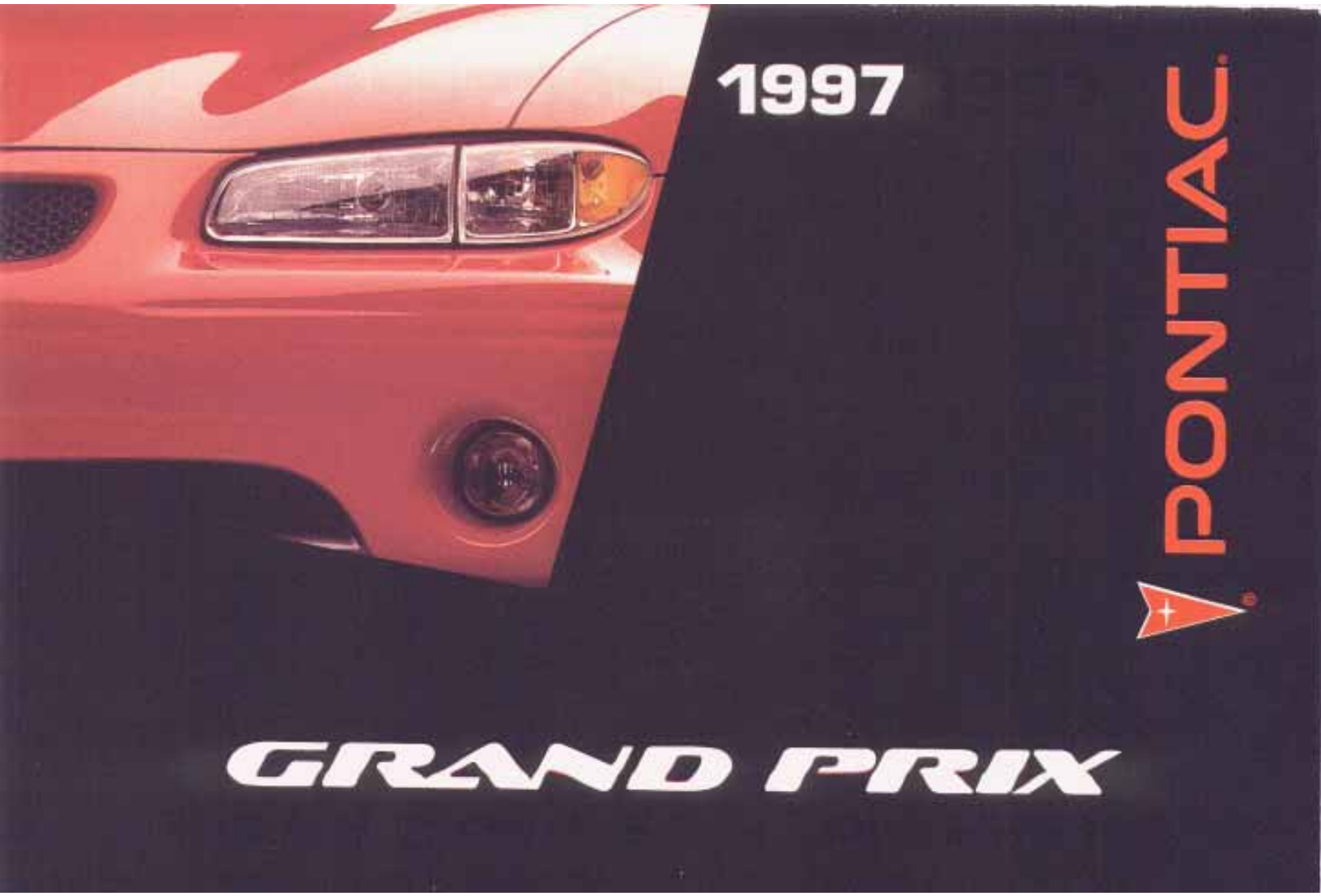


1997

PONTIAC

GRAND PRIX

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The 1997 Pontiac Grand Prix Owner's Manual

1-1 Seats and Restraint Systems
This section tells you how to use your seats and safety belts properly. It also explains the "SRS" system.

2-1 Features and Controls
This section explains how to start and operate your Pontiac.

3-1 Comfort Controls and Audio Systems
This section tells you how to adjust the ventilation and comfort controls and how to operate your audio system.

4-1 Your Driving and the Road
Here you'll find helpful information and tips about the road and how to drive under different conditions.

5-1 Problems on the Road
This section tells what to do if you have a problem while driving, such as a flat tire or overheated engine, etc.

6-1 Service and Appearance Care
Here the manual tells you how to keep your Pontiac running properly and looking good.

7-1 Maintenance Schedule
This section tells you when to perform vehicle maintenance and what fluids and lubricants to use.

8-1 Customer Assistance Information
This section tells you how to contact Pontiac for assistance and how to get service and owner publications. It also gives you information on "Reporting Safety Defects" on page 8-10.

9-1 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.

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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.



We support voluntary technician certification.

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 concessionaire ou au:

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Mississauga, Ontario L5T 1C7

Litho in U.S.A.
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How to Use this Manual

Many people read their owner's manual from beginning to end when they first receive their new vehicle. If you do this, it 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.

Index

A good place to look for what you need is the Index in the back of the manual. It's an alphabetical list of all that's in the manual, and the page number where you'll find it.

Safety Warnings and Symbols

You will find a number of safety cautions in this book. We use a box 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 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."

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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 the same words, CAUTION or NOTICE.

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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

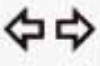


These symbols have to do with your lamps:

MASTER LIGHTING SWITCH



TURN SIGNALS



PARKING LAMPS



HAZARD WARNING FLASHER



DAYTIME RUNNING LAMPS



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



COOLANT



ENGINE OIL PRESSURE



ANTI-LOCK BRAKES



Here are some other symbols you may see:

FUSE



LIGHTER



HORN



SPEAKER



FUEL



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NOTES

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Section 1 Seats and 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 air bags and safety belts.

1-2 Seats and Controls
1-2 Manual Seats
1-3 Power Seats
1-5 Reclining Front Seatbacks
1-7 Seatback Latches
1-9 Why Safety Belts Work
1-12 Questions Many People Ask About Safety Belts
1-14 How to Wear Safety Belts Properly
1-21 Safety Belt Use During Pregnancy
1-24 Questions and Answers About Air Bags
1-33 Rear Safety Belt Comfort Guides
1-36 How to Use Child Restraints
1-38 How to Use the Built-In Child Restraint
1-52 Important Information for Buckling Children in Child Restraints
1-53 Child Restraint Top Straps
1-63 How to Obtain a Safety Belt Extender
1-63 Checking Your Restraint Systems
1-64 Replacing Parts After a Crash

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Seats and Seat Controls

This section tells you how to adjust the seats and explains reclining seatbacks and head restraints.

Front Manual Seats

⚠ 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.

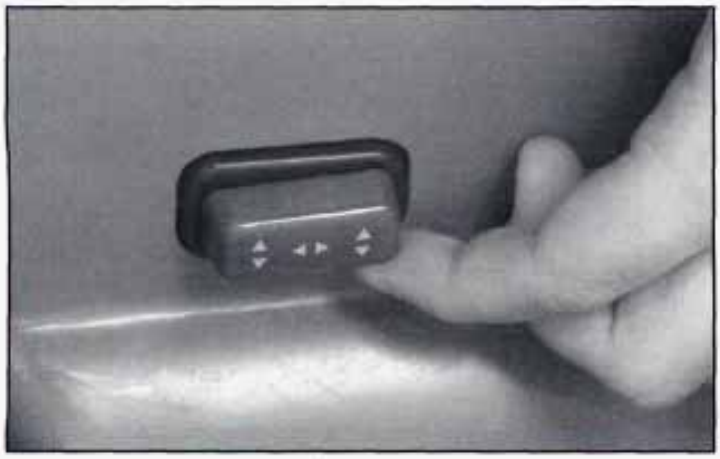
2-Way Manual Driver/Passenger Seat



Lift the lever under the front of the seat up, using a twisting motion. This will unlock the seat. Slide the seat to where you want it and release the lever. Try to move the seat with your body to be sure the seat is locked in place.

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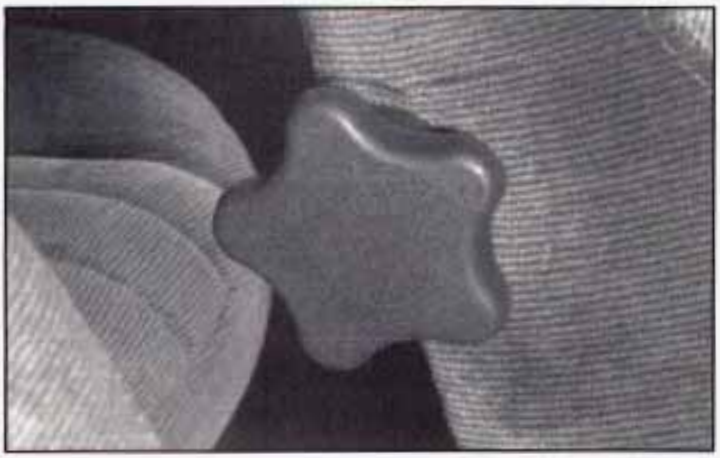
6-Way Power Driver's Seat (If Equipped)



This switch is designed to mimic the movements of your seat cushion. It is located on the left side of the driver's seat cushion. To move the seat forward or rearward, push the switch forward or rearward. To raise or lower the seat, push the switch up or down. To raise or lower the front portion of your seat, push the front of the switch up or down. To raise or lower the rear portion of your seat, push the rear of the switch up or down.

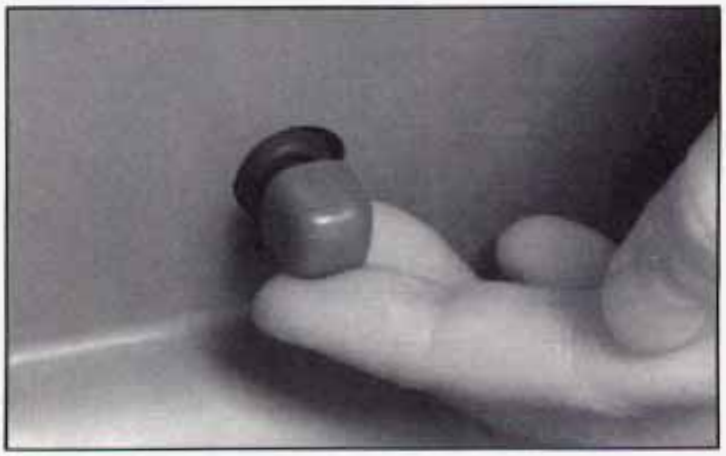
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2-Way Manual Lumbar (If Equipped)



The knob that controls this feature is located on the right side of the driver's seat, about half of the way down the seatback. Turn the knob clockwise to increase lumbar support. Turn the knob counterclockwise to decrease lumbar support.

4-Way Power Lumbar Driver's Seat (If Equipped)



If you have this option, there will be a toggle switch on the left side of the driver's seat cushion, just in front of the reclining seatback lever. To increase or decrease lumbar support, push the switch forward or rearward. To adjust the lumbar support up or down, push the switch up or down.

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Heated Seat (If Equipped)



If your vehicle has this option, the switch is on the center console, just behind the open storage bin.

Press LO to warm the seat to a lower temperature. Press HI to warm the seat to a higher temperature. To turn this feature off, place the switch in the center position.

