert the top screw and tighten securely. To check or adjust headlight aim, refer to "Headlight Aiming" in this section.

If your vehicle is damaged in an accident and the headlight aim seems to be affected, see your Pontiac dealer. Headlights on damaged vehicles may require recalibration of the horizontal aim by your Pontiac dealer.



■ *Headlight Replacement (4-Door Models)*

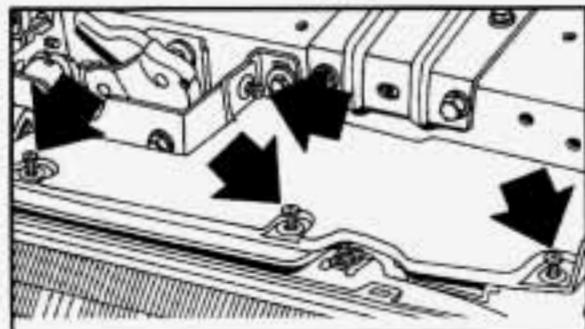
See "Replacement Bulbs" in the Index to check the type of bulb to use.

To Replace a Bulb:

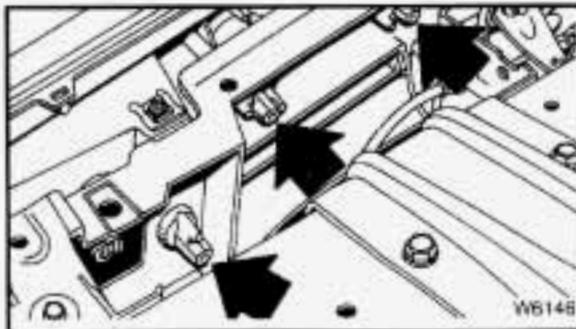
1. Open the hood. Open the protective panel above the headlights.
2. Reach behind the headlights and turn the socket counterclockwise until it pops loose from the housing.
3. Pull the socket and bulb free.
4. Lift the locking tab on the electrical connector and pull it from the socket.
5. Plug a new bulb and socket into the electrical connector. Be sure the locking tab snaps securely onto the socket.
6. Install the socket into the headlight housing.
7. Turn it clockwise to lock it in place.
8. Close the protective panel.



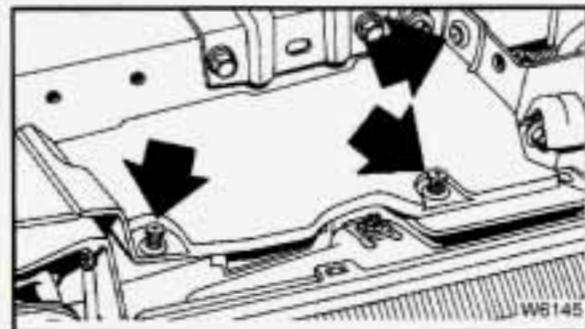
Service & Appearance Care



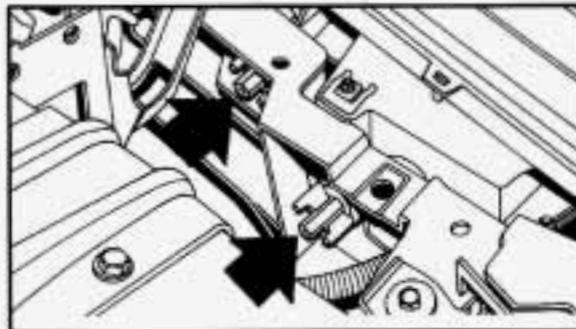
Driver Side



Driver Side



Passenger Side



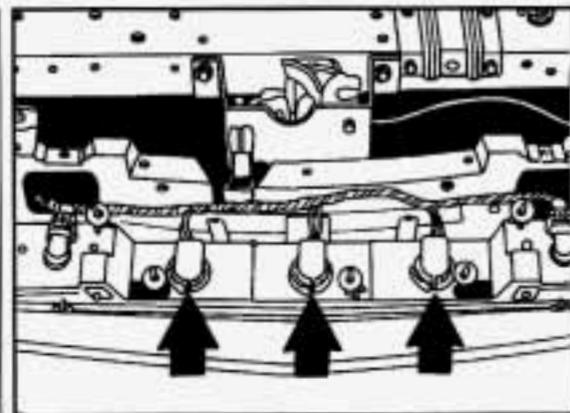
Passenger Side

■ *Front Light Bar Bulb Replacement (4-Door Models)*

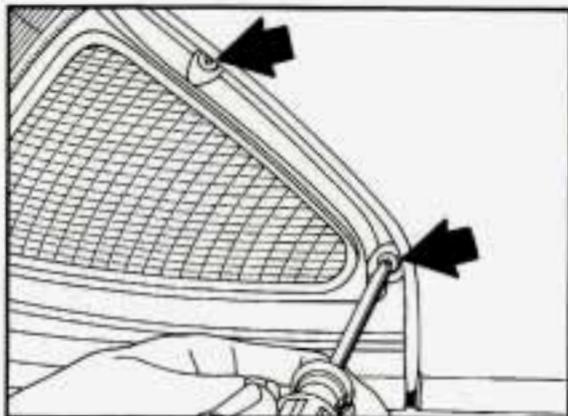
See "Replacement Bulbs" in the Index to check the type of bulb to use.

To Replace a Bulb:

1. Open the hood and remove the seven pins from the covers above the light bar.
2. Unscrew the five hex nuts that hold the front light bar in position. Pull the assembly from the vehicle.



3. Squeeze the tab and turn the socket counterclockwise.
4. Pull the socket from the light bar assembly.
5. Pull the bulb out of the socket. Do not twist it.
6. Push in a new bulb.
7. Replace the socket in the light bar assembly. Turn the socket clockwise until it snaps in place.
8. Put the front light bar assembly back in place. Replace the five hex nuts.
9. Put the covers back and replace the seven pins.

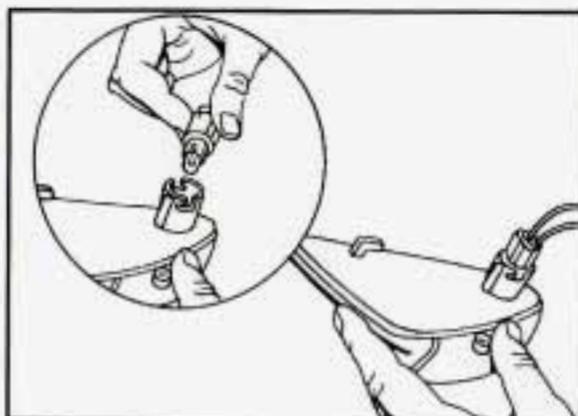


■ *Front Side Marker Bulb Replacement (4-Door Models)*

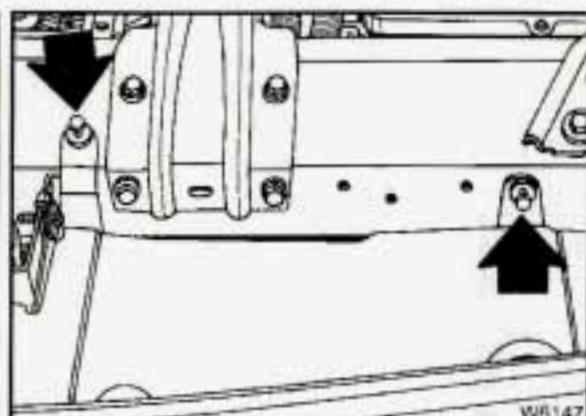
See "Replacement Bulbs" in the Index to check the type of bulb to use.

To Replace a Bulb:

1. Remove the screws and pull the side marker light assembly forward.



2. Turn the socket counterclockwise until it stops. Then pull the socket and bulb from the side marker light assembly.
3. Pull the bulb out of the socket. Do not twist the bulb.
4. Plug the new bulb in the socket.
5. Replace the bulb and socket in the side marker light assembly.
6. Replace the assembly in the vehicle. Replace the screws.



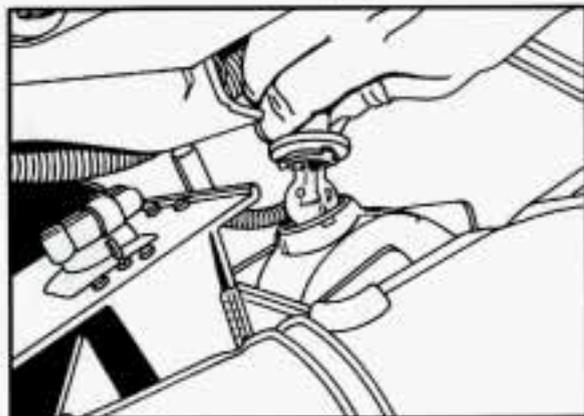
■ *Front Turn Signal Bulb Replacement (2-Door Models)*

See "Replacement Bulbs" in the Index to check the type of bulb to use.

To Replace a Bulb:

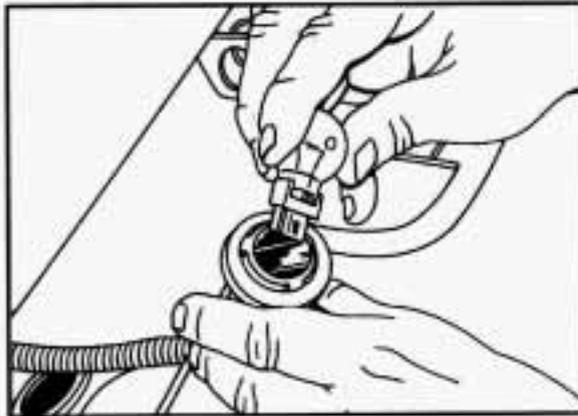
1. Open the hood and remove the pins that hold the cover above the turn signal lights.

Service & Appearance Care

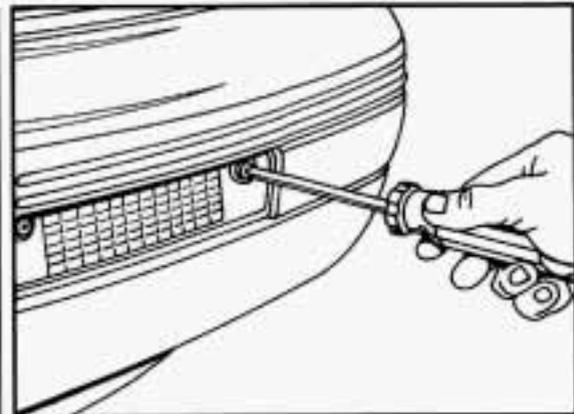


■ *Front Turn Signal Bulb Replacement (2-Door Models) (CONT.)*

2. Turn the socket counterclockwise 1/6 turn until it feels loose. Pull the socket from the assembly.



3. Pull the bulb from the socket. Do not twist it.
4. Push in the new bulb.
5. Replace the socket in the assembly. Turn it clockwise until it snaps in place.
6. Replace the cover.

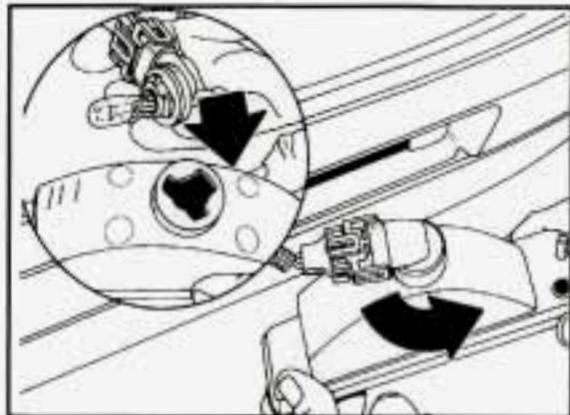


■ *Front Turn Signal Bulb Replacement (4-Door Models)*

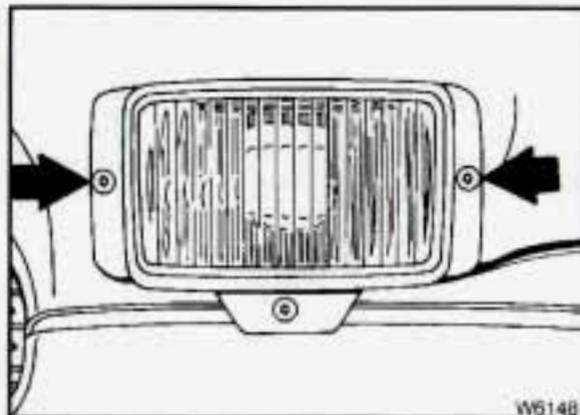
See "Replacement Bulbs" in the Index to check the type of bulb to use.

To Replace a Bulb:

1. Remove the screws.
2. Pull the turn signal light assembly forward.



3. Turn the socket counterclockwise until it comes loose and pulls away from the turn signal assembly.
4. Lift the locking tab on the electrical connector and pull the bulb and socket away from the electrical connector.
5. Plug a new bulb and socket into the electrical connector. Be sure the locking tab snaps securely onto the socket.
6. Replace the bulb and socket in the turn signal assembly. Turn the socket clockwise until it locks in place.
7. Replace the turn signal light assembly in the vehicle. Replace the screws.

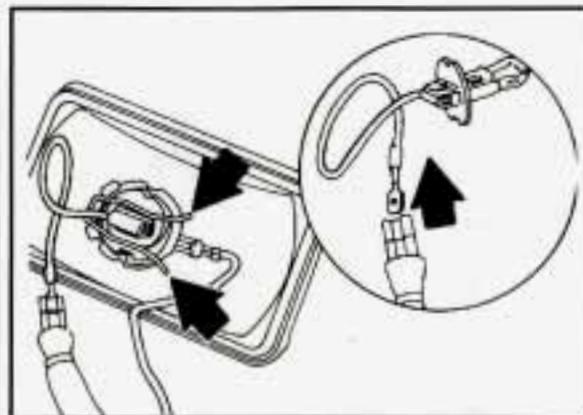


■ *Fog Light Bulb Replacement (2-Door Models)*

See "Replacement Bulbs" in the Index to check the type of bulb to use.

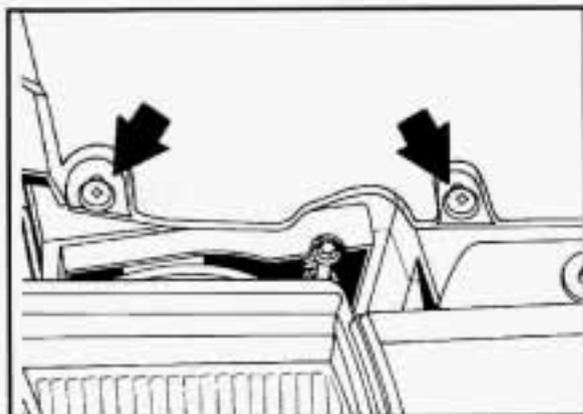
To Replace a Bulb:

1. Remove the two screws.



2. Remove the spring clip holding the bulb and remove the bulb from the lens.
3. Disconnect the electrical connector.
4. Connect the new bulb to the electrical connector.
5. Place the bulb in the lens and reattach the spring clip.
6. Put the lens in place and replace the screws.