Reclining Front Seatbacks



Lift the lever to release the seatback, then move the seatback to where you want it. Release the lever to lock the seatback in place. Pull up on the lever without pushing on the seatback, and the seatback will move forward.

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

⚠ 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.

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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 Models)



On two-door models, the right front seat is designed to make it easy to get in and out of the rear seat. Tilt the right seatback fully forward, the whole seat will now slide forward. If the seat will not tilt, lift the seatback latch, located on the back of the seat, to tilt the seatback forward.

After someone gets into the rear seat area, move the right front seatback to its original position. Then move the seat rearward until it locks.

To get out, tilt the seatback fully forward.

⚠ CAUTION:

If the seatback isn't locked, it could move forward in a sudden stop or crash. That could cause injury to the person sitting there. Always press rearward on the seatback to be sure it is locked.

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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 (SRS), or air bag system.

⚠ CAUTION:

Don't let anyone ride where he or she 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.

⚠ CAUTION:

It is extremely dangerous to ride in a cargo area, inside or outside of a vehicle. In a collision, people riding in these areas are more likely to be seriously injured or killed. Do not allow people to ride in any area of your vehicle that is not equipped with seats and safety belts. Be sure everyone in your vehicle is in a seat and using a safety belt properly.

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Your vehicle has a light that comes on as a reminder to buckle up. (See "Safety Belt Reminder Light" in the Index.)

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

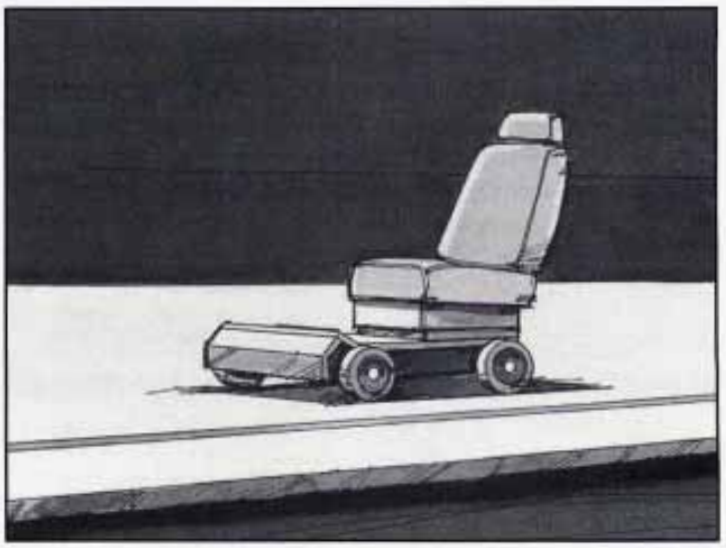
You never know if you'll be in a crash. If you do have a crash, you don't know if it will be a bad one.

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!

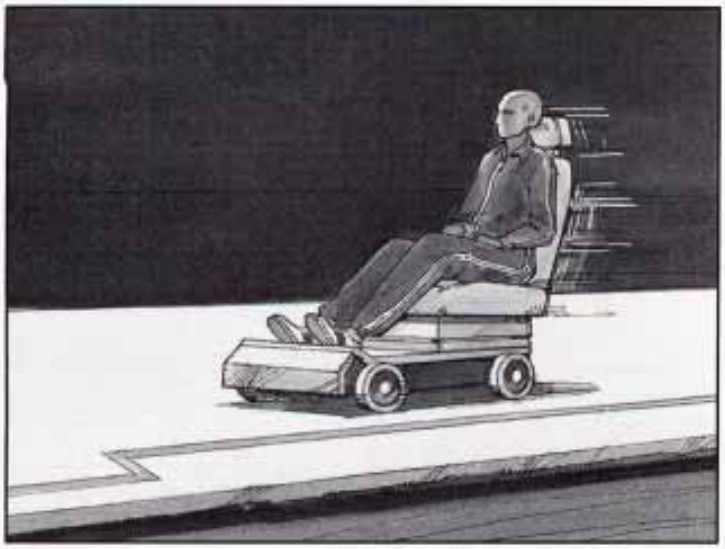
Why Safety Belts Work

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

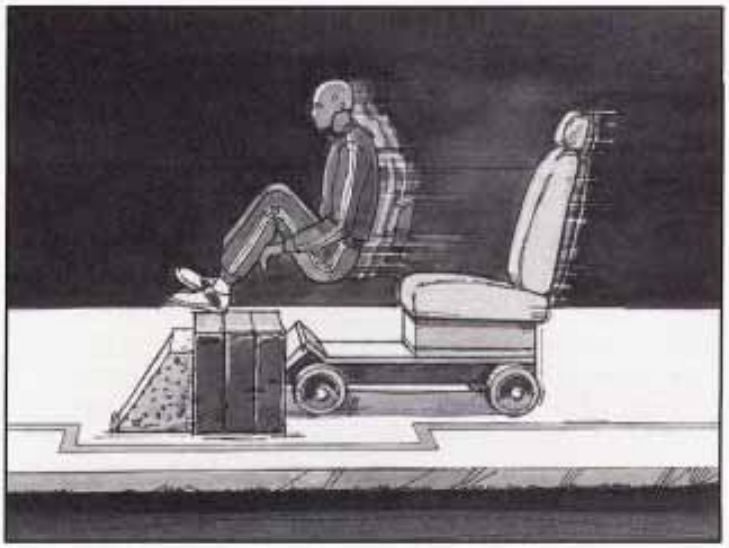


Take the simplest vehicle. Suppose it's just a seat on wheels.

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Put someone on it.

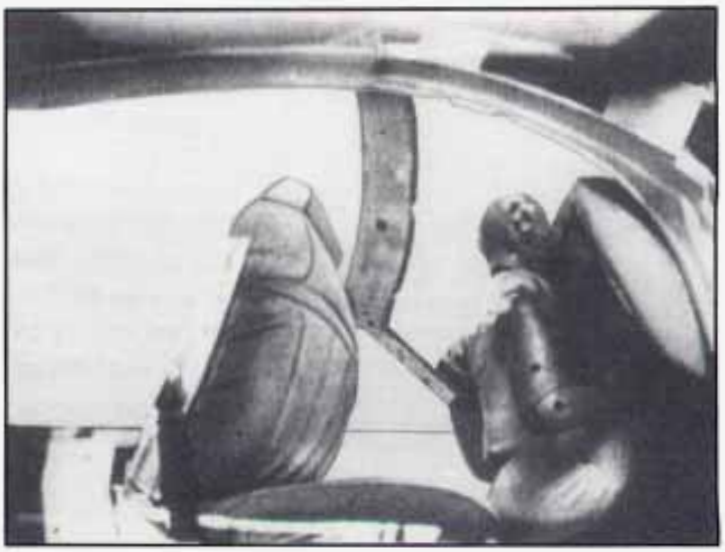


Get it up to speed. Then stop the vehicle. The rider doesn't stop.

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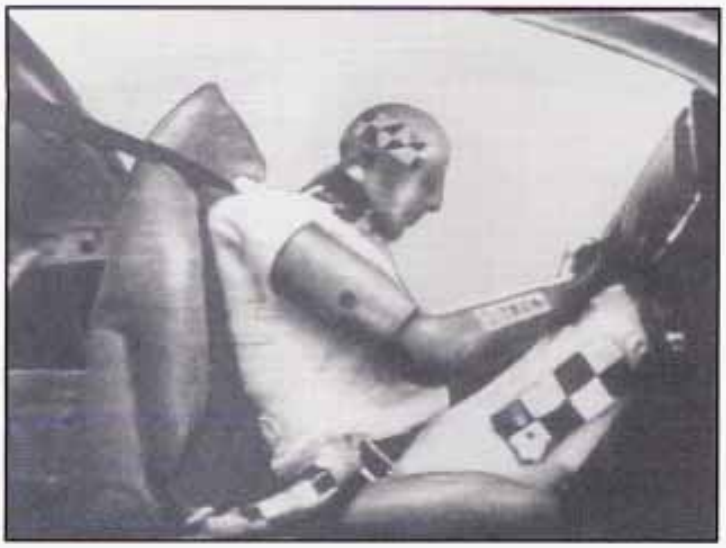


The person keeps going until stopped by something.
In a real vehicle, it could be the windshield ...



or the instrument panel ...

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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 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.

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Q: If my vehicle has air bags, why should I have to wear safety belts?

A: Air bags are in many vehicles today and will be in most 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.

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How to Wear Safety Belts Properly

Adults

This part 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 part of this manual 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.

Driver Position

This part describes the driver's restraint system.

Lap-Shoulder Belt

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 "Seats" 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.

   The shoulder belt may lock if you pull the belt across you very quickly. If this happens, let the belt go back slightly to unlock it. Then pull the belt across you more slowly.

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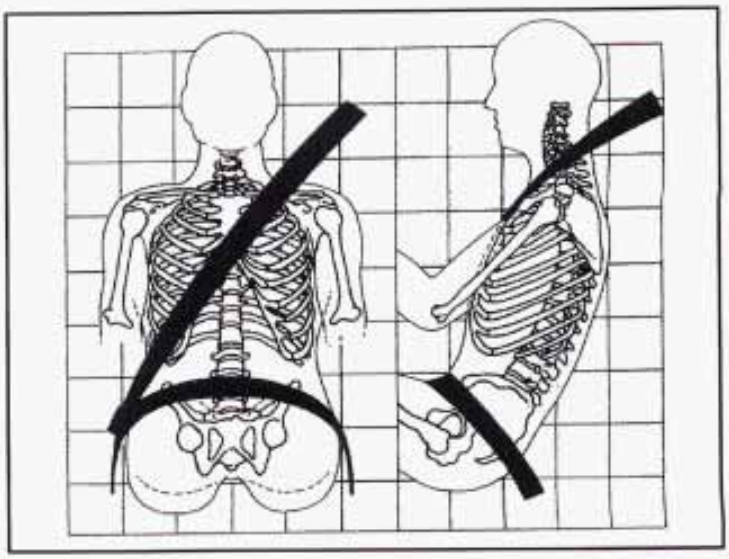
4. Push the latch plate into the buckle until it clicks.

   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 part 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.

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Shoulder Belt Height Adjuster (4-Door Models)

Before you begin to drive, move the shoulder belt adjuster to the height that is right for you.

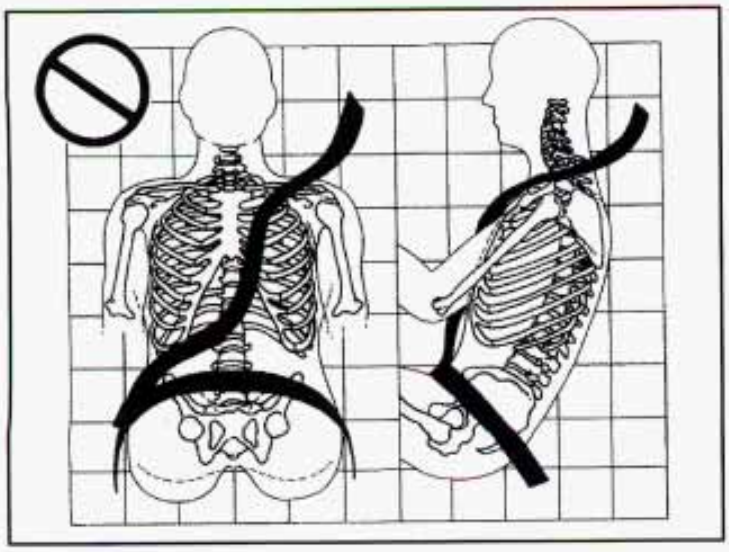


To move it down, squeeze the release lever and move the height adjuster to the desired position. You can move the adjuster up just by pushing up on the shoulder belt guide. After you move the adjuster to where you want it, try to move it down without squeezing the release lever to make sure it has locked into position.