Service & Appearance Care

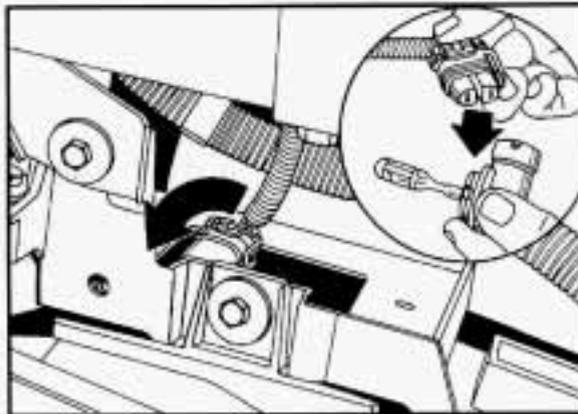


■ *Fog Light Bulb Replacement (4-Door Models)*

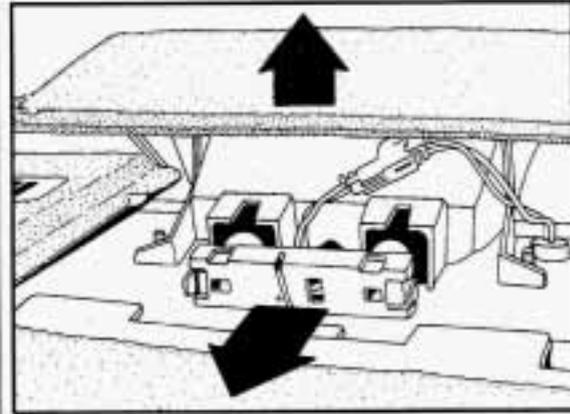
See "Replacement Bulbs" in the Index to check the type of bulb to use.

To Replace a Bulb:

1. Open the hood and remove the two pins or screws from the cover above the fog lights. To remove the pins, pull up or pry the center of the pins.



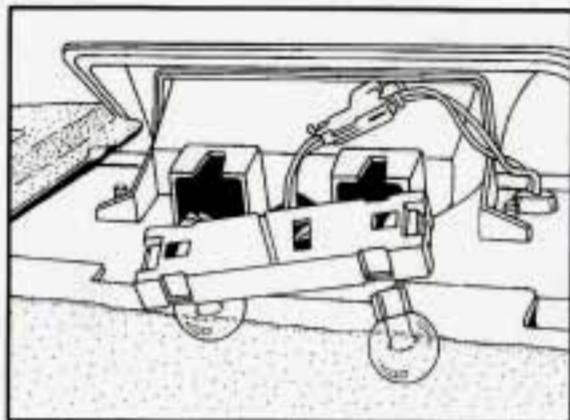
2. Reach behind the fog light and turn the socket counterclockwise until it comes loose from the assembly.
3. Lift the plastic locking tab on the electrical connector and pull the bulb and socket away from the electrical connector.
4. Plug a new bulb and socket into the electrical connector. Be sure the locking tab snaps securely onto the socket.
5. Replace the socket and bulb in the assembly. Turn the socket clockwise to lock in place.
6. Replace the cover and the pins.



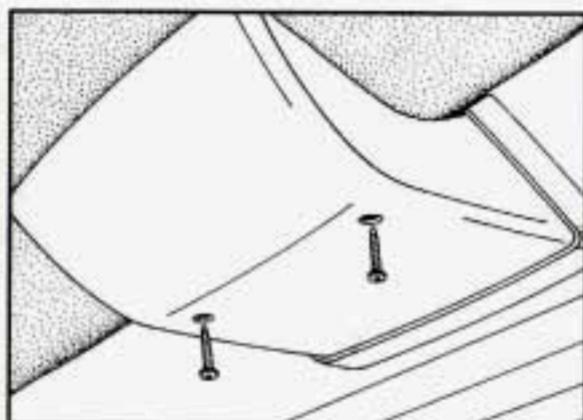
■ *Center High-Mounted Stoplight— Shelf-Mounted (2-Door Models)*

See "Replacement Bulbs" in the Index to check the type of bulb to use. If you would like to clean the inside surface of the rear window or need to replace a bulb, you can remove the stoplight housing by following these steps:

1. Remove the stoplight cover by lifting it and pulling it toward you.
2. Lift the locking tabs on each side and remove the circuit plate.



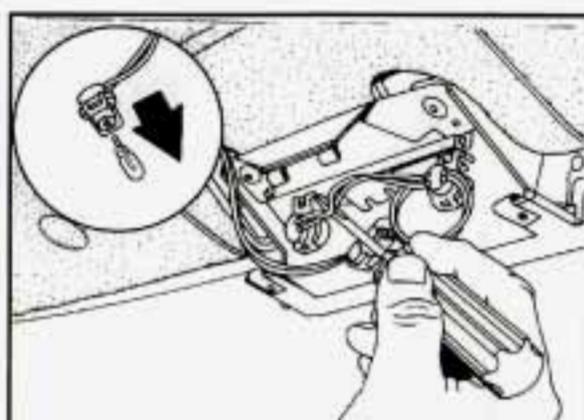
3. Pull the bulb out of the socket. Do not twist it.
4. Push in the new bulb.
5. Replace the socket and cover.



■ *Center High-Mounted Stoplight— Roof-Mounted (4-Door Models)*

See "Replacement Bulbs" in the Index to check the type of bulb to use. If you would like to clean the inside surface of the rear window or need to replace a bulb, you can remove the stoplight housing by following these steps:

1. Remove the screws and pull the cover down.



2. Lift the locking tabs at the top and bottom and pull the bulb and socket out of the center high-mounted stoplight assembly.
3. Pull the bulb from the socket.
4. Push the new bulb into the socket.
5. Replace the bulb and socket in the assembly. Make sure the locking tabs snap in place.
6. Replace the cover and screws.

Service & Appearance Care

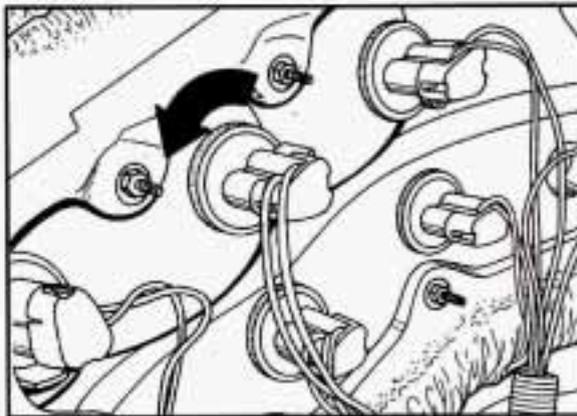


■ *Taillight Replacement*

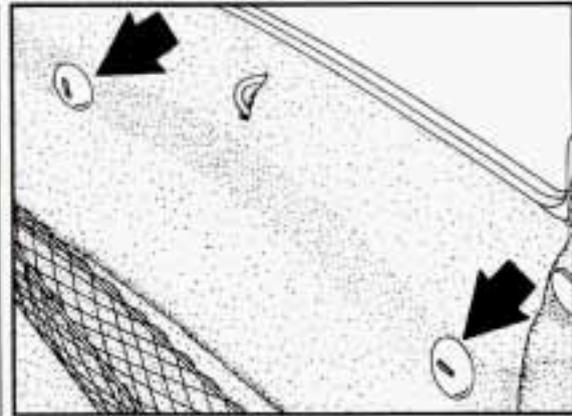
See "Replacement Bulbs" in the Index to check the type of bulb to use.

To Replace a Bulb:

1. Open the trunk. Remove the carpet fasteners by twisting them a little as you pull them away from the carpet.
2. Pull the carpet away from the rear of the vehicle.



3. To remove a socket with a tab, press the tab, turn the socket counterclockwise and pull it free. To remove the other sockets, just turn them counterclockwise and pull them free.
4. Pull the bulb out. Do not twist it.
5. Push the new bulb into the socket.
6. Replace the socket in the light assembly.
7. Tighten the socket (both kinds) by turning it clockwise.
8. Replace the carpeting and fasteners.

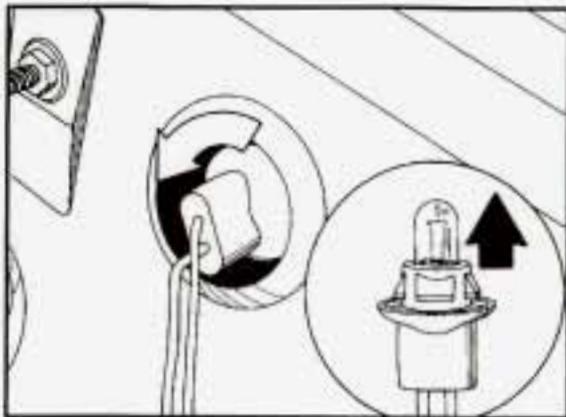


■ *Rear Light Bar Bulb Replacement*

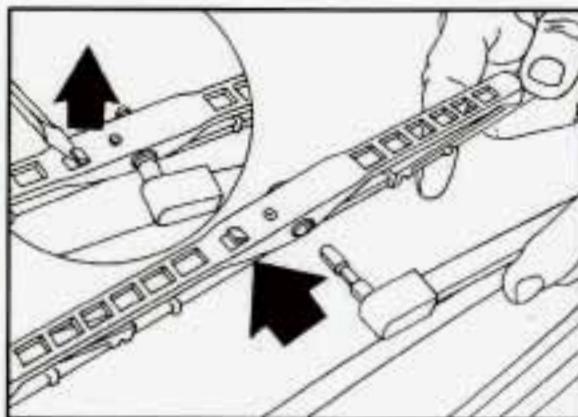
See "Replacement Bulbs" in the Index to check the type of bulb you need to use.

To Replace a Bulb:

1. Open the trunk. Remove the carpet fasteners by twisting them a little as you pull them away from the carpet.
2. Pull the carpet away from the rear of the vehicle.
3. Unscrew the wing nuts and pull the light assembly forward.



4. Turn the socket counterclockwise until it feels loose and pops away from the rear light bar assembly.
5. Pull out the bulb. Do not twist the bulb.
6. Push the new bulb into the socket.
7. Replace the socket in the light bar assembly.
8. Replace the wing nuts.
9. Replace the carpeting and fasteners.



■ *Windshield Wiper Blade Replacement*

Replacement blades come in different types and are removed in different ways. Here's how to remove the type with a release clip:

1. Pull the windshield wiper arm away from the windshield.
2. Lift the release clip with a screwdriver and pull the blade assembly off the wiper arm.
3. Push the new wiper blade securely on the wiper arm.



■ *Loading Your Vehicle*

Two labels on your vehicle show how much weight it may properly carry. The Tire-Loading Information label found on the rear edge of the driver's door if you have a 4-door or inside the trunk lid if you have a 2-door tells you the proper size, speed rating and recommended inflation pressures for the tires on your vehicle. It also gives you important information about the number of people that can be in your vehicle and the total weight that you can carry. This weight is called the Vehicle Capacity Weight and includes the weight of all occupants, cargo, and all nonfactory-installed options.

Service & Appearance Care

■ *Loading Your Vehicle* (CONT.)

The other label is the Certification label, found on the rear edge of the driver's door. It tells you the gross weight capacity of your vehicle, called the GVWR (Gross Vehicle Weight Rating). The GVWR includes the weight of the vehicle, all occupants, fuel and cargo. Never exceed the GVWR for your vehicle, or the Gross Axle Weight Rating (GAWR) for either the front or rear axle.

And, if you do have a heavy load, you should spread it out. Don't carry more than 167 lbs. (75 kg) in your trunk.



CAUTION:

Do not load your vehicle any heavier than the GVWR or the maximum front and rear GAWRs. If you do, parts on your vehicle can break, or it can change the way your vehicle handles. These could cause you to lose control. Also, overloading can shorten the life of your vehicle.

NOTICE:

Your warranty does not cover parts or components that fail because of overloading.

If you put things inside your vehicle -- like suitcases, tools, packages, or anything else -- they will go as fast as the vehicle goes. If you have to stop or turn quickly, or if there is a crash, they'll keep going.

 **CAUTION:**

Things you put inside your vehicle can strike and injure people in a sudden stop or turn, or in a crash.

- Put things in the trunk of your vehicle.
Try to spread the weight evenly.
- Never stack heavier things, like suitcases, inside the vehicle so that some of them are above the tops of the seats.
- Don't leave an unsecured child restraint in your vehicle.
- When you carry something inside the vehicle, secure it whenever you can.
- Don't leave a seat folded down unless you need to.

■ **Tires**

We don't make tires. Your new vehicle comes with high quality tires made by a leading tire manufacturer. These tires are warranted by the tire manufacturers and their warranties are delivered with every new Pontiac. If your spare tire is a different brand than your road tires, you will have a tire warranty folder from each of these manufacturers.

 **CAUTION:**

Poorly maintained and improperly used tires are dangerous.

- Overloading your tires can cause overheating as a result of too much friction. You could have an air-out and a serious accident. See "Loading Your Vehicle" in the Index.

CAUTION: (Continued)

CAUTION: (Continued)

- Underinflated tires pose the same danger as overloaded tires. The resulting accident could cause serious injury. Check all tires frequently to maintain the recommended pressure. Tire pressure should be checked when your tires are cold.
- Overinflated tires are more likely to be cut, punctured, or broken by a sudden impact, such as when you hit a pothole. Keep tires at the recommended pressure.
- Worn, old tires can cause accidents. If your tread is badly worn, or if your tires have been damaged, replace them.

Service & Appearance Care

Inflation - Tire Pressure

The Tire-Loading Information label, which is on the rear edge of the driver's door if you have a 4-door or inside the trunk lid if you have a 2-door, shows the correct inflation pressures for your tires, when they're cold. "Cold" means your vehicle has been sitting for at least three hours or driven no more than a mile.

NOTICE:

Don't let anyone tell you that underinflation or overinflation is all right. It's not. If your tires don't have enough air (underinflation) you can get:

- Too much flexing
- Too much heat
- Tire overloading
- Bad wear
- Bad handling
- Bad fuel economy.

If your tires have too much air (overinflation), you can get:

- Unusual wear
- Bad handling
- Rough ride
- Needless damage from road hazards.

When to Check

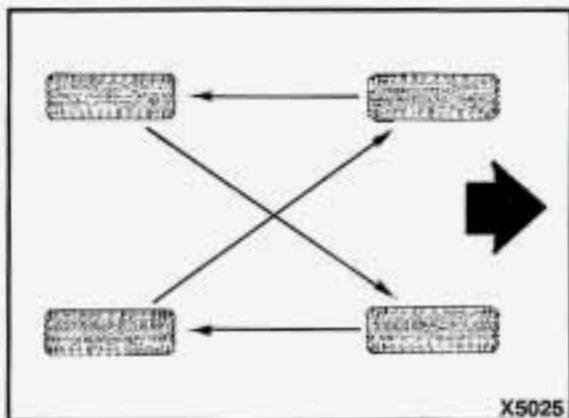
Check your tires once a month or more.

Don't forget your compact spare tire. It should be at 60 psi (420 kPa).

How to Check

Use a good quality pocket-type gage to check tire pressure. Simply looking at the tires will not tell you the pressure, especially if you have radial tires -- which may look properly inflated even if they're underinflated.

If your tires have valve caps, be sure to put them back on. They help prevent leaks by keeping out dirt and moisture.