Adjust the height so that the shoulder portion of the belt is centered on your shoulder. The belt should be away from your face and neck, but not falling off your shoulder.

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Q: **What's wrong with this?**



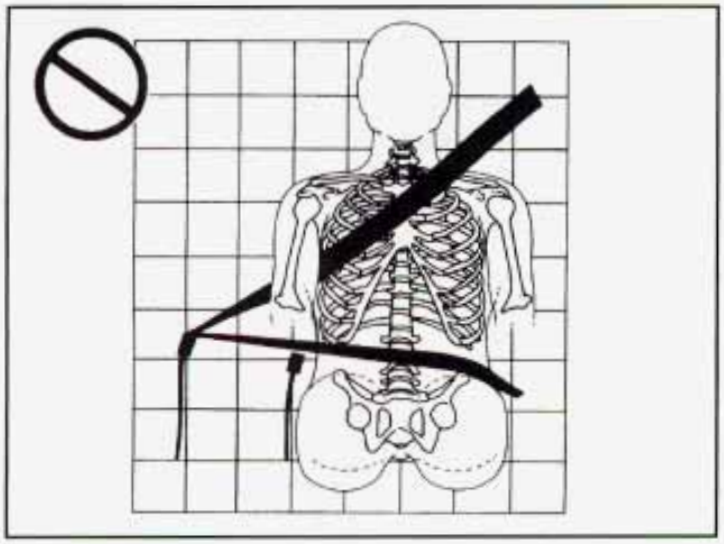
A: The shoulder belt is too loose. It won't give nearly as much protection this way.

⚠ 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.

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Q: **What's wrong with this?**



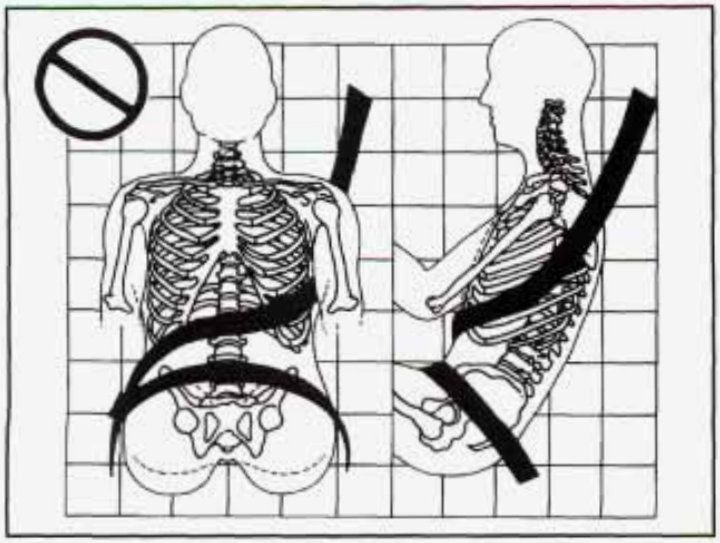
A: The belt is buckled in the wrong place.

⚠ 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.

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Q: **What's wrong with this?**



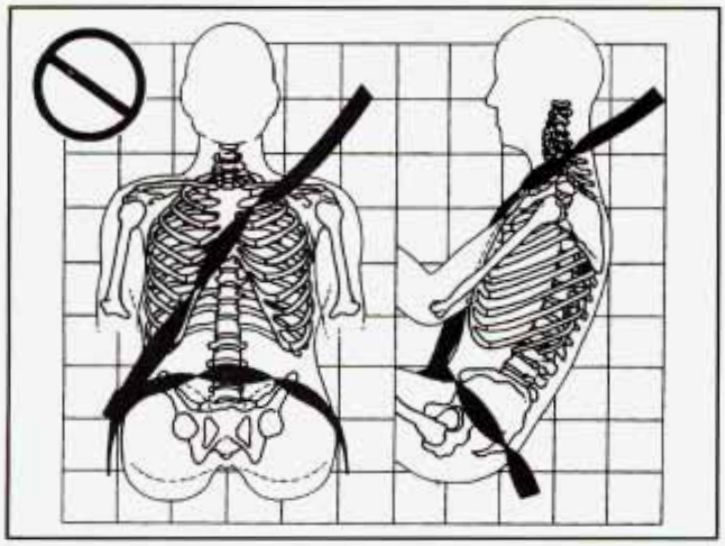
A: The shoulder belt is worn under the arm. It should be worn over the shoulder at all times.

⚠ 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.

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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.

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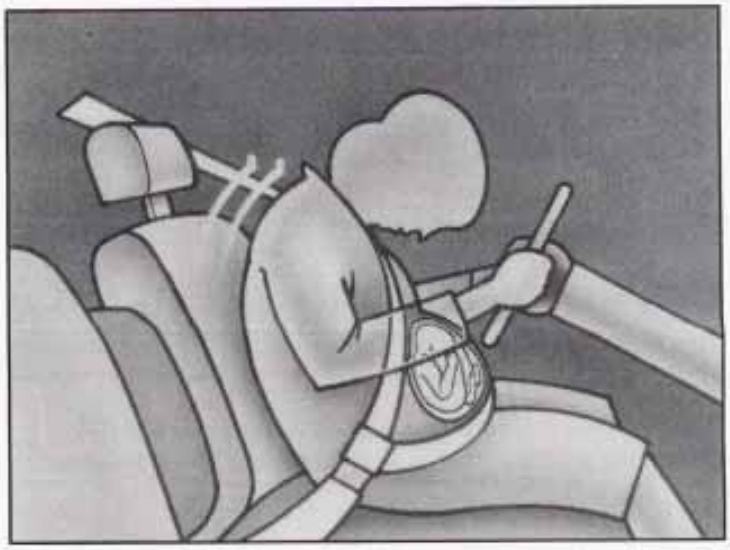


To unlatch the belt, just push the button on the buckle. The belt should go back out of the way.

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.

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, below the rounding, throughout the pregnancy.

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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," earlier in this section.

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.

Supplemental Restraint System (SRS)

This part explains the Supplemental Restraint System (SRS) or air bag system.

Your Pontiac has two air bags -- one air bag for the driver and another air bag for the right front passenger.

Here are the most important things to know about the air bag system:

⚠ CAUTION:

You can be severely injured or killed in a crash if you aren't wearing your safety belt -- even if you have air bags. Wearing your safety belt during a crash helps reduce your chance of hitting things inside the vehicle or being ejected from it. Air bags are "supplemental restraints" to the safety belts. All air bags are designed to work with safety belts, but don't replace them. Air bags are designed to work only in moderate to severe crashes where the front of your vehicle hits something. They aren't designed to inflate at all in rollover, rear, side or low-speed frontal crashes. Everyone in your vehicle should wear a safety belt properly -- whether or not there's an air bag for that person.

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⚠ 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 before and during a crash. Always wear your safety belt, even with air bags. The driver should sit as far back as possible while still maintaining control of the vehicle.

⚠ CAUTION:

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



There is an air bag readiness light on the instrument panel, which shows SRS AIR BAG.

The system checks the air bag electrical system for malfunctions. The light tells you if there is an electrical problem. See "Air Bag Readiness Light" in the Index for more information.

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How the Air Bag System Works



Where are the air bags?

The driver's air bag is in the middle of the steering wheel.



The right front passenger's air bag is in the instrument panel on the passenger's side.

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⚠ CAUTION:

If something is between an occupant and an air bag, the bag might not inflate properly or it might force the object into that person. The path of an inflating air bag must be kept clear. Don't put anything between an occupant and an air bag, and don't attach or put anything on the steering wheel hub or on or near any air bag covering.

When should an air bag inflate?

An air bag is designed to inflate in a moderate to severe frontal or near-frontal crash. The air bag will inflate only if the impact speed is above the system's designed "threshold level." If your vehicle goes straight into a wall that doesn't move or deform, the threshold level is about 9 to 15 mph (14 to 24 km/h). The threshold level can vary, however, with specific vehicle design, so that it can be somewhat above or below this range. If your vehicle strikes something that will move or deform, such as a parked car, the threshold level will be higher. The air bag is not designed to inflate in rollovers, side impacts or rear impacts, because inflation would not help the occupant.

In any particular crash, no one can say whether an air bag should have inflated simply because of the damage to a vehicle or because of what the repair costs were. Inflation is determined by the angle of the impact and how quickly the vehicle slows down in frontal or near-frontal impacts.

What makes an air bag inflate?

In an impact of sufficient severity, the air bag sensing system detects that the vehicle is in a crash. The sensing system triggers a release of gas from the inflator, which inflates the air bag. The inflator, air bag and related hardware are all part of the air bag modules inside the steering wheel and in the instrument panel in front of the right front passenger.

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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. Air bags supplement 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 help you in many types of collisions, including rollovers, rear impacts and side impacts, primarily because an occupant's motion is not toward those air bags. Air bags should never be regarded as anything more than a supplement to safety belts, and then only in moderate to severe frontal or near-frontal collisions.

What will you see after an air bag inflates?

After an air bag inflates, it quickly deflates, so quickly that some people may not even realize the air bag inflated. Some components of the air bag module -- the steering wheel hub for the driver's air bag, or the instrument panel for the right front passenger's bag -- will be hot for a short time. The parts of the bag that come into contact with you may be warm, but not too hot to touch. There will be some smoke and dust coming from vents in the deflated air bags. Air bag inflation doesn't prevent the driver from seeing or from being able to steer the vehicle, nor does it stop people from leaving 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.

In many crashes severe enough to inflate an air bag, windshields are broken by vehicle deformation. Additional windshield breakage may also occur from the right front passenger air bag.

- 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 for your vehicle covers the need to replace other parts.

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- Your vehicle is equipped with a crash sensing and diagnostic module, which records information about the air bag system. The module records information about the readiness of the system, when the sensors are activated and driver's safety belt usage at deployment.
- 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, the bag may not work properly. You may have to replace the air bag module in the steering wheel or both the air bag module and the instrument panel for the right front passenger's air bag. Do not open or break the air bag covers.

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 Grand Prix Service Manual have information about servicing your vehicle and the air bag system. To purchase a service manual, see "Service and Owner Publications" in the Index.

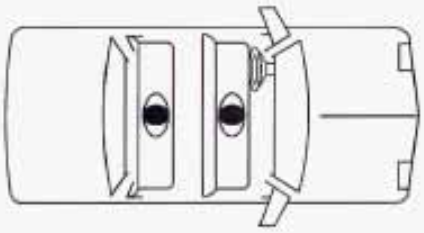
⚠ CAUTION:

For up to 10 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 proper service procedures, and make sure the person performing work for you is qualified to do so.

The air bag system does not need regular maintenance.

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Center Passenger Position



Lap Belt

If your vehicle has a bench seat, someone can sit in the center position.



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.

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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.

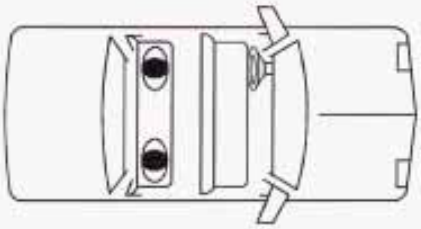
Rear Seat Passengers

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.

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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.

   The shoulder belt may lock if you pull the belt across you very quickly. If this happens, let the belt go back slightly to unlock it. Then pull the belt across you more slowly.

2. Push the latch plate into the buckle until it clicks.

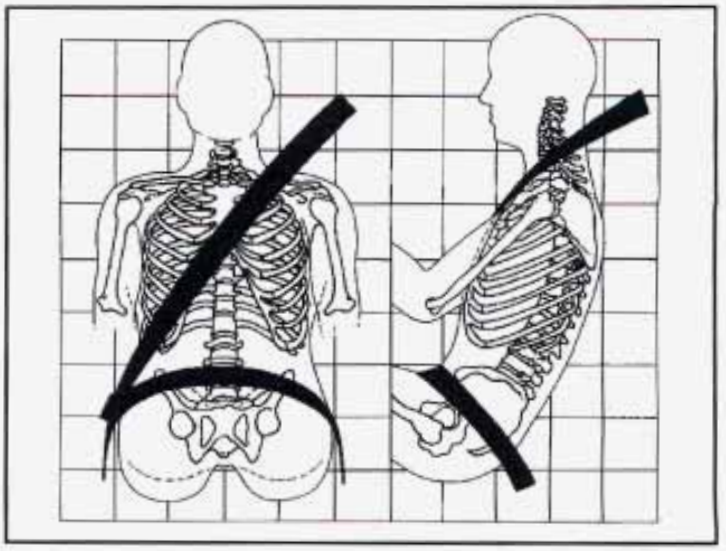
   Pull up on the latch plate to make sure it is secure.

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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.



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.

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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.

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Rear Safety Belt Comfort Guides for Children and Small Adults

Rear shoulder belt comfort guides will provide added safety belt comfort for children who have outgrown child restraints and for small adults. When installed on a shoulder belt, the comfort guide pulls the belt away from the neck and head.

There is one guide for each outside passenger position in the rear seat. To provide added safety belt comfort for children who have outgrown child restraints and for smaller adults, the comfort guides may be installed on the shoulder belts. Here's how to install a comfort guide and use the safety belt:

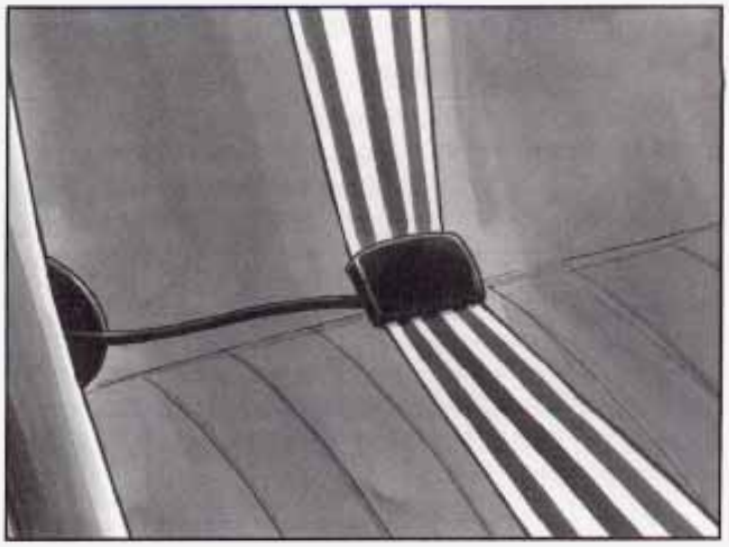
1. Pull the elastic cord out from between the edge of the seatback and the interior body to remove the guide from its storage clip.



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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.



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.

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4. Buckle, position and release the safety belt as described in "Rear Seat Outside Passenger Positions" earlier in this section. Make sure that the shoulder belt crosses the shoulder.

To remove and store the comfort guides, 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.

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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.

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⚠ 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

CAUTION: (Continued)

CAUTION: (Continued)

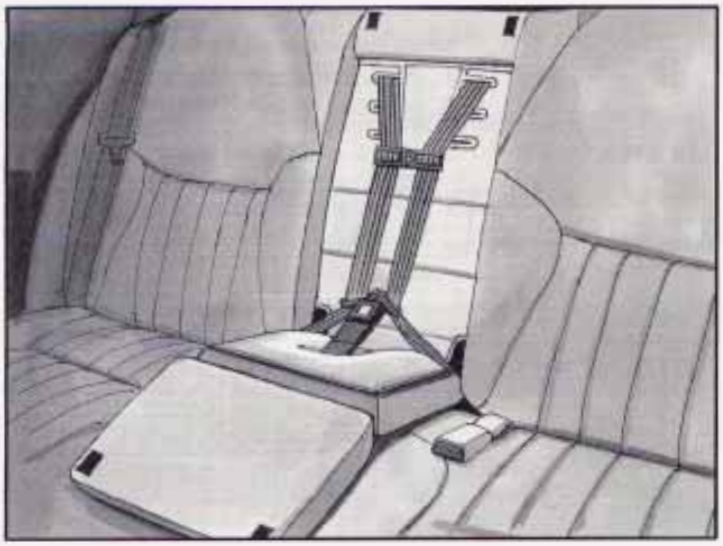
at only 25 mph (40 km/h), a 12-lb. (5.5 kg) baby will suddenly become a 240-lb. (110 kg) force on your arms. The baby would be almost impossible to hold.

Secure the baby in an infant restraint.



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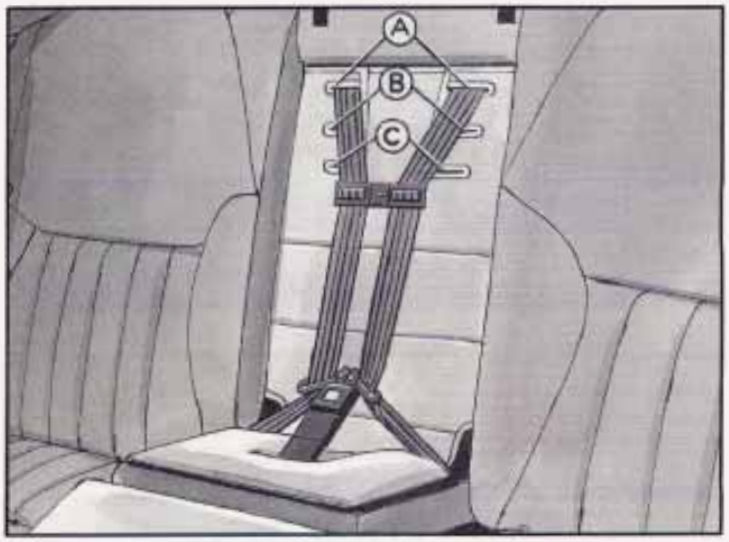
Built-in Child Restraint (Option)



If your vehicle has this option, there's a built-in child restraint in the center rear seat position. This child restraint system conforms to all applicable Federal Motor Vehicle Safety Standards.

This child restraint is designed for use only by children who weigh between 22 and 60 pounds (10 and 27 kg) and whose height is between 33.5 and 51 inches (850 and 1 295 mm) and who are capable of sitting upright alone.

The child should also be at least one year old. It is important to use a rear-facing infant restraint until the child is about a year old. A rear-facing restraint gives the infant's head, neck and body the support they would need in a crash. See "Child Restraints" later in this section for more information.



With this built-in child restraint, you can adjust the height of the harness. Depending on the seated height of the child, you can route it through the upper pair of slots (A), the middle pair of slots (B) or the lower pair of slots (C).

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Q: Which slots should I use for my child?

A: With the child seated on the child restraint cushion, use the pair of slots that is at or just above the top of the child's shoulders.



For the child shown here, the harness should go through the middle pair of slots (B).

Q: What if the top of my child's shoulders is above the highest pair of slots?

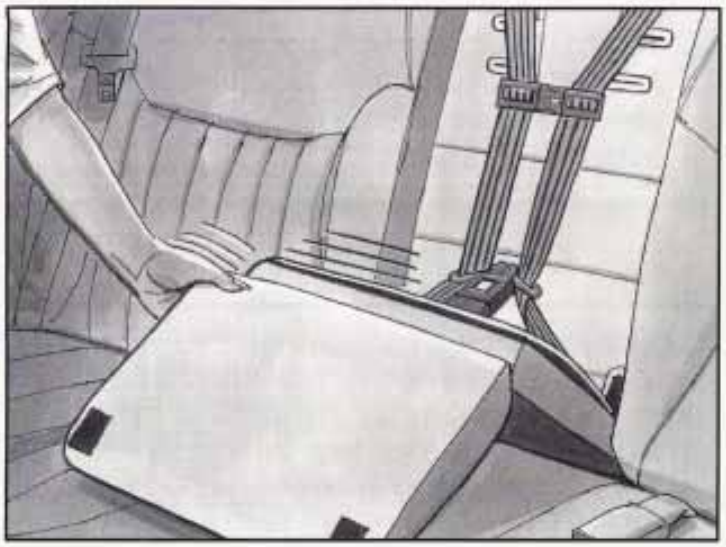
A: A child whose shoulders are above the highest slots shouldn't use this child restraint. Instead, the child should sit on the vehicle's seat cushion and use the vehicle's safety belts.

⚠ CAUTION:

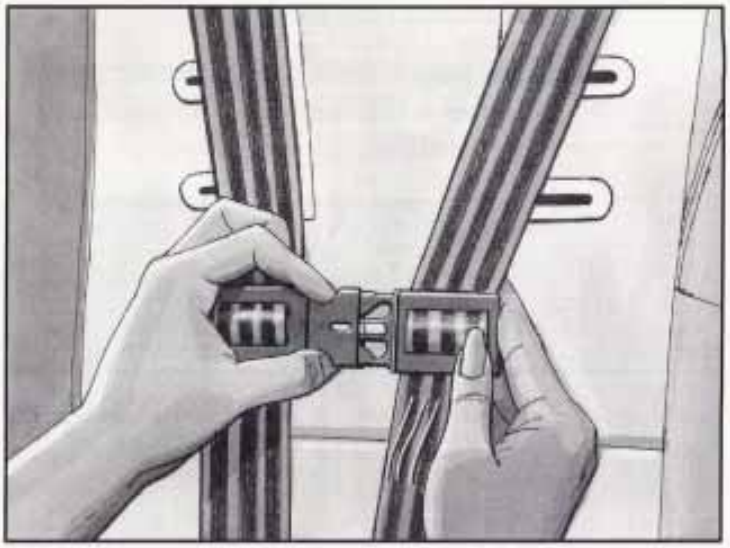
MAKE SURE THE TOP OF THE CHILD'S SHOULDERS IS BELOW THE SLOTS THAT THE HARNESS GOES THROUGH. A CHILD WHOSE SHOULDERS ARE ABOVE THOSE SLOTS COULD BE INJURED DURING A SUDDEN STOP OR CRASH. IF THE TOP OF THE CHILD'S SHOULDERS IS ABOVE THE SLOTS, DON'T USE THIS CHILD RESTRAINT. INSTEAD, THE CHILD SHOULD SIT ON THE VEHICLE'S REGULAR SEAT AND USE THE REGULAR SAFETY BELTS.