Tire Inspection and Rotation

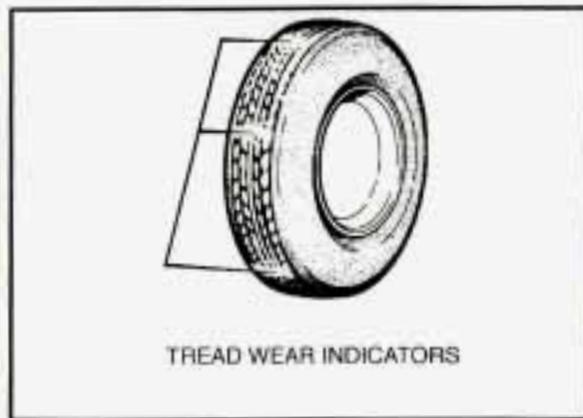
To make your tires last longer, have them inspected and rotated at the mileages recommended in the Maintenance Schedule. See "Scheduled Maintenance Services" in the Index.

Use this rotation pattern.

After the tires have been rotated, adjust the front and rear inflation pressure as shown on the Tire-Loading Information label. Make certain that all wheel nuts are properly tightened. See "Wheel Nut Torque" in the Index.

⚠ CAUTION:

Rust or dirt on a wheel, or on the parts to which it is fastened, can make wheel nuts become loose after a time. The wheel could come off and cause an accident. When you change a wheel, remove any rust or dirt from places where the wheel attaches to the vehicle. In an emergency, you can use a cloth or a paper towel to do this; but be sure to use a scraper or wire brush later, if you need to, to get all the rust or dirt off. (See "Changing a Flat Tire" in the Index.)



When It's Time for New Tires

One way to tell when it's time for new tires is to check the treadwear indicators, which will appear when your tires have only 2/32 inch (1.6 mm) or less of tread remaining.

You need a new tire if:

- You can see the indicators at three or more places around the tire.
- You can see cord or fabric showing through the tire's rubber.
- The tread or sidewall is cracked, cut or snagged deep enough to show cord or fabric.
- The tire has a bump, bulge or split.
- The tire has a puncture, cut, or other damage that can't be repaired well because of the size or location of the damage.

Service & Appearance Care

Buying New Tires

To find out what kind and size of tires you need, look at the Tire-Loading Information label.

The tires installed on your vehicle when it was new had a Tire Performance Criteria Specification (TPC Spec) number on each tire's sidewall. When you get new tires, get ones with that same TPC Spec number. That way, your vehicle will continue to have tires that are designed to give proper endurance, handling, speed rating, traction, ride and other things during normal service on your vehicle. If your tires have an all-season tread design, the TPC number will be followed by a "MS" (for mud and snow).

If you ever replace your tires with those not having a TPC Spec number, make sure they are the same size, load range, speed rating and construction type (bias, bias-belted or radial) as your original tires.



CAUTION:

Mixing tires could cause you to lose control while driving. If you mix tires of different sizes or types (radial and bias-belted tires), the vehicle may not handle properly, and you could have a crash. Be sure to use the same size and type tires on all four wheels.

It's all right to drive with your compact spare, though. It was developed for use on your vehicle.

Uniform Tire Quality Grading

The following information relates to the system developed by the United States National Highway Traffic Safety Administration which grades tires by treadwear, traction and temperature performance. (This applies only to vehicles sold in the United States.)

Treadwear

The treadwear grade is a comparative rating based on the wear rate of the tire when tested under controlled conditions on a specified government test course. For example, a tire graded 150 would wear one and a half (1 1/2) times as well on the government course as a tire graded 100. The relative performance of tires depends upon the actual conditions of their use, however, and may depart significantly from the norm due to variations in driving habits, service practices and differences in road characteristics and climate.

Traction - A, B, C

The traction grades, from highest to lowest are: A, B, and C. They represent the tire's ability to stop on wet pavement as measured under controlled conditions on specified government test surfaces of asphalt and concrete. A tire marked C may have poor traction performance.

Warning: The traction grade assigned to this tire is based on braking (straight-ahead) traction tests and does not include cornering (turning) traction.

Temperature - A, B, C

The temperature grades are A (the highest), B, and C, representing the tire's resistance to the generation of heat and its ability to dissipate heat when tested under controlled conditions on a specified indoor laboratory test wheel. Sustained high temperature can cause the material of the tire to degenerate and reduce tire life, and excessive temperature can lead to sudden tire failure. The grade C corresponds to a level of performance which all passenger car tires must meet under the Federal Motor Vehicle Safety Standard No. 109. Grades B and A represent higher levels of performance on the laboratory test wheel than the minimum required by law.

Warning: The temperature grade for this tire is established for a tire that is properly inflated and not overloaded. Excessive speed, underinflation, or excessive loading, either separately or in combination, can cause heat buildup and possible tire failure.

These grades are molded on the sidewalls of passenger car tires.

While the tires available as standard or optional equipment on General Motors vehicles may vary with respect to these grades, all such tires meet General Motors performance standards and have been approved for use on General Motors vehicles. All passenger type (P Metric) tires must conform to Federal safety requirements in addition to these grades.

Wheel Alignment and Tire Balance

The wheels on your vehicle were aligned and balanced carefully at the factory to give you the longest tire life and best overall performance.

In most cases, you will not need to have your wheels aligned again. However, if you notice unusual tire wear or your vehicle pulling one way or the other, the alignment may need to be reset. If you notice your vehicle vibrating when driving on a smooth road, your wheels may need to be rebalanced.

Wheel Replacement

Replace any wheel that is bent, cracked or badly rusted. If wheel nuts keep coming loose, the wheel, wheel bolts, and wheel nuts should be replaced. If the wheel leaks air, replace it (except some aluminum wheels, which can sometimes be repaired). See your Pontiac dealer if any of these conditions exist.

Your dealer will know the kind of wheel you need.

Each new wheel should have the same load carrying capacity, diameter, width, offset, and be mounted the same way as the one it replaces.

If you need to replace any of your wheels, wheel bolts, or wheel nuts, replace them only with new GM original equipment parts. This way, you will be sure to have the right wheel, wheel bolts, and wheel nuts for your Pontiac model.

Service & Appearance Care

Wheel Replacement (CONT.)

CAUTION:

Using the wrong replacement wheels, wheel bolts, or wheel nuts on your vehicle can be dangerous. It could affect the braking and handling of your vehicle, make your tires lose air and make you lose control. You could have a collision in which you or others could be injured. Always use the correct wheel, wheel bolts, and wheel nuts for replacement.

NOTICE:

The wrong wheel can also cause problems with bearing life, brake cooling, speedometer/odometer calibration, headlight aim, bumper height, vehicle ground clearance, and tire or tire chain clearance to the body and chassis.

Used Replacement Wheels

CAUTION:

Putting a used wheel on your vehicle is dangerous. You can't know how it's been used or how many miles it's been driven. It could fail suddenly and cause an accident. If you have to replace a wheel use a new GM original equipment wheel.

Tire Chains

NOTICE:

If your Pontiac has P215/60R16 or P225/60R16 size tires, don't use tire chains; they can damage your vehicle.

If you have other tires, use tire chains only where legal and only when you must. Use only SAE Class "S" type chains that are the proper size for your tires. Install them on the front tires and tighten them as tightly as possible with the ends securely fastened. Drive slowly and follow the chain manufacturer's instructions. If you can hear the chains contacting your vehicle, stop and retighten them. If the contact continues, slow down until it stops. Driving too fast with chains on will damage your vehicle.



■ *Appearance Care*

Remember, cleaning products can be hazardous. Some are toxic. Others can burst into flame if you strike a match or get them on a hot part of the vehicle. Some are dangerous if you breathe their fumes in a closed space. When you use anything from a container to clean your Pontiac, be sure to follow the manufacturer's warnings and instructions. And always open your doors or windows when you're cleaning the inside.

Never use these to clean your vehicle:

- Gasoline
- Benzene
- Naphtha
- Carbon Tetrachloride
- Acetone
- Paint Thinner
- Turpentine
- Lacquer Thinner
- Nail Polish Remover

They can all be hazardous -- some more than others -- and they can all damage your vehicle, too.

Don't use any of these unless this manual says you can. In many uses, these will damage your vehicle:

- Alcohol
- Laundry Soap
- Bleach
- Reducing Agents

■ *Cleaning the Inside of Your Pontiac*

Use a vacuum cleaner often to get rid of dust and loose dirt. Wipe vinyl or leather with a clean, damp cloth.

Your Pontiac dealer has two GM cleaners, a solvent-type spot lifter and a foam-type powdered cleaner. They will clean normal spots and stains very well. Do not use them on vinyl or leather.

Here are some cleaning tips:

- Always read the instructions on the cleaner label.
- Clean up stains as soon as you can -- before they set.
- Use a clean cloth or sponge, and change to a clean area often. A soft brush may be used if stains are stubborn.
- Use solvent-type cleaners in a well-ventilated area only. If you use them, don't saturate the stained area.
- If a ring forms after spot cleaning, clean the entire area immediately or it will set.

Service & Appearance Care

Using Foam-Type Cleaner on Fabric

- Vacuum and brush the area to remove any loose dirt.
- Always clean a whole trim panel or section. Mask surrounding trim along stitch or welt lines.
- Mix Multi-Purpose Powdered Cleaner following the directions on the container label.
- Use suds only and apply with a clean sponge.
- Don't saturate the material.
- Don't rub it roughly.
- As soon as you've cleaned the section, use a sponge to remove the suds.
- Rinse the section with a clean, wet sponge.
- Wipe off what's left with a slightly damp paper towel or cloth.
- Then dry it immediately with a blow dryer or a heat lamp.

NOTICE:

Be careful with a hair dryer or heat lamp. You could scorch the fabric.

- Wipe with a clean cloth.

Using Solvent-Type Cleaner on Fabric

First, see if you have to use solvent-type cleaner at all. Some spots and stains will clean off better with just water and mild soap.

If you need to use a solvent:

- Gently scrape excess soil from the trim material with a clean, dull knife or scraper. Use very little cleaner, light pressure and clean cloths (preferably cheesecloth). Cleaning should start at the outside of the stain, "feathering" toward the center. Keep changing to a clean section of the cloth.
- When you clean a stain from fabric, immediately dry the area with an air hose, hair dryer, or heat lamp to help prevent a cleaning ring. (See the previous NOTICE.)

Special Cleaning Problems

Greasy or Oily Stains

Such as grease, oil, butter, margarine, shoe polish, coffee with cream, chewing gum, cosmetic creams, vegetable oils, wax crayon, tar and asphalt.

- Carefully scrape off excess stain.
- Follow the solvent-type instructions described earlier.
- Shoe polish, wax crayon, tar and asphalt will stain if left on a vehicle seat fabric. They should be removed as soon as possible. Be careful, because the cleaner will dissolve them and may cause them to spread.

Non-Greasy Stains

Such as catsup, coffee (black), egg, fruit, fruit juice, milk, soft drinks, wine, vomit, urine and blood.

- Carefully scrape off excess stain, then sponge the soiled area with cool water.
- If a stain remains, follow the foam-type instructions described earlier.

- If an odor lingers after cleaning vomit or urine, treat the area with a water/baking soda solution: 1 teaspoon (5 ml) of baking soda to 1 cup (250 ml) of lukewarm water.
- If needed, clean lightly with solvent-type cleaner.

Combination Stains

Such as candy, ice cream, mayonnaise, chili sauce and unknown stains.

- Carefully scrape off excess stain, then clean with cool water and allow to dry.
- If a stain remains, clean it with solvent-type cleaner.

Cleaning Vinyl

Use warm water and a clean cloth.

- Rub with a clean, damp cloth to remove dirt. You may have to do it more than once.
- Things like tar, asphalt and shoe polish will stain if you don't get them off quickly. Use a clean cloth and a solvent-type vinyl cleaner.

Cleaning Leather

Use a soft cloth with lukewarm water and a mild soap or saddle soap.

- For stubborn stains, use a mild solution of 10% isopropyl alcohol (rubbing alcohol) and 90% water.
- Never use oils, varnishes, solvent-based or abrasive cleaners, furniture polish or shoe polish on leather.
- Soiled leather should be cleaned immediately. If dirt is allowed to work into finish, it can harm the leather.

Cleaning the Top of the Instrument Panel

Use only mild soap and water to clean the top surfaces of the instrument panel. Sprays containing silicones or waxes may cause annoying reflections in the windshield and even make it difficult to see through the windshield under certain conditions.

Care of Safety Belts

Keep belts clean and dry.

CAUTION:

Do not bleach or dye safety belts. If you do, it may severely weaken them. In a crash they might not be able to provide adequate protection. Clean safety belts only with mild soap and lukewarm water.

Glass

Glass should be cleaned often. GM Glass Cleaner (GM Part No. 1050427) or a liquid household glass cleaner will remove normal tobacco smoke and dust films.

Don't use abrasive cleaners on glass, because they may cause scratches. Avoid placing decals on the inside rear window, since they may have to be scraped off later. If abrasive cleaners are used on the inside of the rear window, an electric defogger element may be damaged. Any temporary license should not be attached across the defogger grid.

Service & Appearance Care

■ *Cleaning the Outside of the Windshield and Wiper Blades*

If the windshield is not clear after using the windshield washer, or if the wiper blade chatters when running, wax or other material may be on the blade or windshield.

Clean the outside of the windshield with GM Windshield Cleaner, Bon-Ami Powder® (GM Part No. 1050011). The windshield is clean if beads do not form when you rinse it with water.

Clean the blade by wiping vigorously with a cloth soaked in full strength windshield washer solvent. Then rinse the blade with water.

Wiper blades should be checked on a regular basis and replaced when worn.

■ *Cleaning the Outside of Your Pontiac*

The paint finish on your vehicle provides beauty, depth of color, gloss retention and durability.

Washing Your Vehicle

The best way to preserve your vehicle's finish is to keep it clean by washing it often with lukewarm or cold water.

Don't wash your vehicle in the direct rays of the sun. Don't use strong soaps or chemical detergents. Use liquid hand, dish or car washing (mild detergent) soaps. Don't use cleaning agents that are petroleum based or that contain acid or abrasives. All cleaning agents should be flushed promptly and not allowed to dry on the surface, or they could stain. Dry the finish with a soft, clean chamois or a 100% cotton towel to avoid surface scratches and water spotting.

High pressure vehicle washes may cause water to enter your vehicle.

Finish Care

Occasional waxing or mild polishing of your Pontiac may be necessary to remove residue from the paint finish. You can get GM approved cleaning products from your dealer. (See "Appearance Care and Materials" in the Index.)

Your Pontiac has a "basecoat/clearcoat" paint finish. The clearcoat gives more depth and gloss to the colored basecoat. Always use waxes and polishes that are non-abrasive and made for a basecoat/clearcoat paint finish.

NOTICE:

Machine compounding or aggressive polishing on a basecoat/clearcoat paint finish may dull the finish or leave swirl marks.

■ *Aluminum Wheels (If So Equipped)*

Your aluminum wheels have a protective coating similar to the painted surface of your vehicle. Don't use strong soaps, chemicals, chrome polish, abrasive cleaners or abrasive cleaning brushes on them because you could damage this coating. After rinsing thoroughly, a wax may be applied.

NOTICE:

If you have aluminum wheels, don't use an automatic car wash that has hard silicon carbide cleaning brushes. These brushes can take off the protective coating.

■ *Tires*

Your Pontiac dealer has a GM White Sidewall Tire Cleaner. You can use a stiff brush with the cleaner.

When applying a tire dressing always take care to wipe off any overspray or splash from painted surfaces. Petroleum-based products may damage the paint finish.

■ *Weatherstrips*

Silicone grease on weatherstrips will make them last longer, seal better, and not stick or squeak. Apply silicone grease with a clean cloth at least every six months. During very cold, damp weather more frequent application may be required. (See "Recommended Fluids & Lubricants" in the Index.)

■ *Sheet Metal Damage*

If your vehicle is damaged and requires sheet metal repair or replacement, make sure the body repair shop applies anti-corrosion material to the parts repaired or replaced to restore corrosion protection.

■ *Foreign Material*

Calcium chloride and other salts, ice melting agents, road oil and tar, tree sap, bird droppings, chemicals from industrial chimneys, and other foreign matter can damage your vehicle's finish if they remain on painted surfaces. Use cleaners that are marked safe for painted surfaces to remove foreign matter.

■ *Finish Damage*

Any stone chips, fractures or deep scratches in the finish should be repaired right away. Bare metal will corrode quickly and may develop into a major repair expense.

Minor chips and scratches can be repaired with touch-up materials available from your dealer or other service outlets. Larger areas of finish damage can be corrected in your dealer's body and paint shop.

Service & Appearance Care

Appearance Care and Maintenance Materials

You can get these from your Pontiac dealer.

PART NUMBER	SIZE	DESCRIPTION	USAGE
12345343	16 oz. (0.473L)	Magic Mirror Creme Wax	Exterior cleaner and polish
1052277	12 oz. (0.354L)	Spray-A-Squeak	Weatherstrips,
1052863	1 oz. (0.028kg)	Silicone Grease	Stops squeaks
1050172	16 oz. (0.473L)	Tar and Road Oil Remover	Also removes old waxes, polishes
1050173	16 oz. (0.473L)	Chrome Cleaner and Polish	Removes rust and corrosion
1050174	16 oz. (0.473L)	White Sidewall Tire Cleaner	Cleans white and black tires
1050214	32 oz. (0.946L)	Vinyl/Leather Cleaner	Spot and stain removal
1050244	16 oz. (0.473L)	Fabric Cleaner	Spot and stain removal
1050427	23 oz. (0.680L)	Glass Cleaner	Also spot cleans vinyls
1050429	6 lb. (2.72kg)	Multi-Purpose Powdered Cleaner	Cleans vinyl and cloth, also, tires and mats
1052349	12 oz. (0.340kg)	Lubriplate (White Grease)	For hood, trunk, door hinges and latches
1051055	16 oz. (0.473L)	Preservatone	Vinyl top dressing
1051398*	8 oz. (0.237L)	Spot Lifter	For cloth
1051515	32 oz. (0.946L)	Washer Solvent	Windshield-washing system
1052870	16 oz. (0.473L)	Wash-Wax (conc.)	Exterior wash

* Not recommended for pigskin suede leather.

See Your General Motors Dealers for These Products.

See Your Maintenance Schedule for Other Products.

■ *Underbody Maintenance*

Chemicals used for ice and snow removal and dust control can collect on the underbody. If these are not removed, accelerated corrosion (rust) can occur on the underbody parts such as fuel lines, frame, floor pan, and exhaust system even though they have corrosion protection.

At least every spring, flush these materials from the underbody with plain water. Clean any areas where mud and other debris can collect. Dirt packed in closed areas of the frame should be loosened before being flushed. Your dealer or an underbody vehicle washing system can do this for you.

■ *Fiberglass Springs*

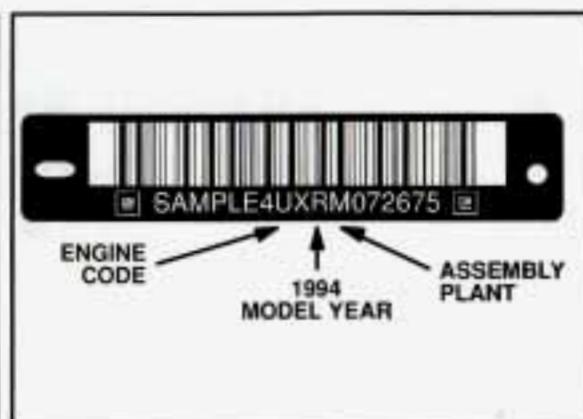
NOTICE:

Don't use corrosive or acidic cleaning agents, engine degreasers, aluminum cleaning agents or other harsh solvents to clean fiberglass springs; they'll damage the springs.

■ *Chemical Paint Spotting*

Some weather and atmospheric conditions can create a chemical fallout. Airborne pollutants can fall upon and attack painted surfaces on your vehicle. This damage can take two forms: blotchy, ringlet-shaped discolorations, and small irregular dark spots etched into the paint surface.

Although no defect in the paint job causes this, Pontiac will repair, at no charge to the owner, the surfaces of new vehicles damaged by this fallout condition within 12 months or 12,000 miles (20 000 km) of purchase, whichever comes first.



■ *Vehicle Identification Number (VIN)*

This is the legal identifier for your Pontiac. It appears on a plate in the front corner of the instrument panel, on the driver's side. You can see it if you look through the windshield from outside your vehicle. The VIN also appears on the Vehicle Certification and Service Parts labels and the certificates of title and registration.

Engine Identification

The eighth character in your VIN is the engine code. This code will help you identify your engine, specifications, and replacement parts.

Service & Appearance Care



■ *Service Parts Identification Label*

You'll find this label on your spare tire cover. It's very helpful if you ever need to order parts. On this label is:

- your VIN,
- the model designation,
- paint information, and
- a list of all production options and special equipment.

Be sure that this label is not removed from the vehicle.

■ *Add-On Electrical Equipment*

NOTICE:

Don't add anything electrical to your Pontiac unless you check with your dealer first. Some electrical equipment can damage your vehicle and the damage wouldn't be covered by your warranty. Some add-on electrical equipment can keep other components from working as they should.

Your vehicle has an air bag system. Before attempting to add anything electrical to your Pontiac, see "Servicing Your Air Bag-Equipped Pontiac" in the Index.



■ *Fuses & Circuit Breakers*

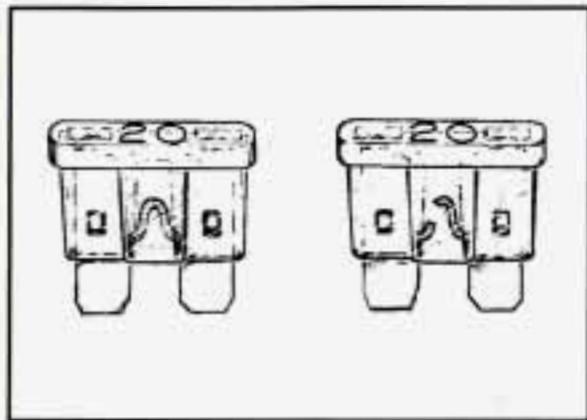
The wiring circuits in your vehicle are protected from short circuits by a combination of fuses, circuit breakers, and fusible thermal links in the wiring itself. This greatly reduces the chance of fires caused by electrical problems.

Some fuses are located in a fuse block on the passenger side of the instrument panel as shown above. To locate the fuse block, pull off the cover. See the diagram later in this section.

Additional fuses are located in the underhood electrical centers on the right and left sides of the engine compartment. To locate the underhood electrical centers see "Service Station Information" in the Index. See driver and passenger side underhood electrical centers later in this section.

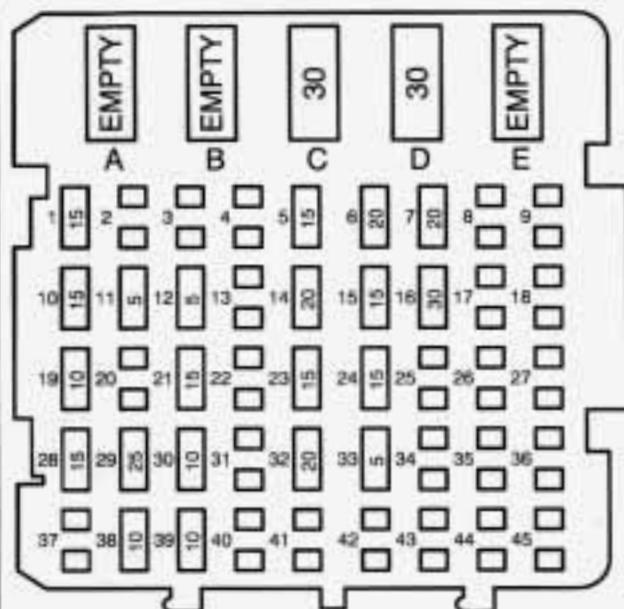


To identify and check fuses, refer to the charts on the following pages. To remove a fuse, pull it out with your fingers.



Look at the silver-colored band inside the fuse. If the band is broken or melted, replace the fuse. Be sure you replace a bad fuse with a new one of the identical size and rating.

Service & Appearance Care

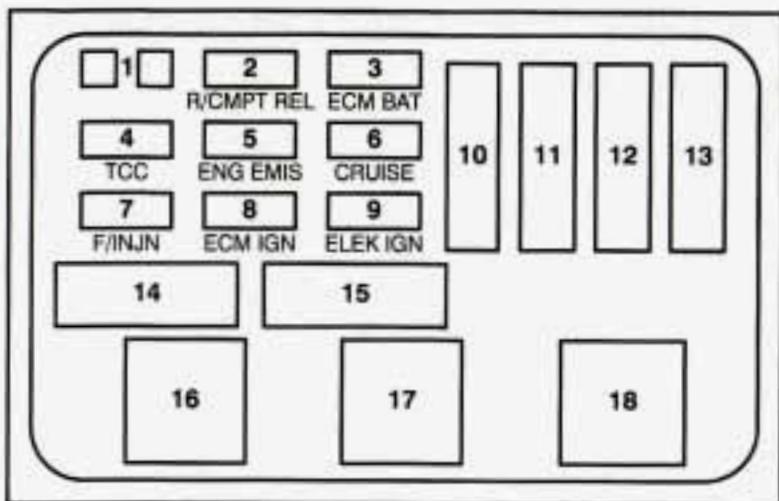


PW60024

Instrument Panel (I/P) Fuse Block

Circuit Breaker	Rating (AMP.)	Description
C	30	Power Windows
D	30	Power Seats

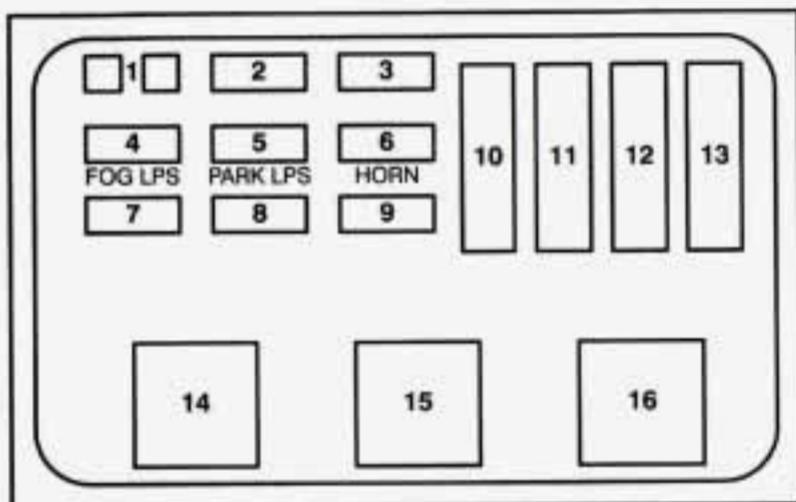
Mini-Fuse	Rating (AMP.)	Description
1	15	CIGAR LIGHTER – I/P and Console Cigar Lighters
5	15	HAZARD FLASHER
6	20	POWER ACCESSORY #2 – Sunroof Control Unit
7	20	LOCK CONTROL – Door Lock Relay
10	15	I/P ELECTRONICS BATTERY FEED – Chime Module, Electronic Brake Control Module (EBCM), Theft Deterrent Module, Radio, Radio Amplifier, Trip computer
11	5	AIR BAG #2 – Sensing and Diagnostic Module (SDM)
12	5	ANTI-THEFT – Theft Deterrent Module
14	20	HVAC BLOWER MOTOR – Blower Motor Relay
15	15	HVAC #1 – Air Temperature Valve Motor, Trip Computer, Daytime Running Lights Module (W/DRL), HVAC Control Assembly, Multi-Function Lever: Cruise Control Switch
16	30	REAR DEFOG – HVAC Control Assembly: Rear Defogger Switch
19	10	POWER ACCESSORY #1 – Antenna Relay, Power Mirror Switch, Door Lock Switches, Door Handle Switches
21	15	AIR BAG #1 – Sensing and Diagnostic Module (SDM)
23	15	STOPLAMPS – TCC/Brake Switch
24	15	HVAC #2 – HVAC Control Assembly, Solenoid Box
28	15	CTSY LAMPS – Vanity Mirrors, I/P Courtesy Lights, I/P Compartment Light, Trunk Courtesy Light, Header Courtesy and Reading Light, I/S Lighted Rearview Mirror, Dome and Reading Light, Quarter Courtesy Lights
29	25	WIPER – Wiper Switch
30	10	TURN SIGNAL – Turn Signal Flasher
32	20	POWER LOCKS – Door Lock Relay
33	5	ABS – Electronic Brake Control Module (EBCM), ABS Relay
38	10	RADIO – Radio, Steering Wheel Radio Switches
39	10	I/P ELECTRONICS IGNITION FEED – Headlight Switch, Cruise Control Cut-Out Switch, Sensing and Diagnostic Module (SDM), TCC/Brake Switch, Instrument Cluster, Chime Module, Second Gear Start Switch, Head-Up Display (HUD) Switch, Daytime Running Lights Module (W/DRL)



Passenger Side Underhood Electrical Center

Mini-fuse	Rating (AMP)	Description
1		Not Used
2	15	R/CMPT REL – Remote Trunk Release
3	20	ECM BAT – Powertrain Control Module (PCM), Fuel Pump/Oil Pressure Switch, Fuel Pump Relay, Fan Cont #1 Relay
4	15	TCC – Automatic Transaxle, Transaxle Range Switch (w/VIN M only)
5	15	ENG EMIS – Generator, Digital Exhaust Recirculation (DEGR) Valve, Evaporative Emissions (EVAP) Canister Purge Valve Solenoid, Heated Oxygen Sensor, Fan Cont #2 Relay, A/C CMPR Relay (VIN M only)
6	15	CRUISE – Cruise Control Module, A/C CMPR Relay (VIN X only)
7	15	F/INJN – Fuel Injectors, High Resolution 24X Crankshaft Position Sensor, Camshaft Position Sensor
8	15	ECM IGN – Powertrain Control Module (PCM), Mass Air Flow (MAF) Sensor (VIN X only)
9	15	ELEK IGN – Electronic Ignition (EI) Control Module
Maxifuse		
10	60	I/P Fuse Block
11	60	FAN CONT #1 Relay
12	60	Passenger Side Underhood Electrical Center and I/P Fuse Block: Fuses 5, 14, 23 and 32
13	60	FAN CONT #2 Relay and I/P Fuse Block: Fuse 16, Power Seat Circuit Breaker "D"
Relay		
14		FUEL PUMP
15		A/C CMPR
16		FAN CONT #2 – Secondary Cooling Fan (Passenger Side)
17		FAN CONT #1 – Primary Cooling Fan (Driver Side)
18		Not Used

Service & Appearance Care



Driver Side Underhood Electrical Center

Mini-fuse	Rating (AMP)	Description
1		Not Used
2		Not Used
3		Not Used
4	10	FOG LPS
5	25	PARK LPS – Headlight Switch
6	15	HORN – HORN Relay, Underhood Light
Maxifuse		
10	40	IGN SW2 – I/P Fuse Block: PWR WDO and Circuit Breaker "D"; Passenger Side Underhood Electrical Center: TCC and ENG EMIS Fuses
11	40	IGN SW1 – I/P Fuse Block: Radio, Wiper, HVAC, ABS and Turn Signal Fuses; Passenger Side Underhood Electrical Center: F/IJN, ECM IGN and ELEK IGN Fuses
12	30	HD LPS – 30 amp Circuit Breaker to Headlight Switch
13	60	ABS – ABS Relay
Relay		
14	—	ABS – Antilock Brake System
15	—	FOG LPS
16	—	HORN

Headlight Wiring

The headlight wiring is protected by a circuit breaker located in the Driver Side Underhood Electrical Center. An electrical overload will cause the lights to go on and off, or in some cases to remain off. If this happens, have your headlight system checked right away.