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Adjusting the Harness Height

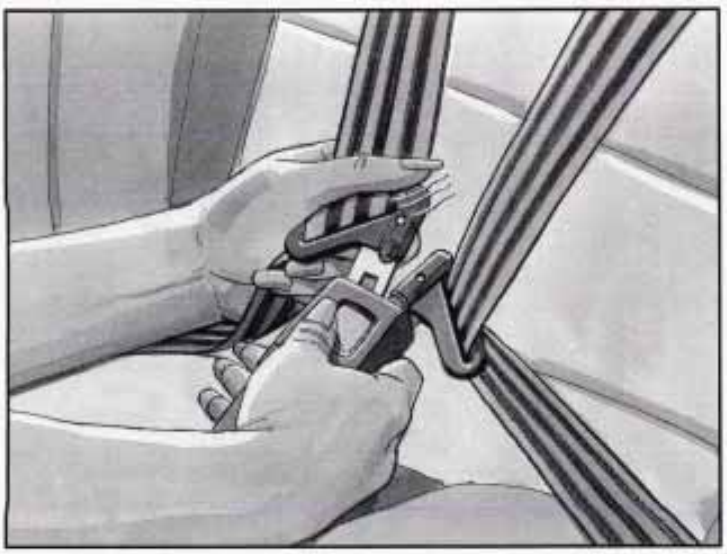


1. Lower the child restraint cushion.



2. If the left and right halves of the shoulder harness clip are fastened together, separate them.

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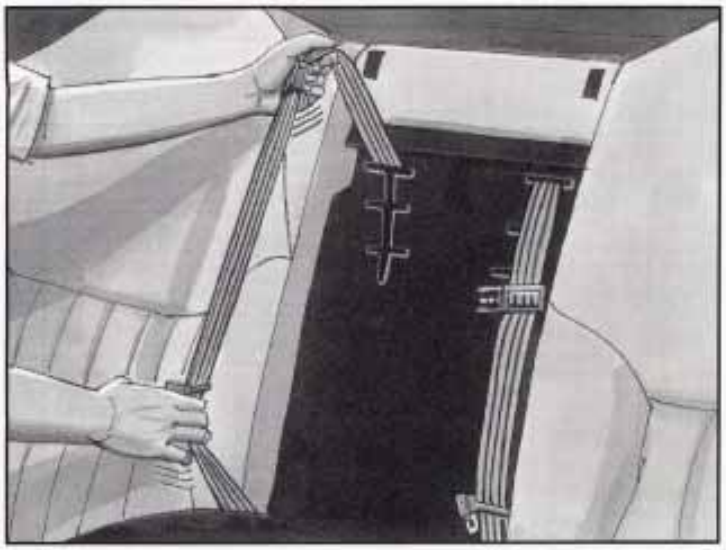


3. If the lap-shoulder harness is buckled, unlatch it by pushing the button on the buckle.

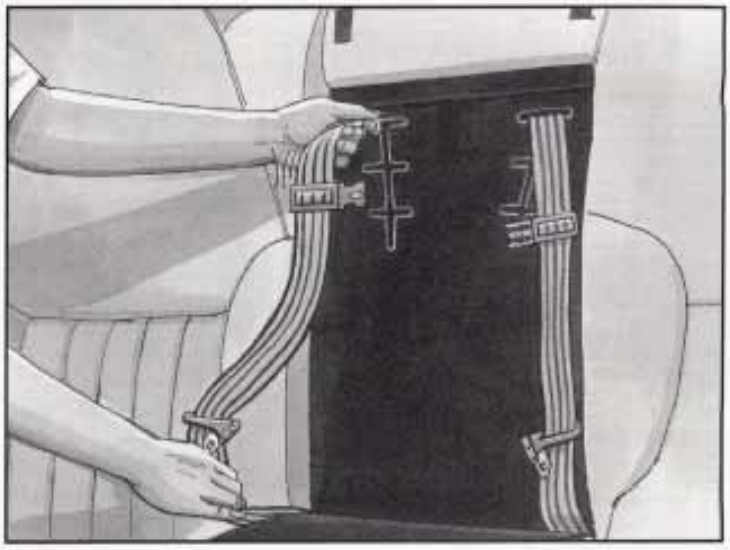


4. Pull down the seatback part of the pad (D).

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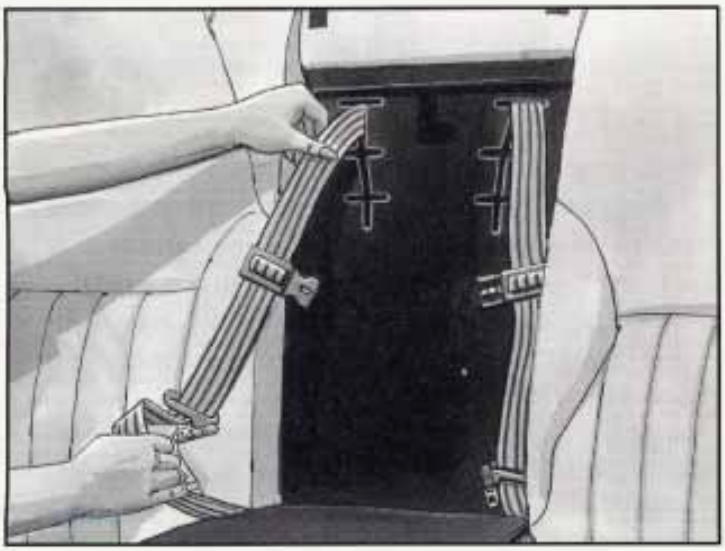


5. Select one side of the harness. Add some slack to the shoulder part by pulling up on the lap part. You'll keep most of this slack until you finish Step 9.

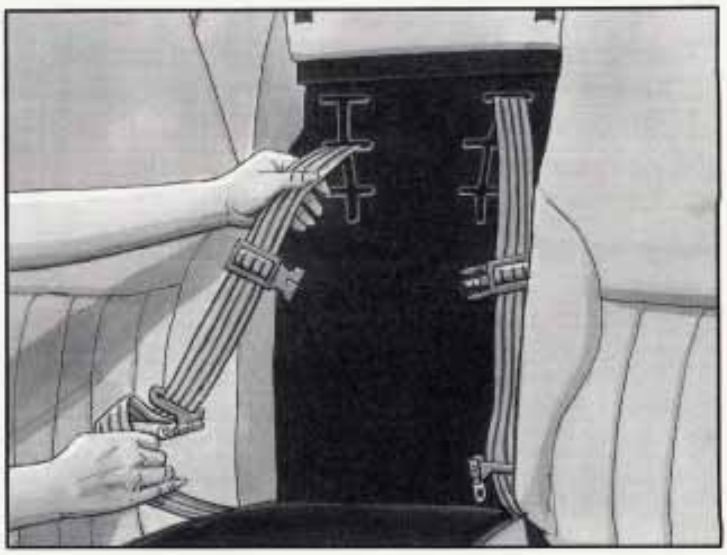


6. Feed a small amount of harness slack back into the slot.
7. Twist the harness slightly to remove it from the slot.

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8. Move the harness up or down to the correct slot. The correct slot is the one that will be at or just above the top of the child's shoulder.

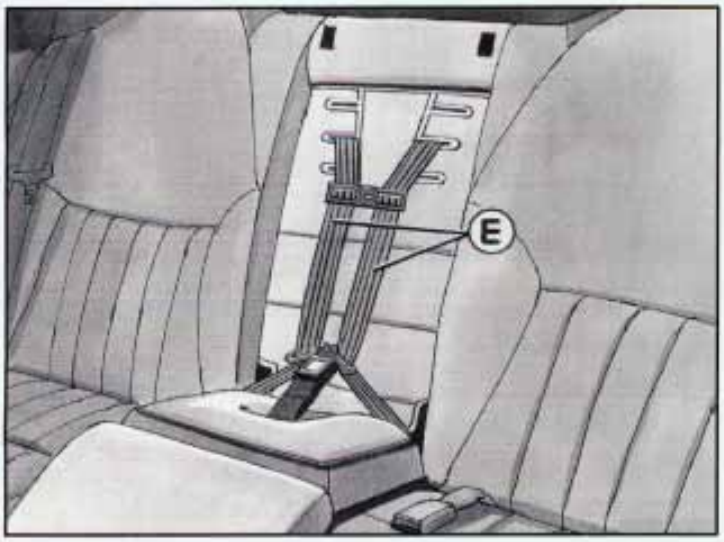


9. Twist the harness slightly to route it through the correct slot.
10. Pull on the harness. Make sure it is properly routed and isn't twisted or flipped over.
11. Repeat Steps 5 through 10 for the other side of the harness. Be sure both sides are adjusted to the same height.

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12. Move the pad back against the child restraint seatback. Make sure the harness goes through the slots in the pad that match the height adjustment slots being used.
13. Press the upper edge of the pad against the fastener strip.

Securing a Child in the Built-in Child Restraint



Now that the harness is adjusted to the correct height for your child, you're ready to use the child restraint's harness (E) to secure your child.

Don't use the vehicle's safety belts.

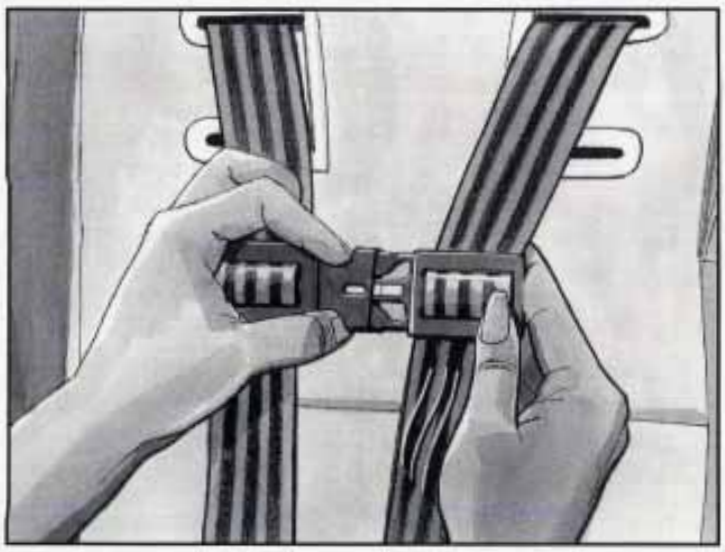
⚠ CAUTION:

Using the vehicle's regular safety belts on a child seated on the child restraint cushion can cause serious injury to the child in a sudden stop or crash. If a child is the proper size for the built-in child restraint, secure the child using the child restraint's harness. But children who are too large for the built-in child restraint should sit on the vehicle's regular seat and use the regular safety belts.

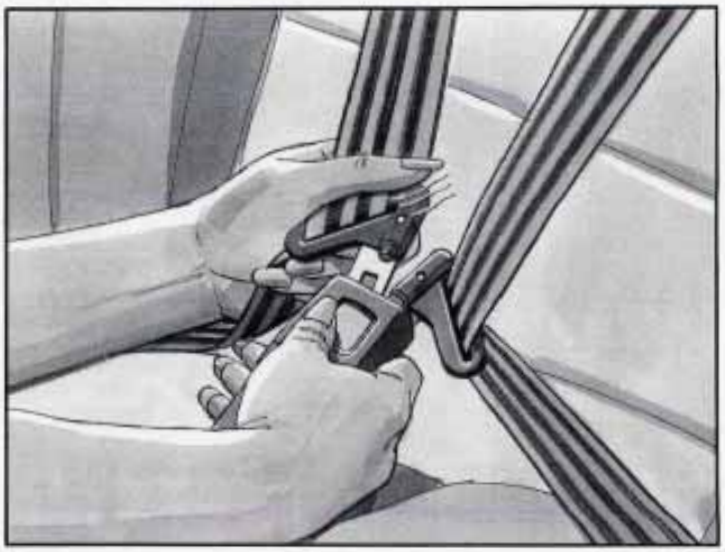
WARNING! FAILURE TO FOLLOW THE MANUFACTURER'S INSTRUCTIONS ON THE USE OF THIS CHILD RESTRAINT SYSTEM CAN RESULT IN YOUR CHILD STRIKING THE VEHICLE'S INTERIOR DURING A SUDDEN STOP OR CRASH.