Windshield Wipers

The windshield wiper motor is protected by a circuit breaker and a fuse. If the motor overheats due to heavy snow, etc., the wiper will stop until the motor cools. If the overload is caused by some electrical problem, have it fixed.

Power Windows and Other Power Options

Circuit breakers in the fuse block protect the power windows and other power accessories. When the current load is too heavy, the circuit breaker opens and closes, protecting the circuit until the problem is fixed.

Service & Appearance Care

Capacities and Specifications

Engine Crankcase

3100 V6	4 quarts	3.8 L
<i>When changing filter, up to 1/2 quart (1/2 liter) more oil may be needed.</i>		
3.4L (DOHC) V6	5 quarts	4.8 L
<i>When changing filter, up to 1 quart (1 liter) more oil may be needed.</i>		

Automatic Transaxle without Overdrive

When draining/replacing torque converter, more fluid may be needed.

Pan Removal and Replacement	4 quarts	3.8 L
After Complete Overhaul	7 quarts	6.6 L

Automatic Transaxle with Overdrive

When draining/replacing torque converter, more fluid may be needed.

Pan Removal and Replacement	6 quarts	5.8 L
After Complete Overhaul	8 quarts	7.5 L
<i>(or more, as needed for converter and auxiliary coolers)</i>		

Cooling System

3100 V6		
Automatic Transaxle without Overdrive	12.7 quarts	11.65 L
Automatic Transaxle with Overdrive	12.5 quarts	10.93 L
3.4L (DOHC) V6	12.7 quarts	11.65 L

Capacities and Specifications (CONT.)

Refrigerant (R134a), Air Conditioning	2.0 pounds	0.91 kg
<i>Not all air conditioning refrigerants are the same. If the air conditioning system in your vehicle needs refrigerant, be sure the proper refrigerant is used. If you're not sure, ask your Pontiac dealer.</i>	See refrigerant charge label under hood.	
Fuel Tank	16.5 gallons	62.0 L
Power Steering		
Pump Only	2 pints	.925 L
Wheel Nut Torque	103 lb. ft	(140 N•m)
Battery Size		
3100 V6	525 CCA	
3.4L V6	690 CCA	

Service & Appearance Care

Replacement Bulbs

OUTSIDE LIGHTS	BULB
Back-up Lights	3057
Front Parking/Turn Signal Lights	24NA
License Plate Light	194
Center High-Mounted Stoplight	
Roof	891T2
Shelf	2355
Halogen Headlights (Light Bar Style)	
Low Beam	9006
High Beam	9005
Halogen Headlights (55x135 Mini-Quad)	
Low Beam	H4352 (U)
High Beam	H4351 (L)

OUTSIDE LIGHTS (CONT.)	BULB
Side Marker Lights	
Front (55x135 Mini-Quad)	24
Front (Light Bar Style)	24NA
Rear	194
Stop/Tail/Turn Signal Lights	3057
Luggage Compartment	920
Fog	
55x135 Mini-Quad	H3
Light Bar Style	881
Front Light Bar	3057
Park/Turn (Front)	
55x135 Mini-Quad	3057NA
Light Bar Style	889
Rear Light Bar Panel	194

Service & Appearance Care

Replacement Bulbs (CONT.)

INSIDE LIGHTS	BULB
Astray	194
Center Instrument Cluster	161, 194, 194R
Courtesy Lights	
Instrument Panel	194
Dome	561
Door	562 or 212-2
Windshield Header	562 or 212-2
Reading Lights	
Rearview Mirror	192
Dome	24
Windshield Header	562 or 212-2
Rear Seat	906
Glove Box Light	194
Heater & A/C Control	T-1.0, T-1.5
High-Beam Indicator	161
Indicator Lights	PC161
Turn Signal Indicators	PC161
Visor Vanity Light	74

Engine Specifications

VIN Engine Code	M	X
Type	V6	V6
Displacement	3100 (191 CID)	3.4L (207 CID)
Compression Ratio	9.5:1	9.25:1
Firing Order	1-2-3-4-5-6	1-2-3-4-5-6
Thermostat Temperature	195°F (91°C)	195°F (91°C)
Valve Arrangement	In-Head	In-Head

Service & Appearance Care

Normal Maintenance Replacement Parts

Air Cleaner Element

All Engines AC Type A-1208C

Engine Oil Filter

3100 V6 AC Type PF-47

3.4L (DOHC) V6 AC Type PF-51

Fuel Filter

All Engines AC Type GF-578

PCV Valve

3100 V6 AC Type CV-892C

3.4L (DOHC) V6 AC Type CV-895C

Spark Plugs

3100 V6 AC Type •R44LTSM6
Gap: 0.060 inch (1.52 mm)

3.4L (DOHC) V6 AC Type •R42LTSM
Gap: 0.045 inch (1.14 mm)

Batteries

Remote Lock Control Transmitter 2016 (2)

**IMPORTANT:
KEEP ENGINE OIL
AT THE PROPER
LEVEL AND CHANGE AS
RECOMMENDED**

This part covers the maintenance required for your Pontiac. Your vehicle needs these services to retain its safety, dependability and emission control performance.



Have you purchased the
GM Protection Plan?
The Plan supplements your
new vehicle warranties.
See your Pontiac dealer for details.

Part 7 Maintenance Schedule

Introduction

A Word About Maintenance	246
Your Vehicle and the Environment	246
How This Part is Organized	246

A. Scheduled Maintenance Services

Using Your Maintenance Schedules	247
Selecting the Right Schedule	247
Schedule I	248
Schedule II	250
Explanation of Scheduled Maintenance Services	252

B. Owner Checks & Services

At Each Fuel Fill	254
At Least Once a Month	255
At Least Once a Year	255

C. Periodic Maintenance Inspections

D. Recommended Fluids & Lubricants

E. Maintenance Record

Maintenance Schedule

■ *Introduction*

A Word About Maintenance

We at General Motors want to help you keep your vehicle in good working condition. But we don't know exactly how you'll drive it. You may drive very short distances only a few times a week. Or you may drive long distances all the time in very hot, dusty weather. You may use your vehicle in making deliveries. Or you may drive it to work, to do errands or in many other ways.

Because of all the different ways people use their GM vehicles, maintenance needs vary. You may even need more frequent checks and replacements than you will find in the schedules in this part. So please read this part and note how you drive. If you have any questions on how to keep your vehicle in good condition, see your Pontiac dealer, the place many GM owners choose to have their maintenance work done. Your dealer can be relied upon to use proper parts and practices.

Your Vehicle and the Environment

Proper vehicle maintenance not only helps to keep your vehicle in good working condition, but also helps the environment. All recommended maintenance procedures are important. Improper vehicle maintenance or the removal of important components can significantly affect the quality of the air we breathe. Improper fluid levels or even the wrong tire inflation can increase the level of emissions from your vehicle. To help protect our environment, and to help keep your vehicle in good condition, please maintain your vehicle properly.

. . . 246

How This Part is Organized

The remainder of this part is divided into five sections:

"Section A: Scheduled Maintenance Services" shows what to have done and how often. Some of these services can be complex, so unless you are technically qualified and have the necessary equipment, you should let your dealer's service department or another qualified service center do these jobs.



CAUTION:

Performing maintenance work on a vehicle can be dangerous. In trying to do some jobs, you can be seriously injured. Do your own maintenance work only if you have the required know-how and the proper tools and equipment for the job. If you have any doubt, have a qualified technician do the work.

If you are skilled enough to do some work on your vehicle, you will probably want to get the service information GM publishes. You will find a list of publications and how to get them in this manual. See "Service Publications" in the Index.

"Section B: Owner Checks and Services" tells you what should be checked whenever you stop for fuel. It also explains what you can easily do to help keep your vehicle in good condition.

"Section C: Periodic Maintenance Inspections" explains important inspections that your Pontiac dealer's service department or another qualified service center should perform.

“Section D: Recommended Fluids and Lubricants” lists some products GM recommends to help keep your vehicle properly maintained. These products, or their equivalents, should be used whether you do the work yourself or have it done.

“Section E: Maintenance Record” provides a place for you to record the maintenance performed on your vehicle. Whenever any maintenance is performed, be sure to write it down in this section. This will help you determine when your next maintenance should be done. In addition, it is a good idea to keep your maintenance receipts. They may be needed to qualify your vehicle for warranty repairs.

■ *Section A: Scheduled Maintenance Services*

Using Your Maintenance Schedule

This section tells you the maintenance services you should have done and when you should schedule them. Your Pontiac dealer knows your vehicle best and wants you to be happy with it. If you go to your dealer for your service needs, you’ll know that GM-trained and supported service people will perform the work using genuine GM parts.

These schedules are for vehicles that:

- carry passengers and cargo within recommended limits. You will find these limits on your vehicle’s Tire-Loading Information label. See “Loading Your Vehicle” in the Index.

- are driven on reasonable road surfaces within legal driving limits.
- use the recommended unleaded fuel. See “Fuel” in the Index.

Selecting the Right Schedule

First you’ll need to decide which of the two schedules is right for your vehicle. Here’s how to decide which schedule to follow:

Schedule I

Is any one (or more) of these true for your vehicle?

- Most trips are less than 4 miles (6 km).
- Most trips are less than 10 miles (16 km) when outside temperatures are below freezing.
- The engine is at low speed most of the time (as in door-to-door delivery, or in stop-and-go traffic).
- You operate your vehicle in dusty areas.
- You tow a trailer.

If any one (or more) of these is true for your driving, follow Schedule I.

Schedule II

Follow Schedule II **only** if none of the above conditions is true.

Maintenance Schedule

Scheduled Maintenance Services Schedule I

Follow Schedule I if your car is **MAINLY** driven under one or more of the following conditions:

- When most trips are less than 4 miles (6 kilometers).
- When most trips are less than 10 miles (16 kilometers) and outside temperatures remain below freezing.
- When most trips include extended idling and/or frequent low-speed operation as in stop-and-go traffic.
- When towing a trailer.
- When operating in dusty areas.

Schedule I should also be followed if the car is used for delivery service, police, taxi or other commercial applications.

TO BE SERVICED (See "Explanation of Scheduled Maintenance Services" following Schedules I and II)	WHEN TO PERFORM (Miles (Kilometers) or Months, Whichever Occurs First)	MILES (000)															
		3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48
		KILOMETERS (000)															
Item No.		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80
1. Engine Oil & Filter Change*	Every 3,000 mi. (5000 km) or 3 months	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
2. Chassis Lubrication	Every other oil change		•		•		•		•		•		•		•		•
3. Tire & Wheel Rotation & Inspection	At 6,000 mi. (10 000 km) and every 15,000 mi. (25 000 km) or as necessary		•					•					•				
4. Engine Accessory Drive Belt(s) Inspection*	Every 30,000 mi. (50 000 km) or 24 months										•						
5. Camshaft Timing Belt Inspection (3.4L Code X engine only)*	Every 60,000 mi. (100 000 km) and then every 15,000 mi. (25 000 km)																
6. Cooling System Service*	Every 30,000 mi. (50 000 km) or 24 months										•						

TO BE SERVICED (See "Explanation of Scheduled Maintenance Services" following Schedules I and II)	WHEN TO PERFORM (Miles (Kilometers) or Months, Whichever Occurs First)	MILES (000)															
		3	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48
		KILOMETERS (000)															
Item No.		5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80
7. Transaxle Service	See "Explanation of Scheduled Maintenance Services" following Schedules I and II																
8. Spark Plug Replacement*	Every 30,000 mi (50 000 km)										•						
9. Spark Plug Wire Inspection*†											•						
10. EGR System Inspection (3.4L Code X engine only)*†												•					
11. Air Cleaner Filter Replacement*	See "Explanation of Scheduled Maintenance Services" following Schedules I and II																
12. Fuel Tank, Cap & Lines Inspection*†	Every 30,000 mi (50 000 km)										•						

The services shown in this schedule up to 48,000 miles (80 000 km) should be performed after 48,000 miles at the same intervals.

* An Emission Control Service.

† The U.S. Environmental Protection Agency or the California Air Resources Board has determined that the failure to perform this maintenance item will not nullify the emission warranty or limit recall liability prior to the completion of vehicle useful life. General Motors, however, urges that all recommended maintenance services be performed at the indicated intervals and the maintenance be recorded in "Section E: Maintenance Record".

Maintenance Schedule

Scheduled Maintenance Services Schedule II

Follow Schedule II ONLY if none of the driving conditions specified in Schedule I apply.

Item No.	TO BE SERVICED (See "Explanation of Scheduled Maintenance Services" following Schedules I and II)	WHEN TO PERFORM (Miles (Kilometers) or Months, Whichever Occurs First)	MILES (000)					
			7.5	15	22.5	30	37.5	45
			KILOMETERS (000)					
			12.5	25	37.5	50	62.5	75
1.	Engine Oil Change*	Every 7,500 mi. (12 500 km) or 12 months	•	•	•	•	•	•
	Oil Filter Change*	At first and then every other oil change	•		•		•	
2.	Chassis Lubrication	Every 7,500 mi. (12 500 km) or 12 months	•	•	•	•	•	•
3.	Tire & Wheel Rotation & Inspection	At 7,500 mi. (12 500 km) and then every 15,000 mi. (25 000 km) or as necessary	•		•		•	
4.	Engine Accessory Drive Belt(s) Inspection*	Every 30,000 mi. (50 000 km) or 24 months				•		
5.	Camshaft Timing Belt Inspection (3.4L Code X engine only)*	Every 60,000 mi. (100 000 km) and then every 15,000 mi. (25 000 km)						
6.	Cooling System Service*	Every 30,000 mi. (50 000 km) or 24 months				•		

Item No.	TO BE SERVICED (See "Explanation of Scheduled Maintenance Services" following Schedules I and II)	WHEN TO PERFORM (Miles (Kilometers) or Months, Whichever Occurs First)	MILES (000)						
			7.5	15	22.5	30	37.5	45	
			KILOMETERS (000)						
			12.5	25	37.5	50	62.5	75	
7.	Transaxle Service	See "Explanation of Scheduled Maintenance Services" following Schedules I and II							
8.	Spark Plug Replacement*	Every 30,000 mi. (50 000 km)				•			
9.	Spark Plug Wire Inspection*†					•			
10.	EGR System Inspection (3.4L Code X engine only)*†					•			
11.	Air Cleaner Filter Replacement*	See "Explanation of Scheduled Maintenance Services" following Schedules I and II							
12.	Fuel Tank, Cap & Lines Inspection*†	Every 30,000 mi. (50 000 km)				•			

The services shown in this schedule up to 45,000 miles (75 000 km) should be performed after 45,000 miles at the same intervals.

* An Emission Control Service.