SNUGLY ADJUST THE BELTS PROVIDED WITH THIS CHILD RESTRAINT AROUND YOUR CHILD.

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1. If the left and right halves of the shoulder harness clip are fastened together, separate them.



2. If the lap-shoulder harness is buckled, unlatch it by pushing the button on the buckle.
3. Place the child on the child restraint cushion.

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4. Select only one side of the harness. Pull the lap part of the harness out, and place the harness over the child's shoulder.

   If both sides of the harness are pulled out, the lap parts will lock. If the lap parts lock, let both sides of the harness go back all the way so each side will move freely again. Then repeat this step, pulling only one side of the harness out.

5. Push the latch plate (F) into the buckle until it clicks.

   Be sure the buckle is free of any foreign objects that may prevent you from securing the latch plates. If you can't secure a latch plate, see your Pontiac dealer for service before using the child restraint.

6. In a single motion, pull the other side of the harness all the way out. Keeping the harness pulled all the way out, place it over the child's shoulder.

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7. Push the latch plate into the buckle until it clicks.

   Pull on both latch plates to make sure they are secure. A green indicator will show in each latch plate window (G).

   If the harness locks before the latch plate reaches the buckle, let the harness go all the way back so it will move freely again. Then repeat Steps 6 and 7. Be sure to keep the harness pulled all the way out until you buckle it.

   Once both sides of the lap-shoulder harness are pulled out of the retractor and buckled, the harness will lock.

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8. Now fasten the left and right halves of the shoulder harness clip together. The indicator window (H) on the clip will show green when the two halves are fastened together. The purpose of this clip is to help keep the harness positioned on the child's shoulders.

⚠ CAUTION:

An unfastened shoulder harness clip won't help keep the harness in place on the child's shoulders. If the harness isn't on the child's shoulders, it won't be able to restrain the child's upper body in a sudden stop or crash. The child could be seriously injured. Make sure the harness clip is properly fastened.

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9. On both sides of the harness, pull up on the lap part a little to be sure it's locked.

   If the harness isn't locked, or if it becomes too tight, unfasten the harness clip. Then unlatch the harness by pushing the button on the buckle, and let both sides of the harness go all the way back so they will move freely again. Then, repeat Steps 4 through 8.

   If the harness still doesn't lock, don't use the child restraint. See your dealer to have the built-in child restraint serviced.



10. Adjust the position of the harness on the child's shoulders by moving the clip up or down along the harness. On each side of the harness, the shoulder part should be centered on the child's shoulder. The harness should be away from the child's face and neck, but not falling off the child's shoulders.

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Removing the Child from the Built-in Child Restraint



1. Unfasten the shoulder harness clip.



2. Unlatch the harness by pushing the button on the buckle.
3. Move one side of the harness off the child's shoulder, and let the harness go all the way back.
4. Move the other side of the harness off the child's shoulder, and let it go all the way back.
5. Remove the child from the child restraint cushion.

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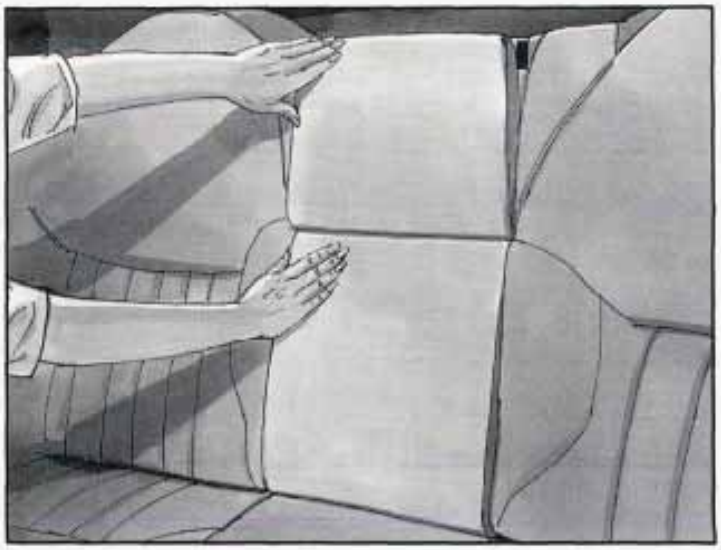
Storing the Built-in Child Restraint

Always properly store the built-in child restraint before using the vehicle's lap belt in the center rear seat position.

1. Buckle the harness and fasten the harness clip.



2. Fold the child restraint cushion and leg rest up into the seatback.
3. Press the child restraint cushion firmly into the seatback.



4. Then press the leg rest firmly into the seatback, and secure it by pressing the upper corners against the fastener strips on the seatback.

Just like the other restraint systems in your vehicle, your built-in child restraint needs to be periodically checked and may need to have parts replaced after a crash. See "Checking Your Restraint Systems" and "Replacing Seat and Restraint System Parts After a Crash" in the Index.

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Child Restraints

Be sure the child restraint is designed to be used in a vehicle. *If it is*, it will have a label saying that it meets Federal Motor Vehicle Safety Standards.

Then 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. The instructions that come with the infant or child restraint will show you how to do that.

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.

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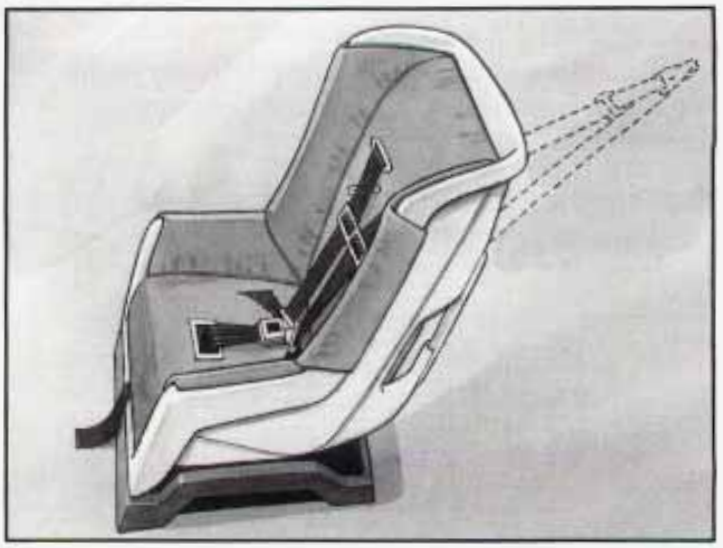
⚠ CAUTION:

A child in a child restraint in the center front seat can be badly injured by the right front passenger air bag if it inflates. Never secure a child restraint in the center front 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, but 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.

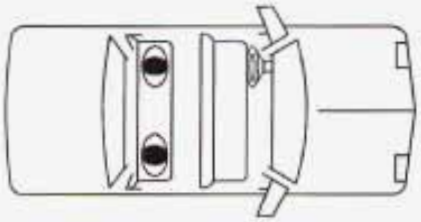
For cars first sold in Canada, child restraints with a top strap must be anchored according to Canadian law.

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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.

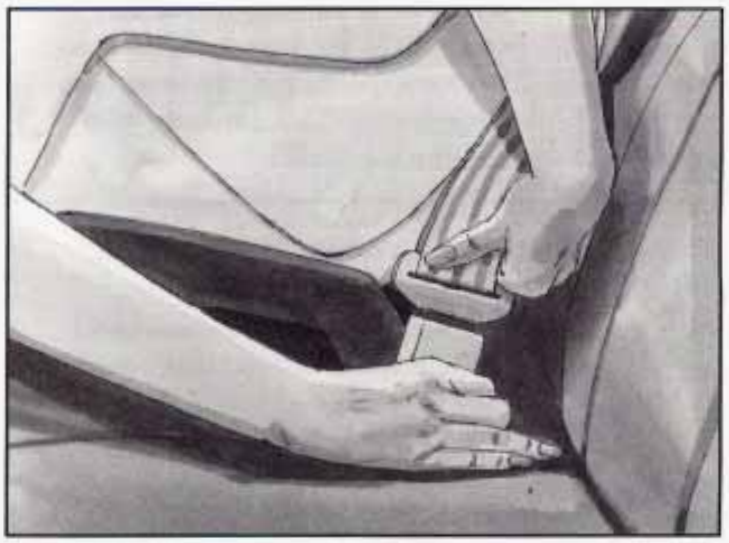
Securing a Child Restraint in a Rear Outside Seat Position



You'll be using the lap-shoulder belt. See the earlier part 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.

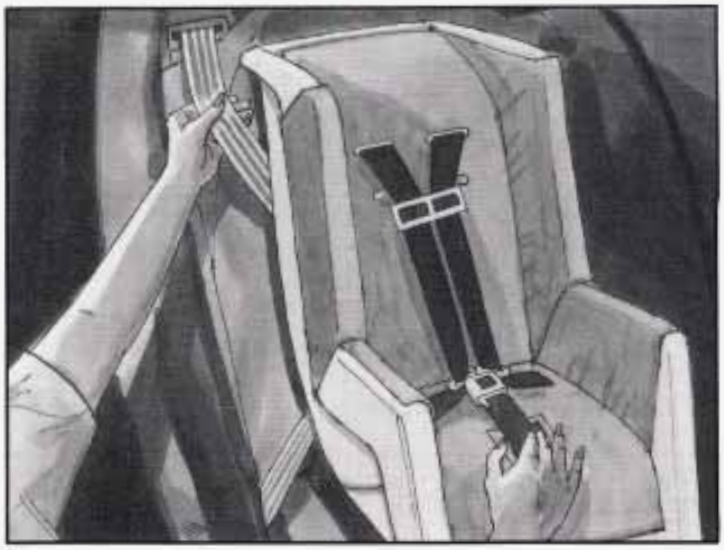


4. Buckle the belt. Make sure the release button is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.

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

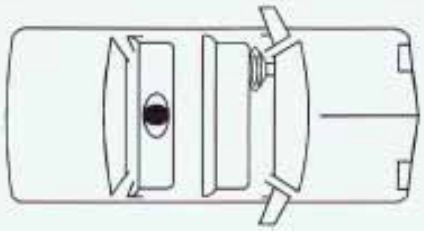


6. To tighten the belt, feed the shoulder belt back into the retractor while you push down on the child restraint.
7. Push and pull the child restraint in different directions to be sure it is secure.

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.

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Securing a Child Restraint in the Center Rear Seat Position



You'll be using the lap belt.

⚠ CAUTION:

A child in a child restraint in the center front seat can be badly injured by the right front passenger air bag if it inflates. Never secure a child restraint in the center front 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, but only with the seat moved all the way back.

See the earlier part 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.

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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.

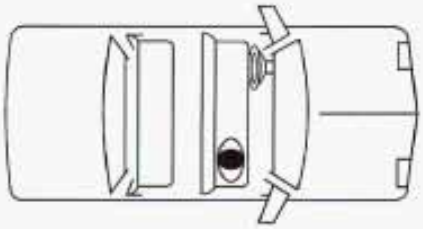
6. To tighten the belt, pull its free end while you push down on the child restraint.

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

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Securing a Child Restraint in the Right Front Seat Position



Your vehicle has a right front passenger air bag. *Never* put a rear-facing child restraint in this 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'll be using the lap-shoulder belt. See the earlier part about the top strap if the child restraint has one.