† The U.S. Environmental Protection Agency or the California Air Resources Board has determined that the failure to perform this maintenance item will not nullify the emission warranty or limit recall liability prior to the completion of vehicle useful life. General Motors, however, urges that all recommended maintenance services be performed at the indicated intervals and the maintenance be recorded in "Section E: Maintenance Record".

Maintenance Schedule

Explanation of Scheduled Maintenance Services

Following are explanations of the services listed in Schedule I and Schedule II.

The proper fluids and lubricants to use are listed in Section D. Make sure whoever services your vehicle uses these. All parts should be replaced and all necessary repairs done before you or anyone else drives the vehicle.

- 1. Engine Oil and Filter Change*** -- Always use SH or SG Energy Conserving II oils of proper viscosity. The "SH" or "SG" designation may be shown alone or in combination with others, such as "SH/CD" or "SH, SG, CD," "SG/CD" etc. To determine the preferred viscosity for your vehicle's engine (e.g., SAE 5W-30 or SAE 10W-30), see "Engine Oil" in the Index.
- 2. Chassis Lubrication** -- Lubricate suspension and steering linkage. Lubricate the transaxle shift linkage, and parking brake cable guides, underbody contact points and linkage.
- 3. Tire and Wheel Rotation and Inspection** -- For proper wear and maximum tire life, rotate your tires following the instructions in this manual. See "Tires, Inspection & Rotation" in the Index. Check the tires for uneven wear or damage. If you see irregular or premature wear, check the wheel alignment. Check for damaged wheels also.

- 4. Engine Accessory Drive Belt(s) Inspection *** -- Inspect the belt(s) for cracks, fraying, wear and proper tension. Replace as needed. (Belts can have small cracks in individual ribs without affecting performance).
- 5. Camshaft Timing Belt Inspection (3.4L Code X engine only)*** -- Inspect for cracks, wear or oiliness. Check tensioner for proper operation. See the service manual. (To purchase a service manual, see "Service Publications" in the Index.) Replace parts as needed.
- 6. Cooling System Service*** -- Drain, flush and refill the system with new or approved recycled coolant conforming to GM Specification 1825M. Keep coolant at the proper mixture as specified. See "Coolant" in the Index. This provides proper freeze and boil protection, corrosion inhibitor level and maintains proper engine operating temperature.

Inspect hoses and replace if they are cracked, swollen or deteriorated. Tighten screw-type hose clamps. Clean the outside of the radiator and air conditioning condenser. Wash the pressure cap and neck.

To help ensure proper operation, we recommend a pressure test of both the cooling system and the pressure cap.

7. Transaxle Service -- Change both the fluid and filter every 15,000 miles (25 000 km) if the vehicle is mainly driven under one or more of these conditions:

- In heavy city traffic where the outside temperature regularly reaches 90°F (32°C) or higher.
- In hilly or mountainous terrain.
- When doing frequent trailer towing.
- Uses such as found in taxi, police car or delivery service.

If you do not use your vehicle under any of these conditions, change both the fluid and filter every 100,000 miles (166 000 km).

8. Spark Plug Replacement* -- Replace spark plugs with the proper type. See "Replacement Parts" in the Index.

9. Spark Plug Wire Inspection*† -- Inspect for burns, cracks or other damage. Check the boot fit at the coils and at the spark plugs. Replace wires as needed.

10. Exhaust Gas Recirculation (EGR) System Inspection (3.4L Code X engine only)*† -- Conduct the EGR system service as described in the service manual. To purchase a service manual, see "Service Publications" in the Index.

11. Air Cleaner Filter Replacement* -- Replace every 30,000 miles (50 000 km) or more often under dusty conditions. Ask your dealer for the proper replacement intervals for your driving conditions.

12. Fuel Tank, Cap and Lines Inspection*† -- Inspect fuel tank, cap and lines (including fuel rails and injection assembly) for damage or leaks. Inspect fuel cap gasket for an even filler neck imprint or any damage. Replace parts as needed. Periodic replacement of the fuel filter is not required.

* An Emission Control Service.

† The U.S. Environmental Protection Agency or the California Air Resources Board has determined that the failure to perform this maintenance item will not nullify the emission warranty or limit recall liability prior to the completion of vehicle useful life. General Motors, however, urges that all recommended maintenance services be performed at the indicated intervals and the maintenance be recorded in "Section E: Maintenance Record".

Maintenance Schedule

■ *Section B: Owner Checks and Services*

Listed below are owner checks and services which should be performed at the intervals specified to help ensure the safety, dependability and emission control performance of your vehicle.

Be sure any necessary repairs are completed at once. Whenever any fluids or lubricants are added to your vehicle, make sure they are the proper ones, as shown in Section D.

At Each Fuel Fill (It is important for you or a service station attendant to perform these underhood checks at each fuel fill.)

CHECK OR SERVICE	WHAT TO DO
Engine Oil Level	Check the engine oil level and add the proper oil if necessary. See "Engine Oil" in the Index for further details.
Engine Coolant Level	Check the engine coolant level and add the proper coolant mix if necessary. See "Coolant" in the Index for further details.
Windshield Washer Fluid Level	Check the windshield washer fluid level in the windshield washer tank and add the proper fluid if necessary. See "Windshield Washer Fluid" in the Index for further details.

At Least Once a Month

CHECK OR SERVICE	WHAT TO DO
Tire Inflation	Check tire inflation. Make sure they are inflated to the pressures specified on the Tire-Loading Information label located on the rear edge of the driver's door. See "Tires" in the Index for further details.
Cassette Deck	Clean cassette deck. Cleaning should be done every 50 hours of tape play. See "Audio Systems" in the Index for further details.

At Least Once a Year

CHECK OR SERVICE	WHAT TO DO
Key Lock Cylinders	Lubricate the key lock cylinders with the lubricant specified in Section D.
Body Lubrication	Lubricate all body door hinges. Also lubricate all hinges and latches, including those for the hood, rear compartment, glove box door and any folding seat hardware. Section D tells you what to use.

At Least Once a Year

CHECK OR SERVICE	WHAT TO DO
Starter Switch	<p>CAUTION: When you are doing this check, the vehicle could move suddenly. If it does, you or others could be injured. Follow the steps below.</p> <ol style="list-style-type: none">1. Before you start, be sure you have enough room around the vehicle.2. Firmly apply both the parking brake (see "Parking Brake" in the Index if necessary) and the regular brake. <p>NOTE: Do not use the accelerator pedal, and be ready to turn off the engine immediately if it starts.</p> <ol style="list-style-type: none">3. Try to start the engine in each gear. The starter should work only in "P" (Park) or "N" (Neutral). If the starter works in any other position, your vehicle needs service.

Maintenance Schedule

CHECK OR SERVICE	WHAT TO DO
Steering Column Lock	<p>While parked, and with the parking brake set, try to turn the key to "LOCK" in each shift lever position.</p> <ul style="list-style-type: none">● The key should turn to "LOCK" only when the shift lever is in "P" (Park).● The key should come out only in "LOCK."

CHECK OR SERVICE	WHAT TO DO
Parking Brake and Automatic Transaxle "P" (Park) Mechanism Check	<p>CAUTION: When you are doing this check, your vehicle could begin to move. You or others could be injured and property could be damaged. Make sure there is room in front of your vehicle in case it begins to roll. Be ready to apply the regular brake at once should the vehicle begin to move.</p> <p>Park on a fairly steep hill, with the vehicle facing downhill. Keeping your foot on the regular brake, set the parking brake.</p> <ul style="list-style-type: none">● To check the parking brake: With the engine running and transaxle in "N" (Neutral), slowly remove foot pressure from the regular brake pedal. Do this until the vehicle is held by the parking brake only.● To check the "P" (Park) mechanism's holding ability: Shift to "P" (Park). Then release all brakes.

CHECK OR SERVICE	WHAT TO DO
Underbody Flushing	At least every spring, use plain water to flush any corrosive materials from the underbody. Take care to clean thoroughly any areas where mud and other debris can collect.

■ *Section C: Periodic Maintenance Inspections*

Listed below are inspections and services which should be performed at least twice a year (for instance, each spring and fall). You should let your GM dealer's service department or other qualified service center do these jobs. Make sure any necessary repairs are completed at once.

CHECK OR SERVICE	WHAT TO DO
Restraint Systems	Now and then, make sure all your belts, buckles, latch plates, retractors, anchorages and reminder systems are working properly. Look for any loose parts or damage. If you see anything that might keep a restraint system from doing its job, have it repaired.

CHECK OR SERVICE	WHAT TO DO
Steering, Suspension and Front-Wheel-Drive Axle Boot and Seal Inspection	Inspect the front and rear suspension and steering system for damaged, loose or missing parts, signs of wear, or lack of lubrication. Inspect the power steering lines and hoses for proper hookup, binding, leaks, cracks, chafing, etc. Clean and then inspect the drive axle boot seals for damage, tears or leakage. Replace seals if necessary.
Exhaust System Inspection	Inspect the complete exhaust system. Inspect the body near the exhaust system. Look for broken, damaged, missing or out-of-position parts as well as open seams, holes, loose connections, or other conditions which could cause a heat build-up in the floor pan or could let exhaust fumes into the vehicle. See "Engine Exhaust" in the Index.
Throttle Linkage Inspection	Inspect the throttle linkage for interference or binding, and for damaged or missing parts. Replace parts as needed.

Maintenance Schedule

CHECK OR SERVICE	WHAT TO DO
Brake System Inspection	<p>Inspect the complete system. Inspect brake lines and hoses for proper hookup, binding, leaks, cracks, chafing, etc. Inspect disc brake pads for wear and rotors for surface condition. Inspect other brake parts, including calipers, parking brake, etc. Check parking brake adjustment. You may need to have your brakes inspected more often if your driving habits or conditions result in frequent braking.</p> <p>NOTE: A low brake fluid level can indicate worn disc brake pads which may need to be serviced. Also, if the brake system warning light stays on or comes on, something may be wrong with the brake system. See "Brake System Warning Light" in the Index. If your vehicle is equipped with anti-lock brakes and the anti-lock brake system warning light stays on, comes on or flashes, something may be wrong with the anti-lock brake system. See "Anti-Lock Brake System Warning Light" in the Index.</p>

■ Section D: Recommended Fluids and Lubricants

NOTE: Fluids and lubricants identified below by name, part number or specification may be obtained from your GM dealer.

USAGE	FLUID/LUBRICANT
Engine Oil	API service SH or SG Energy Conserving II oils of the proper viscosity. The "SG" or "SH" designation may be shown alone or in combination with others, such as "SH/CD," or "SH,SG,CD," or "SG/CD," etc. To determine the preferred viscosity for your vehicle's engine, see "Engine Oil" in the Index.
Engine Coolant	50/50 mixture of water (preferably distilled) and good quality ethylene glycol base antifreeze (GM Part No. 1052753 or equivalent) conforming to GM Specifications 1825M or approved recycled coolant conforming to GM Specification 1825M.
Hydraulic Brake System	Delco Supreme II® Brake Fluid (GM Part No. 1052535 or equivalent DOT-3 brake fluid).

USAGE	FLUID/LUBRICANT
Parking Brake Guides	Chassis lubricant (GM Part No. 1052497 or equivalent) or lubricant meeting requirements of NLGI Grade 2, Category LB or GC-LB.
Power Steering System	GM Hydraulic Power Steering Fluid (GM Part No. 1052884 or equivalent).
Automatic Transaxle	DEXRON®-IIIE or DEXRON®-III Automatic Transmission Fluid.
Key Lock Cylinders	Lubricate with Multi-Purpose Lubricant (GM Part No. 12345120) or synthetic SAE 5W-30 engine oil.
Automatic Transaxle Shift Linkage	Engine oil.
Floor Shift Linkage	Engine oil.
Chassis Lubrication	Chassis lubricant (GM Part No. 1052497 or equivalent) or lubricant meeting requirements of NLGI Grade 2, Category LB or GC-LB.
Windshield Washer Solvent	GM Optikleem® Washer Solvent (GM Part No. 1051515) or equivalent.

USAGE	FLUID/LUBRICANT
Hood Latch Assembly	
a. Pivots and Spring Anchor	a. Engine oil.
b. Release Pawl	b. Chassis lubricant (GM Part No. 1052497 or equivalent) or lubricant meeting requirements of NLGI Grade 2, Category LB or GC-LB.
Hood and Door Hinges, Fuel Door Hinge Trunk Access Panel Hinges	Engine oil or Lubriplate Lubricant (GM Part No. 1050109).
Weatherstrips	Dielectric Silicone Grease (GM Part No. 12345579 or equivalent).

See "Replacement Parts" in the Index for recommended replacement filters, valves and spark plugs.

Maintenance Schedule

■ *Section E: Maintenance Record*

After the scheduled services are performed, record the date, odometer reading and who performed the service in the columns indicated. When completing the Maintenance

Performed column, insert the numbers from the Schedule I or Schedule II maintenance charts which correspond to the maintenance performed. Also, you should retain all maintenance receipts. Your owner information portfolio is a convenient place to store them.

Maintenance Record			
DATE	ODOMETER READING	SERVICED BY	MAINTENANCE PERFORMED



Part 8

Customer Assistance Information

Here you will find out how to contact Pontiac if you need assistance. This part also tells you how to obtain service publications and how to report any safety defects.

Customer Satisfaction Procedure	264
Customer Assistance for the Hearing or Speech Impaired	265
GM Participation in BBB Auto Line - Alternative Dispute Resolution Program	265
Reporting Safety Defects	267
Pontiac Roadside Assistance Program	268
Service Publications	269

Customer Assistance Information



■ *Customer Satisfaction Procedure*

Your satisfaction and goodwill are important to your dealer and Pontiac. Normally, any concern with the sales transaction or the operation of your vehicle will be resolved by your dealer's Sales or Service Departments. Sometimes, however, despite the best intentions of all concerned, misunderstandings can occur. If your concern has not been resolved to your satisfaction, the following steps should be taken:

STEP ONE -- Discuss your concern with a member of dealership management. Normally, concerns can be quickly resolved at that level. If the matter has already been reviewed with the Sales, Service, or Parts Manager, contact the owner of the dealership or the General Manager.

STEP TWO -- If after contacting a member of dealership management, it appears your concern cannot be resolved by the dealership without further help, contact the Pontiac Customer Assistance Center by calling 1-800-PM CARES. In Canada, contact GM of Canada Customer Assistance Center in Oshawa by calling 1-800-263-3777 (English) or 1-800-263-7854 (French).

In Mexico, call (525) 254-3777. In Puerto Rico or U.S. Virgin Islands, call 1-809-763-1315. In all other overseas locations, contact GM North American Export Sales in Canada by calling 1-905-644-4112.

For prompt assistance, please have the following information available to give the Customer Assistance Representative:

- Your name, address, home and business telephone numbers
- Vehicle Identification Number (This is available from the vehicle registration or title, or the plate above the left top of the instrument panel and visible through the windshield.)
- Dealership name and location
- Vehicle delivery date and present mileage
- Nature of concern

We encourage you to call the toll-free number listed previously in order to give your inquiry prompt attention. However, if you wish to write Pontiac, write to

United States

Pontiac Division
Customer Assistance Center
One Pontiac Plaza
Pontiac, MI 48340-2952

Canada

General Motors of Canada Limited
Customer Assistance Center, 163-005
1908 Colonel Sam Drive
Oshawa, Ontario L1H 8P7

Refer to your Warranty and Owner Assistance Information booklet for addresses of Canadian and GM Overseas offices.