1. Because your vehicle has a right front passenger air bag, always move the seat as far back as it will go before securing a forward-facing child restraint. (See "Seats" in the Index.)
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.

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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.

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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.

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.

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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.



⚠ 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.

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 sitting in a rear seat outside position, see "Rear Safety Belt Comfort Guides" in the Index. If the child is sitting in a rear outside position of a four-door model, see "Rear Safety Belt Comfort Guides" in the Index. 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.

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⚠ 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.

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.

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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 the safety belt reminder light and all your belts, buckles, latch plates, retractors and anchorages are working properly. If your vehicle has a built-in child restraint, also periodically make sure the harness straps, latch plates, buckle, clip, retractors and anchorages are working properly. Look for any other loose or damaged safety belt and built-in child restraint system parts. If you see anything that might keep a safety belt or built-in child restraint system from doing its job, have it repaired.

Torn or frayed safety 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.

If your vehicle has the built-in child restraint, torn or frayed harness straps can rip apart under impact forces just like torn or frayed safety belts can. They may not protect a child in a crash. If a harness strap is torn or frayed, get a new harness right away.

Also look for any opened or broken air bag covers, and have them repaired or replaced. (The air bag system does not need regular maintenance.)

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Replacing Restraint System Parts After a Crash

If you've had a crash, do you need new safety belts or built-in child restraint parts?

After a very minor collision, nothing may be necessary. But if the safety belts or built-in child restraint harness straps were stretched, as they would be if worn during a more severe crash, then you need new safety belts or harness straps.

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

If an air bag inflates, you'll need to replace air bag system parts. See the part on the air bag system earlier in this section.

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Section 2 Features and Controls

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.

2-2 Important Information About Keys
2-4 Door Locks
2-8 Remote Keyless Entry
2-10 Battery Replacement for RKE
2-12 Preventing Theft of Your Vehicle
2-15 New Vehicle "Break-In"
2-15 Ignition Positions
2-16 Tips on Starting Your Engine
2-18 Using the Engine Coolant Heater
2-19 Automatic Transaxle Operation
2-24 Parking Brake Guidelines
2-29 Important Information on Engine Exhaust
2-30 Operation of Your Windows
2-31 Adjusting the Tilt Steering Wheel
2-32 Functions of the Multifunction Lever
2-33 How to Use the High/Low Beam Headlamp Changer
2-33 Windshield Wipers and Fluid
2-35 Using Cruise Control
2-38 Exterior Lamps
2-39 Daytime Running Lamps (DRL)
2-40 Interior Lamps
2-53 Rearview Mirrors
2-54 Storage Compartments
2-62 Instrument Panel Overview
2-64 All About Your Warning Lights and Gages
2-78 Driver Information Center
2-83 Head-Up Display

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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.



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The master key can be used for the ignition, as well as all door locks and storage compartments.



The valet key can be used for the ignition and the two side doors only. It will not open the trunk, glove box or fold down rear seat trunk access panel (if equipped).

When a new Pontiac is delivered, it will come with a bar coded tag attached to the key ring.

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

If you need a new master key, contact your Pontiac dealer who can obtain the correct key code, or, in an emergency, call Pontiac Roadside Assistance at 1-800-ROADSIDE or 1-800-762-3743.

NOTICE:

Your Pontiac has a number of 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.

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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.

Front Door

To unlock either front door from outside the vehicle with your key, insert it fully into the door key cylinder and turn it toward the front.

You can lock either front door from outside the vehicle with your key by inserting it fully into the rear door key cylinder and turning it toward the rear.



To unlock either front door from inside the vehicle, rotate the lock lever back.

To lock either front door from inside the vehicle, slide the lock lever forward.

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Rear Door(s)

To unlock either rear door from inside the vehicle, rotate the lock lever back.

To lock either rear door from inside the vehicle, slide the lock lever forward.

Power Door Locks



To unlock all doors from inside the vehicle, press the front of the power door lock switch on either front door. If your vehicle is equipped with a Content Theft-Deterrent system, the power door lock switch will not unlock the doors until the system is disarmed. See "Content Theft-Deterrent" in the Index for more details.

You can lock all doors from inside the vehicle by pressing the rear of the power lock switch on either door. If your vehicle is equipped with a Content Theft-Deterrent system, the power lock switch may cause the system to arm see "Content Theft-Deterrent" in the Index for more details.

To unlock any door from outside the vehicle with your key, insert it fully into the key cylinder and turn it to the unlock position. This will cause only the door you are operating to be unlocked. If equipped with content theft-deterrent, you can unlock all doors by holding the key cylinder in the unlock position for one second.

Lockout Deterrent

The Lockout Deterrent feature makes it difficult for you to lock your keys in your vehicle. If the driver's door is open while the keys are in the ignition, you will not be able to to use your power door locks.

This feature cannot guarantee that you'll never be locked out of your vehicle. If you don't leave the keys in the ignition, or if you used the manual door lock, you could still lock your keys inside your vehicle. Always remember to take your keys with you.

To turn this feature on or off, see "Locks and Lighting Choices" in the Index.

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Last Door Closed Locking

The Last Door Closed Locking makes it more convenient for you to use your power door locks to lock all doors when leaving your vehicle. When any door is open, the first time you attempt to lock the doors using the power door lock switch or key chain transmitter will result in three chimes to signal that Last Door Closed Locking is being used. All doors can be opened for any reason for five seconds from the time the last door has been closed. Five seconds after the last door is closed, all doors will lock. You can lock the doors immediately by using the power door lock switch or the key chain transmitter to lock again.

The Last Door Closed Locking feature will not occur and doors will not be locked as a result of this feature when the ignition switch is in the RUN or ACCESSORY position. The Last Door Closed Locking feature is not enabled from the factory.

To turn the Last Door Closed Locking feature on or off, see "Locks and Lighting Choices" in the Index.

Automatic 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.

All of the doors will lock automatically when you move your shift lever out of PARK (P). All doors will unlock automatically when the ignition is turned off while the shift lever is in PARK (P). If you prefer to have your doors unlocked automatically at any time, see "Locks and Lighting Choices" in the Index.

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⚠ CAUTION:

It can be dangerous to get out of your vehicle if the shift lever is not fully in PARK (P) 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 PARK (P).

If someone needs to get in or out of the vehicle after the doors have been automatically locked, place the shift lever into PARK (P). Unlock all doors by using the power door lock switch or unlock just the door you want by using the inside lever. If you have programmed your automatic door locks (see "Locks and Lighting choices" in the Index.) to unlock the doors when the shift lever is shifted into PARK (P), the doors will be automatically unlocked for you. The doors will be automatically locked when you move your shift lever out of PARK (P) with the ignition on.

If you don't want the doors to unlock automatically when you turn the ignition off, see "Locks and Lighting Choices" in the Index.

Rear Door Security Locks (4-Door Models)



Your Pontiac is equipped with rear door security locks that help prevent passengers from opening the rear doors of your vehicle from the inside. To use one of these locks:

1. Open one of the rear doors.
2. On the inside of the rear door will be a lock. Insert your master key into this lock and rotate it upward. This will engage the safety lock.

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3. Close the door.
4. Do the same thing to the other rear door lock.

The rear doors of your vehicle cannot be opened from the inside when this feature is in use. If you want to open the rear door when the security lock is on, unlock the door from the inside and then open the door from the outside.

Leaving Your Vehicle

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

Keyless Entry (If Equipped)

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 supplied with your vehicle.

Your Keyless Entry System operates on a radio frequency subject to Federal Communications Commission (FCC) Rules and with Industry and Science Canada 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.

This device complies with RSS-210 of Industry and Science Canada. Operations is subject to the following two conditions: (1) this device may not cause interference, and (2) this device must accept any interference received, including interference that may cause undesired operation of the device.

This system has a range of about 3 feet (1 m) up to 30 feet (9 m). At times you may notice a decrease in range. This is normal for any remote keyless entry system. If the transmitter does not work or if you have to stand closer to your vehicle for the transmitter to work, try this:

- Check to determine if battery replacement is necessary. See the instructions that follow.
- Check the distance. You may be too far from your vehicle. You may need to stand closer during rainy or snowy weather.
- Check the location. Other vehicles or objects may be blocking the signal. Take a few steps to the left or right and try again.
- If you're still having trouble, 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.

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Operation



3-Button Key Fob



4-Button Key Fob

Remote All Door Lock

To lock all doors, press LOCK on the key chain transmitter (see "Power Door Locks" in the Index for more details on power door lock features). If your vehicle is equipped with the Content Theft-Deterrent system, the LOCK button may arm the system (see "Content Theft-Deterrent" in the Index for more details).

Remote Driver's Door and All Door Unlock

When you press UNLOCK on the key chain transmitter, only the driver's door will unlock. If you press UNLOCK again within five seconds, all the doors will unlock. If you would like all doors to unlock the first time you press UNLOCK, see "Locks and Lighting Choices" in the Index. If your vehicle is equipped with the Content Theft-Deterrent system, the UNLOCK button on the key chain transmitter will disarm the system (see "Content Theft-Deterrent" in the Index for more details).

Remote Trunk Release

Press the trunk symbol on your key chain transmitter to open your trunk. The transaxle must be in PARK (P) for this feature to operate.

Remote Alarm (If Equipped)

When you press the horn button on the key chain transmitter, your vehicle's headlamps will flash and the horn will sound. This will allow you to attract attention, if needed.

Remote Lock/Unlock Confirmation (If Equipped)

This feature provides feedback to the holder of the key chain transmitter that a command has been received by

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the Remote Lock Control receiver. To signal that a command has been received, the headlamps will flash and the horn will sound briefly. To program the various modes available, see "Locks and Lighting Choices" in the Index.

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, any remaining transmitters must also be matched. Once your dealer has coded the new transmitter, the lost transmitter will not unlock your vehicle. Each vehicle can have only four transmitters matched to it.

Battery Replacement

Under normal use, the battery in your remote keyless entry transmitter should last about two years.

You can tell the battery is 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 battery.



To replace your battery:

1. Insert a flat object like a dime into the slot on the side of the transmitter and twist to separate the halves.
2. Gently pry the battery out of the transmitter. Do not use metal flanges to "pop out" the battery.
3. Put the new battery into the transmitter as shown on the transmitter (use a type CR2032 battery).
4. Reassemble the transmitter. Make sure the halves are snapped together tightly so water will not get in.
5. Check the transmitter operation. If needed, follow the instructions on resynchronizing your remote transmitter.

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NOTICE:

When replacing the battery, use care not to touch any of the circuitry. Static from your body transferred to these surfaces may damage the transmitter.

Resynchronizing Your Remote Keyless Entry Transmitter

Your Keyless Entry System uses a continually changing code for increased security. Normally, the receiver in your vehicle will keep track of this changing code.

- Loss of synchronization will occur if the transmitter is activated more than 256 times while out of range of the vehicle.
- Loss of synchronization will occur after battery replacement if the transmitter is immediately activated more than 16 times while out of range of the vehicle.

If your key chain transmitter has stopped working, you may need to resynchronize the transmitter to the vehicle receiver. To do this, press the LOCK and UNLOCK buttons together and hold for at least seven seconds, or until the horn sounds when equipped with Content Theft-Deterrent. Check transmitter.

Trunk

⚠ CAUTION:

It can be dangerous to drive with the trunk 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.