When contacting Pontiac, please remember that your concern will likely be resolved in the dealership, using the dealership's facilities, equipment and personnel. That is why we suggest you follow Step One first if you have a concern.

■ ***Customer Assistance
for the Hearing or
Speech Impaired
(TDD)***

To assist owners who have hearing difficulties, Pontiac has installed special TDD (Telecommunication Devices for the Deaf) equipment at its Customer Assistance Center. Any hearing or speech impaired customer who has access to a TDD or a conventional teletypewriter (TTY) can communicate with Pontiac by dialing:
1-800-TDD-PONT. (TDD users in Canada can dial 1-800-263-3830.)

■ ***GM Participation in
BBB AUTO LINE -
Alternative Dispute
Resolution Program****

*This program may not be available in all states, depending on state law. Canadian owners refer to your Warranty and Owner Assistance information booklet. General Motors reserves the right to change eligibility limitations and/or to discontinue its participation in this program.

Both Pontiac and your Pontiac dealer are committed to making sure you are completely satisfied with your new vehicle. Our experience has shown that, if a situation arises where you feel your concern has not been adequately addressed, the Customer Satisfaction Procedure described earlier in this section is very successful.

Customer Assistance Information

■ *GM Participation in BBB AUTO LINE - Alternative Dispute Resolution Program** (CONT.)

There may be instances where an impartial third-party can assist in arriving at a solution to a disagreement regarding vehicle repairs or interpretation of the New Vehicle Limited Warranty. To assist in resolving these disagreements, Pontiac voluntarily participates in BBB AUTO LINE.

BBB AUTO LINE is an out-of-court program administered by the Better Business Bureau system to settle disputes between customers and automobile manufacturers. This program is available free of charge to customers who currently own or lease a GM vehicle.

If you are not satisfied after following the Customer Satisfaction Procedure, you may contact the BBB using the toll-free telephone number, or write them at the address listed below:

BBB AUTO LINE
Council of Better Business Bureaus
4200 Wilson Boulevard
Suite 800
Arlington, VA 22203

Telephone: 1-800-955-5100

To file a claim, you will be asked to provide your name and address, your Vehicle Identification Number (VIN), and a statement of the nature of your complaint. Eligibility is limited by vehicle age and mileage, and other factors.

We prefer you utilize the customer satisfaction procedure before your resort to Auto-Line, but you may contact the BBB at any time. The BBB will attempt to resolve the complaint serving as an intermediary between you and Pontiac. If this mediation is unsuccessful, an informal hearing will be scheduled where eligible customers may present their case to an impartial third-party arbitrator.

The arbitrator will make a decision which you may accept or reject. If you accept the decision, GM will be bound by that decision. The entire dispute resolution procedure should ordinarily take about forty days from the time you file a claim until a decision is made.

Some states laws may require you to use this program before filing a claim with a state-run arbitration program or in the courts. For further information, contact the BBB at 1-800-955-5100 or the Pontiac Customer Assistance Center at 1-800-PM-CARES.

■ **REPORTING SAFETY DEFECTS TO THE UNITED STATES GOVERNMENT**

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA), in addition to notifying General Motors.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or General Motors.

To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in the Washington, D.C. area) or write to:

NHTSA
U.S. Department of Transportation
Washington, D.C. 20590

You can also obtain other information about motor vehicle safety from the Hotline.

■ **REPORTING SAFETY DEFECTS TO THE CANADIAN GOVERNMENT**

If you live in Canada, and you believe that your vehicle has a safety defect, you should immediately notify Transport Canada, in addition to notifying General Motors of Canada Limited. You may write to:

Transport Canada
Box 8880
Ottawa, Ontario K1G 3J2

■ **REPORTING SAFETY DEFECTS TO GENERAL MOTORS**

In addition to notifying NHTSA (or Transport Canada) in a situation like this, we certainly hope you'll notify us. Please call us at 1-800-PM-CARES, or write:

Pontiac Division
Customer Assistance Center
One Pontiac Plaza
Pontiac, MI 48340-2952

In Canada, please call us at 1-800-263-3777 (English) or 1-800-263-7854 (French). Or, write:

General Motors of Canada Limited
Customer Assistance Centre, 163-005
1908 Colonel Sam Drive
Oshawa, Ontario L1H 8P7

Customer Assistance Information



■ *Pontiac Roadside Assistance Program*

Security While You Travel

1-800-ROADSIDE 1-800-762-3743

As the proud owner of a new Pontiac vehicle, you are automatically enrolled in the Pontiac Roadside Assistance Program. This value-added service is intended to provide you with peace of mind as you drive in the city or travel the open road.

Pontiac's Roadside Assistance toll-free number is staffed by a team of technically trained advisors who are available 24 hours a day, 365 days a year.

We take anxiety out of uncertain situations by providing minor repair information over the phone or making arrangements to tow your vehicle to the nearest Pontiac dealer.

We will provide the following services for 3 years/36,000 miles, at no expense to you:

- Vehicle Out of Fuel
- Keys Locked in Vehicle
- Tow to Nearest Dealer for Warranty
- Change a Flat Tire
- Jump Starts

We have quick, easy access to telephone numbers of the following additional services depending on your needs:

- Hotels
- Glass Replacement
- Rental Vehicle or Taxis
- Police, Fire Department or Hospitals

In many instances, mechanical failures are covered under Pontiac's comprehensive warranty. However when other services are utilized, our advisors will explain any payment obligations you might incur.

For prompt and efficient assistance when calling, please provide the following information to give the advisor:

- Location of Vehicle
- Telephone Number of Your Location
- Vehicle Model, Year, and Color
- Mileage of Vehicle
- Vehicle Identification Number
- Vehicle License Plate Number

Pontiac reserves the right to limit services or reimbursement to an owner or driver when in Pontiac's judgement the claims become obsessive in frequency or type of occurrence.

While we hope that you never have the occasion to use our service, it is added security while travelling for you and your family. Remember, we're only a phone call away. Pontiac Roadside Assistance—1-800-ROADSIDE or 1-800-762-3743.

CANADIAN ROADSIDE ASSISTANCE 1-800-268-6800

Vehicles purchased in Canada have an extensive Roadside Assistance Program accessible from anywhere in Canada or the U.S.A. Please refer to the separate brochure provided by the dealer or call 1-800-268-6800 for emergency services.

■ ***Pontiac Courtesy Transportation***

For warranty repairs during the Bumper to Bumper coverage period, interim transportation may be available under the

Pontiac Courtesy Transportation Program. Consult your dealer for details.

In Canada, please consult your GM Dealer for information on courtesy transportation.

■ ***Service Publications***

Information on how to obtain Product Service Publications and Indexes as described below is applicable only in the fifty U.S. states (and the District of Columbia) and only for cars and light trucks with GVWR less than 10,000 pounds (4 536 kg).

In Canada, information pertaining to Product Service Bulletins and Indexes can be obtained by writing to:

General Motors of Canada Limited
Service Publications Department
1908 Colonel Sam Drive
Oshawa, Ontario L1H 8P7

Pontiac regularly sends its dealers useful service bulletins about Pontiac products. Pontiac monitors product performance in the field. We then prepare bulletins for servicing our products better. Now, you can get these bulletins too.

Bulletins cover various subjects. Some pertain to the proper use and care of your vehicle. Some describe costly repairs. Others describe inexpensive repairs which, if done on time with the latest parts, may avoid future costly repairs. Some bulletins tell a technician how to repair a new or unexpected condition. Others describe a quicker way to fix your vehicle. They can help a technician service your vehicle better.

Most bulletins apply to conditions affecting a small number of cars or trucks. Your Pontiac dealer or a qualified technician may have to determine if a specific bulletin applies to your vehicle.

Individual PSP's

If you don't want to buy all the PSP's issued by Pontiac for all models in the model year, you can buy individual PSP's, such as those which may pertain to a particular model. To do this, you will first need to see our index of PSP's. It provides a variety of information. Here's what you'll find in the index and how you can get one:

Customer Assistance Information

What You'll Find in the Index:

- A list of all PSP's published by Pontiac in a model year (1990 or later). PSP's covering all models of Pontiac vehicles are listed in the same index.
- Ordering information so you can buy the specific PSP's you may want.
- Price information for the PSP's you may want to buy.

How You Can Get an Index:

Indexes are published periodically. Most of the PSP's which could potentially apply to the most recent Pontiac models will be listed in the most recent publication for that model year. This means you may want to wait until the end of the model year before ordering an index, if you are interested in buying PSP's pertaining to a current model year car or truck.

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Index

- A**BS (Anti-Lock Brakes) 134
ABS Warning Light 98
Accessory Outlet 87
Access Panel, Trunk 85
Adding
 Brake Fluid 200
 Electrical Equipment 232
 Engine Coolant 167, 197, 238
 Engine Oil 190, 238
 Power Steering Fluid 198, 239
 Sound Equipment 112
Automatic Transaxle
 Fluid 196, 238
 Windshield Washer Fluid 199
Adjusting Headlight Aim 204
Aim of the Headlight, Checking ... 203
Aiming the Headlights 204
Air Bags (see "Supplemental Restraint System") 22
Air Bag Readiness Light (see "Supplemental Restraint System") 23
Air Cleaner Filter 193, 244
Air Conditioner 109, 110
Alcohol, Driving Under the
 Influence of 130
Alcohol in Gasoline 183
Alignment, Wheel 223
Aluminum Wheels
 Cleaning 229
 Removing 172
Antenna
 Fixed Mast 127
 Power 127
Antifreeze 167, 196, 238
Anti-Lock Brakes (ABS) 134
 Warning Light 98
Anti-Theft Tips 48, 52, 53
Appearance Care 225
Appearance Care and Materials Chart 230
Armrest 84
 Front Seat, Storage 84
 Rear Seat, Storage 85
Ashtrays 86
Assist Straps, Passenger 88
Audio Systems 112
 AM/FM Stereo Radio 114
 AM/FM Stereo Radios With
 Optional Features 115, 116
 Care of Audio Systems 126
 Cassette Player 115, 118, 126
 Compact Disc (CD) 116, 119
 Graphic Equalizer 115, 116, 118
 Radio THEFTLOCK® Feature .. 121
 Radio Reception, For the Best .. 125
 Setting the Clock 113
 Steering Wheel Touch Controls . 124
Automatic Door Locks 50
Automatic Transaxle
 Adding Fluid 196, 238
 Checking Fluid 194
 Shifting 60, 65, 66
 Starting Your Engine 58
Batteries, Remote Lock Control 52
Battery 202
 Acid Warning 156, 202
 Jump Starting 156
Battery Warning Light 97
Blizzard, If You're Caught in a 148
Block Heater, Engine
 (See Engine Coolant Heater) .. 59, 192
Blowout, Tire 172
Brake
 Adjustment 201
 Fluid 200
 Master Cylinder 200
 Parking 64
 Warning Light 98
 Wear Indicators 201
Brake System Warning Light
 Anti-Lock Brake System 98
 Standard Brakes 98
Brakes, Anti-Lock 134
 Warning Light 98
Brakes, Trailer 152
Braking 133
Braking in Emergencies 135
Braking Technique 133, 134
"Break-In," New Vehicle
 Normal Driving 56
 When Towing a Trailer 150
Brightness Intensity Control 79
Buckling Up (see "Safety Belts") ... 10
Bulb Replacement 202
 Center High-Mounted
 Stoplight 214, 215

Index

- | | | | | | |
|---|---------------|---------------------------------------|----------|---------------------------------------|-------------------------|
| Fog Lights | 213, 214 | Things Under the Hood | 185 | Weatherstrips | 229 |
| Front Light Bar | 210 | Automatic Transaxle Fluid | 194 | White Sidewall tires | 229 |
| Front Side Marker | 211 | Chemical Paint Spotting | 231 | Windshield and Wiper Blades | 228 |
| Front Turn Signal | 211, 212 | Child Restraints | 34 | Climate Control | 108 |
| Headlight | 205, 209 | Children | 33 | Clock, Setting the | 113 |
| Rear Light Bar | 216 | Cigarette Lighter | 86 | Clusters, Instrument Panel | 90 |
| Taillight | 216 | Circuit Breakers & Fuses | 232 | Comfort Controls | |
| C apacities & Specifications | 238 | City Driving | 142 | Climate Control | 108 |
| Cap, Radiator Pressure | 198 | Cleaner, Air | 193, 244 | Ventilation | 111 |
| Carbon Monoxide | 68, 149 | C leaning | | Compact Disc (CD) Player | 119, 120 |
| Care of Your Cassette Tape Player | 126 | Aluminum Wheels | 229 | Compact Spare Tire | 179 |
| Care of Your Compact Discs | 126 | Antenna | 127 | Compartments, Storage | 84, 85 |
| Cassette Tape Player | 115, 118, 126 | Cassette Player and Tapes | 126 | Components, Underhood | 187, 188 |
| CD | 119, 120 | Compact Discs | 126 | Control of a Vehicle | 133 |
| CD Player | 119 | Fabric | 226 | Convenience Net | 56 |
| Center Lap Belts | | Fiberglass Springs | 231 | Convex Outside Mirror | 82 |
| (see "Safety Belts") | 28 | Finish Care | 228 | Coolant | 166, 196, 238 |
| C hains | | Foreign Material | 229 | Checking & Adding | 167, 168, 197 |
| Tire | 224 | Glass | 227 | Low Coolant Warning Light | 96 |
| Trailer Safety | 152 | HUD (Head-Up Display) | 104 | Proper Mixture to Use | 167, 196 |
| Changing a Flat Tire | 172 | Inside of Your Pontiac | 225 | Safety Warnings | |
| C hecking | | Leather or Vinyl | 227 | About | 167, 168, 169, 197, 198 |
| Aim of Headlights | 203 | Outside of Your Pontiac | 228 | Temperature Gage | 95 |
| Brake Fluid | 200 | Safety Belts | 227 | Temperature Warning Light | 95 |
| Engine Coolant | 167 | Special Problems | 226 | Cooling System | 166, 196, 238 |
| Engine Oil | 189 | Top of the Instrument Panel | 227 | Courtesy Lights | 81 |
| Power Steering Fluid | 198 | Underbody Maintenance | 231 | Covers, Wheel | 174 |
| Safety Belt Systems | 46 | Vinyl or Leather | 227 | Cruise Control | 73 |
| | | Warnings | 225-231 | Cup Holder | 84, 85 |

Curves, Driving on	135
Courtesy Transportation	269
Customer Assistance Information	263
Customer Satisfaction	264

D aytime Running Lights	77
Dead Battery: What to Do	156
Defects, Reporting Safety	267
Defensive Driving	130
Defogger, Rear Window	111
Defogging Your Windows	109
Dome Reading Lights	80
Door Locks	49
Downshifting	62, 145, 153
Driver Position (Four Door Model)	19
Driver Position (Two Door Model)	16
Driver Side Underhood Electrical Center	233, 236, 288
D riving	
At Night	139
City	142
Controlling a Skid	138
Defensively	130
Drunken	130
Freeway	143
Hill and Mountain	145
In a Foreign Country	184
In Rain	140
Long Distance	144
Loss of Control	138

On Curves	135
On Snow or Ice	147
Passing	137
Through Deep Standing Water	59
Winter Driving	146
With a Trailer	152
Drunken Driving	130

E lectric Outside Mirror Control	83
Electrical Equipment, Adding	232
Emergencies, Braking in	135
Emergencies on the Road	155
Emergencies, Steering in	136
Emergency Starting	156
Emergency Towing	160
Engine Coolant	166, 196, 238
Engine Coolant Heater (Engine Block Heater)	59, 192
Engine Coolant Temperature Gage	95
Engine Coolant Temperature Warning Light	95
Engine Exhaust	68, 149
Engine Identification	231
Engine Oil	189
Additives	192
Capacity	238
Checking & Adding	189, 190
Disposing of Used Oil	193

Energy Conserving	191
Filter	238, 244
Low Engine Oil Level Warning Light	97
Warning Light	96
When to Change	192
Engine Overheating	164
Engine Specifications	243
Engine, Starting	58
Ethanol in Gasoline	183
Exhaust	
Dangerous Gas in	68, 149
Parking with the Engine Running	68, 149
Expectant Mothers, Use of Safety Belts	27
Expressway Driving	143
Extender, Safety Belt	46
Exterior Appearance (see "Appearance Care")	225

F abric Cleaning (see "Appearance Care")	226
Fan Warnings	157, 158, 166
Filling the Fuel Tank	184
Filter	
Air	193, 244
Fuel	244
Oil	238, 244
Finish Care	228
Finish Damage	229

Index

- Flashers, Hazard Warning 156
Flat Tire 172
Flooded Engine 58
Fluid
 Brake 200, 258
 Capacities 238
 Power Steering 198, 259
 Automatic Transaxle 194, 259
 Windshield Washer 199, 259
Fluids & Lubricants 258
Fog Lights 79, 213, 214
Foreign Material 229
Freeway Driving 143
French Language Manual 2
Front Light Bar 210
Front Side Marker Bulb 211
Fuel 183
 Alcohol in Fuel 183
 Capacity 239, 288
 Exhaust Warnings 68, 149
 Filling Your Tank 184
 Fuels with Alcohol 183
 Gage 94
 In Foreign Countries 184
 Low Fuel Warning Light 95
 Requirements 183
Fuses & Circuit Breakers 232
Fuse Block, Instrument
 Panel (I/P) 232, 234
- G**ages 92
 Engine Coolant Temperature 95
 Fuel 94
Gasoline 183
Gasoline Tank, Filling Your 184
Gear Positions (see "Shifting the
 Transaxle") 60, 65, 66
Gearshift Lever (see "Shifting the
 Transaxle") 60, 65, 66
Glove Box 56
Graphic Equalizer
 (see "Audio Systems") .. 115, 116, 118
- H**alogen bulbs 202
Hazard Warning Flashers 156
Headlight & Taillight, Removing
 and Replacing 205, 209, 216
Headlights 76
 Aim, Adjusting 204
 Aim, Checking 203
 High/Low Beam Changer 78
 "On" Reminder 77
 Replacement 205, 209
 Replacement Bulb 240
 Wiring 237
Head Restraints 10
Head-Up Display (HUD) 102
Hearing or Speech Impaired 265
Heater 108
Heater, Engine Block
 (see "Engine Coolant Heater") 59, 102
- Heater, Engine Coolant 59, 102
Highway Hypnosis 144
Hill and Mountain Roads 145
Hills, Parking on
 (see "Towing a Trailer") 153
Hood Release 185
 Safety Warning 186
 Warning, Overheated Engine ... 186
Horn 69
Hot Engine, Safety
 Warnings 164, 165, 168, 186, 198
How the Air Bag System Works 24
HUD (Head-Up Display) 102
Hydroplaning 142
- I**dentification
 Engine 231
 Label, Service Parts 232
 Number, Vehicle (VIN Code) ... 231
Idling Your Engine 68
If You're Stuck: In Sand, Mud, Ice
 or Snow 180
Ignition
 Key 48
 Pass-Key[®] II 53
 Positions 57
Illuminated Entry (see "Sustained
 Interior Lighting") 81
Indicator Lights
 (see "Warning Lights") 92

Infant Restraint (see "Child Restraints")	34
Inflation, Tires	220
Inside Rearview Mirror	82
Inspections, Periodic Maintenance	257
Instrument Panel	89
Instrument Panel Clusters	90
Instrument Panel Fuse Block	232, 234
Instrument Panel Intensity Control	79
Instrument Panel Warning Lights	92

J ack, Tire	174, 179
Jump Starting	156

K eyless Entry System (see "Remote Lock Control")	50
Keys	48

L ane Change Indicator	71
Lap-Shoulder Safety Belt	
Front	16, 19
Rear	29
Use by Children	33
Latches, Seatback	10
Leather, Cleaning	227
Lighter	86
Lights	
Air Bag Readiness	23
Courtesy	81
Daytime Running	77
Dome Reading	80

Fog Lights	79
Front Light Bar	210
Headlights	76, 205, 209, 237, 240
Map Reading	80
Mini-Quad	203, 205, 240
"On" Reminder	77
Parking	76
Reading	79
Rear Light Bar	216
Rear Reading	81
Rearview Mirror Reading	80
Removing & Replacing Bulbs (see "Bulb Replacement")	
Replacement Bulbs	240, 241, 242
Sustained Interior	81
Taillights	77, 216, 241
Turn Signal	70, 211, 212
Warning Lights	92
Loading Your Vehicle	217
Location, Underhood	
Components	187, 188, 288
Lock, Remote, Control (see "Remote Lock Control")	50
Locks, Door	49
Long Distance Driving	144
Low Battery	97, 156
Low Coolant Warning Light	96
Low Engine Oil Level Warning Light	97
Low Fuel Warning Light	95
Lubricants & Fluids	258

Maintenance

Chart, Appearance Care and Materials	230
Inspections, Periodic	257
Record	260
Replacement Parts	244
Schedule	245
Services, Scheduled	247
Services, Scheduled, Explanation of	252
When Trailer Towing	154
Underbody	231
Maintenance Record	260
Malfunction Indicator Lamp	99
Manual Front Seat	8
Map Reading Lights	80
Master Cylinder, Brake	200
Methanol in Gasoline	183
Mileage Indicator (see "Odometer & Speedometer")	92, 93
Mirrors	
Convex Outside	82
Inside Manual Day/Night	82
Inside Manual Day/Night with Reading Lights	80
Manual Remote Control	83
Power Remote Control	83
Visor Vanity	84
Mountain Driving	145

Index

- N**et, Convenience 56
New Vehicle Break-In 56
New Vehicle Break-In
(Towing a Trailer) 150
Night Driving 139
- O**ctane Requirements
(see "Fuel Requirements") 183
Odometer 93
Off-Road Recovery 137
Oil, Engine
Capacity 238
Low Level
Warning Light 97
Quality 191
Thickness 191
Used Oil 193
Warning Light 96
When to Change 192
Oil Warning Light 96
Operation of Lights 77
Outside Rearview Mirrors 82, 83
Overdrive, Automatic 60
Overheated Engine 164
Overheated Engine Coolant
Warning Light 95
Owner Checks & Services 254
- P**aint
Chemical Spotting 231
Finish Care 228
Finish Damage 229
Park, Shifting Into
Column Shift 65
Console Shift 66
Parking
Over Things That Burn 67
With a Trailer 153
With the Engine Running 68
Parking Brake 64
Passenger Assist Straps 88
Passenger Belts
(see "Safety Belts") 27
Passenger Side Air Bag 22, 24
Passenger Side Underhood Electrical
Center 233, 235, 288
Passing 137
PASS-Key® II 53
Periodic Maintenance Inspection ... 257
Polishing and Waxing
(see "Finish Care") 228
Power Antenna 127
Power Door Locks 50
Power Mirrors 83
Power Seat Controls 8
Power Steering 135
Power Steering Fluid 198, 239
Power Windows 70, 237
Pregnancy, Use of Safety Belts During 27
Problems on the Road 129
Publications (see "Service
Publications") 269
Pulse Windshield Wipers
(see "Windshield Wiper Delay") ... 72
- R**adiator Overheating
(see "Overheated Engine") 164
Radiator Pressure Cap 198
Radio (see "Audio Systems") 112
Rain, Driving in 140
Reading Lights 79
Rear Ashtrays 87
Rear Reading Light 81
Rear Safety Belt Comfort Guides ... 31
Rearview Mirror 82
Rearview Mirror Reading Lights ... 80
Rear Window Defogger 111
Reclining Seatbacks 9
Refrigerant, R134A
(see "Air Conditioning") 239
Reminder Light, Safety Belt 11, 15
Remote Control Mirrors 83
Remote Lock Control 50
Remote Positive Battery
Terminal 157, 158
Remote Trunk Release 55
Replacement Bulbs 240, 241, 242
Replacement Fuses 234-236
Replacement Parts 244
Replacing Brakes 201
Replacing Safety Belts 46
Replacing Tires 222
Replacing Wheels 223
Replacing Windshield Wiper Blade . 217
Reporting Safety Defects 267
Restraints, Child 34
Restraints, Head 10
Roads, Hill and Mountain 145

Roadside Assistance	268	Top Strap	34	Setting The Trip Odometer	93
Rocking Your Vehicle	180	Torn	46	Sheet Metal Damage	229
Stuck, If You Are	180	Twisted	18, 21	Shifting Into "P" (Park)	
Rotation, Tire	221	Reminder Light	11, 15	Column Shift	65
Running Lights, Daytime	77	Why You Should Wear		Console Shift	66
S afety Belts	10	Safety Belts	11, 15	Shifting Out of "P" (Park)	67
Adults	15	Safety Chains (Trailer)	152	Shifting the Automatic Transaxle ...	60
Center Positions	28	Safety Defects, Reporting	267	Signaling Turns	70
Children	33	Scheduled Maintenance Services ...	247	Skidding	138
Child Restraints	34	Seat Belts (see "Safety Belts")	10	Snowstorm, If You're Caught in a ..	148
Child Restraints, How to Install ...	35	Seat Controls	8	Sound Equipment, Adding	112
Child Restraints, Where to Put ...	34	Head Restraints	10	Sound Systems	
Cleaning	227	Manual Front Seat	8	(see "Audio Systems")	112
Driver Position	16, 19	Manual Reclining Seatback	9	Spare Tire, Compact	179
Extender	46	Power Seat	8	Spark Plugs	244
How to Wear	15	Reclining Seatback	9	Specifications & Capacities	238
Lap-Shoulder Belt		Seatback Latches	10	Specifications, Engine	243
(Two Door Model)	16	Secondary Hood Release	185	Speed Control	
Lap-Shoulder Belt		Second-Gear Start Switch	63	(see "Cruise Control")	73
(Four Door Model)	19	Service Engine Soon Light	99	Speedometer	92
Larger Children	44	Service Information	182	SRS - Air Bags (see "Supplemental	
Passenger Belts	27	Service Parts Identification Label ...	232	Restraint System")	22
Pregnancy, Use During	27	Service Publications	269	Stains, Removing	226
Questions & Answers	14, 17, 20	Service Publications Order		Starting Your Engine	58
Rear Comfort Guides	31	Information	271	Starting Your Vehicle if the Battery	
Rear Safety Belts	29	Service Publications		is Dead (see "Jump Starting")	156
Replacement	46	Order Form	273, 275	Steering	
Right Front, Adult Passenger	27	Service Station Information	288	In Emergencies	136
Smaller Children and Babies	33	Servicing Your Air-Bag		Off-Road Recovery	137
		Equipped Pontiac	26	Tips	135
		Setting the Clock	113	Steering Wheel Controls	124

Index

- Steering Wheel, Tilt 69
Stereo Sound Systems (see "Audio Systems") 112
Storage
 Armrest 84, 85
 Convenience Net 56
 Front Seat Console 85
 Glove Box 56
 Other Storage Areas 85
Storing Your Vehicle 202
Stuck, If You Are 180
Sunroof 88
Sun Visors 83
Supplemental Restraint System (SRS or Air Bags) 22
 Air Bag Readiness Light 23
 Driver Side 22, 24
 How the Air Bag System Works .. 24
 Passenger Side 22, 24
 Servicing Your Air Bag-Equipped Pontiac 26
Sustained Interior Lighting 81
- T**achometer 93
Taillights 76, 216, 241
Tape Player, Cassette (see "Audio Systems") 115, 118
Technical Facts & Specifications
 Bulbs 240
 Electrical Equipment, Add-On 112, 232
 Engine Specifications 243
 Fluid Capacities 238
 Fuses & Circuit Breakers 232
 Recommended Fluids and Lubricants 258
 Replacement Parts 244
 Service Parts Identification Label 232
 Vehicle Identification Number (VIN) 231
 Temperature Warning Light 95
 Temperature Gage 95
 Theft 52
 THEFTLOCK[®] Feature, Radio 121
 Thermostat 198
 Tilt Steering Wheel 69
 Time, Setting the 113
 Tires 219
 Buying New 222
 Chains 224
 Cleaning 229
 Flat, Changing 172
 Inflation 220
 Inspection and Rotation 221
 Loading 219
 Pressure 220
 Quality Grading 222
 Spare, Compact 179
 Wear Indicators 221
 Wheel Alignment & Tire Balance 223
 Wheel Replacement 223
 When to Replace Wheels 223
 Top Strap 34
 Torque Lock 67
 Towing a Trailer 149
 Towing Your Pontiac 160
 Trailer Towing 149
 Driving with a Trailer 152
 Maintenance 154
 Parking on Hills 153
 Safety Chains 152
 Trailer Brakes 152
 Turn Signals 153
 Transaxle, Automatic (see "Automatic Transaxle")
 Transportation, Courtesy 269
 Trip Computer 100
 Trip Odometer 93
 Trunk 54
 Trunk Access Panel 85
 Trunk-Lid Lock Release, Remote ... 55
 Turn Signal Indicator 71
 Turn Signal/Multifunction Lever ... 70
 Cruise Control 73
 High/Low Beam Changer 78
 Pulse Windshield Wipers (see "Windshield Wiper Delay") 72
 Turn & Lane Change Indicator ... 71
 Windshield Washer 72
 Windshield Wipers 72
 Windshield Wiper Delay 72

U nderbody Maintenance	231	Washer, Windshield	72
Underhood Components	187, 188	Washing Your Vehicle	228
Underhood Electrical		Weatherstrips	229
Center	233, 235, 236, 288	Weight	
Unleaded Gasoline	183	Gross Axle Weight Rating	
Upholstery Care	225	(GAWR)	218
		Gross Vehicle Weight Rating	
		(GVWR)	218
V ehicle Identification		Wheel Alignment and	
Number (VIN)	231	Tire Balance	223
Vehicle Loading	217	Wheel Covers, How to Remove	174
Vehicle Storage	202	Wheel Nut Torque	178, 239
Ventilation	111	Wheel Nuts	175
VIN	231	Wheel Replacement	223
Visor Vanity Mirrors	84	Windows, Power	70
Voltmeter		Windshield Washer	72
(see "Battery Warning Light")		Fluid	199, 259
		Windshield Wipers	72, 237
		Cleaning	228
		Delay	72
W arning Flashers, Hazard	156	Windshield Wiper Blade	
Warning Lights	92	Replacement	217
Anti-Lock Brake System	98	Winter Driving	146
Battery	97	If Your Vehicle is Stuck in	
Brake System	98	Deep Snow	180
Engine Coolant Temperature	95	If You're Caught in a Blizzard ..	148
Low Coolant	96	Wrecker Towing	160
Low Engine Oil Level	97		
Low Fuel	95		
Malfunction Indicator Lamp	99		
Oil	96		
Service Engine Soon	99		

Service Station Information