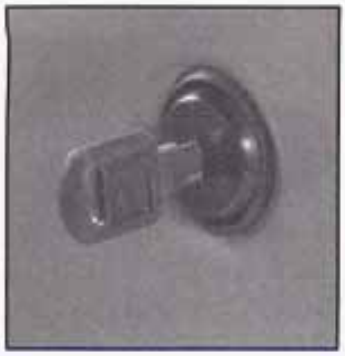
If you must drive with the trunk open or if electrical wiring or other cable connections must pass through the seal between the body and the trunk:

- **Make sure all windows are shut.**
- **Turn the fan on your heating or cooling system to its highest speed with the setting on VENT. That will force outside air into your vehicle. See "Comfort Controls" in the Index.**
- **If you have air outlets on or under the instrument panel, open them all the way.**

See "Engine Exhaust" in the Index.

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Trunk Lock



To unlock the trunk from the outside, insert the master key and turn it. You can also use the Remote Keyless Entry transmitter, if your vehicle has this option.

Remote Trunk Release (If Equipped)



Press the button behind the glove box door to unlock the trunk from inside your vehicle. Your transaxle shift lever must be in PARK (P).

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 leave 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 chime 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 and transaxle. And remember to lock the doors.

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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.

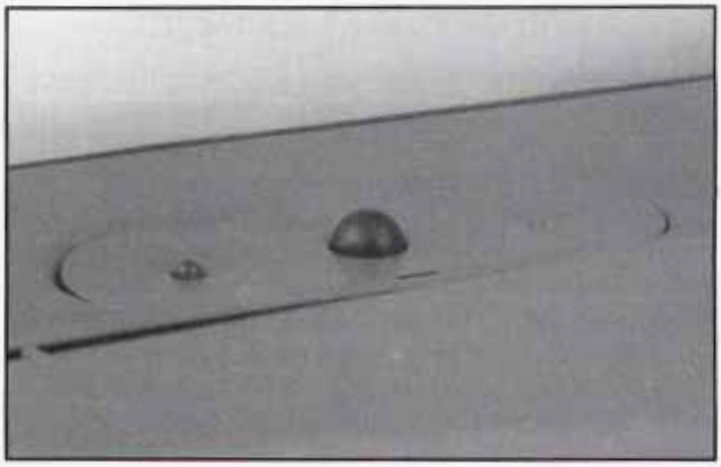
Parking Lots

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 doors except the driver's.
- Give the valet key to the valet. Then take the master key with you.

Content Theft-Deterrent (If Equipped)

If your Grand Prix has this option, it has a theft-deterrent alarm system.



A red light located on top of your instrument panel (near the center of the vehicle, next to the windshield) will flash slowly when the system is armed.

While armed, the doors will not unlock with the power lock switch. The alarm will go off if someone damages the vehicle, tampers with the trunk lock, enters the vehicle (without using the key chain transmitter or key to unlock the doors), or turns the ignition on. Your horn will sound and your headlamps will flash for up to two minutes. The system will also cut off the fuel supply, preventing the vehicle from being driven.

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Arming with the Power Lock Switch

Your alarm system will arm when you use either power lock switch to lock the doors while any door is open and the key is removed from the ignition (if you would like to turn off the power door lock switch arming, see "Locks and Lighting Choices" in the Index). The security light flashes quickly to let you know when the system is ready to arm with the power door switches. The security light will stop flashing and stay on, when you press the rear of the power lock switch, to let you know the system is arming. After all doors are closed and locked, the security light will begin flashing at a very slow rate to let you know the system is armed.

Arming with the Key Chain Transmitter

Your alarm system will arm when you use your key chain transmitter to lock the doors while the key is removed from the ignition. The security light will turn on to let you know the system is arming. After all doors are closed and locked, the security light will begin flashing at a very slow rate to let you know the system is armed.

Arming Confirmation

If remote unlock confirmation is on (see "Locks and Lighting Choices" in the Index), your headlamps will flash briefly to let you know when your alarm system has armed.

Disarming with the Key Chain Transmitter

Your alarm system will disarm when you use your key chain transmitter to unlock the doors. The security light will stop flashing to let you know the system is disarmed.

Disarming with Your Key

Your alarm system will disarm when you use your key to unlock the doors. The security light will stop flashing to let you know the system is disarmed. If you would like your key to disarm the alarm system, see "Locks and Lighting Choices" in the Index.

Nuisance Alarms

If you experience nuisance alarms (alarms which are not caused by the opening of a door and are not desirable), you may need to reduce the damage detection sensitivity. Try programming your Content Theft-Deterrent to mode 1, see "Locks and Lighting Choices" in the Index. If you continue to experience nuisance alarms, you may want to try turning off damage detection by programming your Content Theft-Deterrent to mode 2, see "Locks and Lighting Choices" in the Index.

If you are still having trouble with nuisance alarms, you can turn off the Content Theft-Deterrent system by programming your Content Theft-Deterrent to mode 3, see "Locks and Lighting Choices" in the Index. See your dealer or a qualified technician for service.

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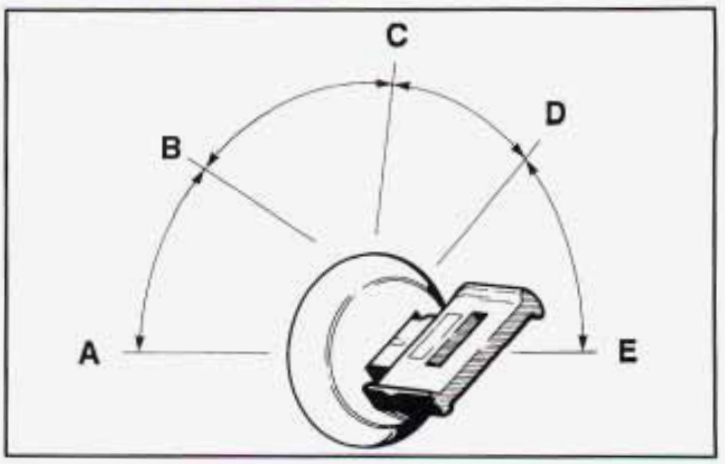
New Vehicle "Break-In"

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 (805 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.**
- **Don't tow a trailer during break-in. See "Towing a Trailer" in the Index for more information.**

Ignition Positions



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

ACCESSORY (A): This position lets you use things like the radio and windshield wipers when the engine is off. To use ACCESSORY, push in the key and turn it toward you. Your steering wheel will stay locked.

LOCK (B): Before you put the key into the ignition switch, the switch is in LOCK. It's also the only position in which you can remove your key. This position locks your ignition, steering wheel and transaxle. It's a theft-deterrent feature.

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OFF (C): This position lets you turn off the engine but still turn the steering wheel. It doesn't lock the steering wheel like *LOCK*. Use OFF if you must have your vehicle pushed or towed.

RUN (D): This position is where the key returns after you start your vehicle. With the engine off, you can use RUN to display some of your warning and indicator lights.

START (E): This position starts your engine.

A warning chime will sound if you open the driver's door when the ignition is in OFF, LOCK or ACCESSORY and the key is in the ignition.

NOTICE:

If your key seems stuck in LOCK and you can't turn it, be sure your are using the correct key; if so is it 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.

Starting Your Engine

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

NOTICE:

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

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.

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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 it doesn't start right away, hold your key in START for about three to five seconds at a time until your engine starts. Wait about 15 seconds between each try to help avoid draining your battery.
3. If your engine still 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. After waiting about 15 seconds, repeat the normal starting procedure.

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 engine 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 Vehicle" in the Index.

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Engine Coolant 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 AC 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 AC outlet. If the cord won't reach, use a heavy-duty three-prong extension cord rated for at least 15 amps.

4. Before starting the engine, be sure to unplug and store the cord as it was before to keep it away from moving engine parts. If you don't, it could be damaged.

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

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Automatic Transaxle Operation





Your automatic transaxle may have a shift lever on the steering column or on the console between the seats.

Maximum engine speed is limited when you're in PARK (P) or NEUTRAL (N), to protect driveline components from improper operation.

There are several different positions for your shift lever.

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

⚠ CAUTION:

It is dangerous to get out of your vehicle if the shift lever is not fully in PARK (P) 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 PARK (P).

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

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Make sure the shift lever is fully into PARK (P) range before starting the engine. Your Pontiac has a brake-transaxle shift interlock. You must fully apply your regular brakes before you can shift from PARK (P) when the ignition is in RUN. If you cannot shift out of PARK (P), ease pressure on the shift lever by pushing it all the way into PARK (P) while keeping the brake pedal pushed down. Release the shift lever button if you have a console shift. Then move the shift lever out of PARK (P), being sure to press the shift lever button if you have a console shift. See "Shifting Out of PARK (P)" in the Index.

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

NOTICE:

Shifting to REVERSE (R) while your vehicle is moving forward could damage your transaxle. Shift to REVERSE (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 "Stuck: In Sand, Mud, Ice or Snow" in the Index.

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

⚠ CAUTION:

Shifting out of PARK (P) or NEUTRAL (N) 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 PARK (P) or NEUTRAL (N) while your engine is racing.

NOTICE:

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

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AUTOMATIC OVERDRIVE (D): This position is for normal driving.

If your vehicle has overdrive, AUTOMATIC OVERDRIVE (D) is the overdrive position. If you need more power for passing, and you're:

- Going less than 35 mph (55 km/h), push your accelerator pedal about halfway down.
- Going about 35 mph (55 km/h) or more, push the accelerator pedal all the way down.

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

NOTICE:

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 SECOND (2) when you are driving less than 35 mph (55 km/h) and AUTOMATIC OVERDRIVE (D) for higher speeds.

THIRD (3): This position is also used for normal driving, but it offers more power and lower fuel economy than AUTOMATIC OVERDRIVE (D).

Here are some times you might choose THIRD (3) instead of AUTOMATIC OVERDRIVE (D):

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

SECOND (2): This position gives you more power, but lower fuel economy. You can use SECOND (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 SECOND (2) for more than 25 miles (41 km) at speeds over 55 mph (88 km/h), or you can damage your transaxle. Use AUTOMATIC OVERDRIVE (D) or THIRD (3) as much as possible.

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

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FIRST (1): This position gives you even more power, but lower fuel economy than SECOND (2). You can use it on very steep hills, or in deep snow or mud. If the shift lever is put in FIRST (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 or shift into PARK (P) to hold your vehicle in position on a hill.

Shift Lock Release (Console Shift)

If your vehicle's battery should go dead, there are two override access slots that will allow you to override park lock.

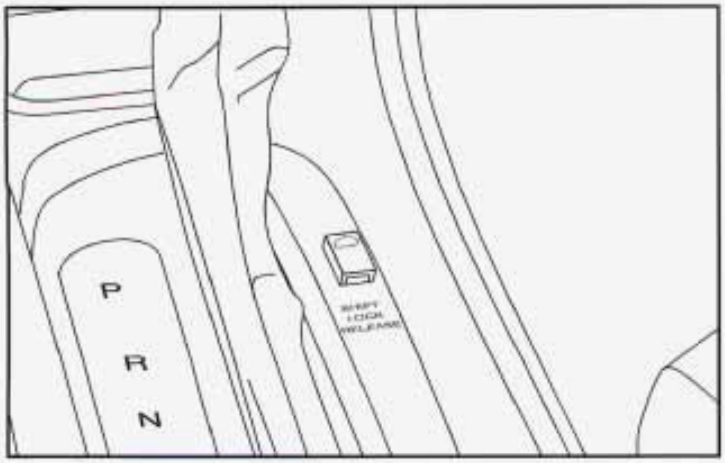


The first is located underneath the steering column below the lock cylinder. To use this slot, first remove the trim cap. Insert a key or screwdriver into the access slot and press the lock cylinder.

You will now be able to remove your key from the ignition. Be sure to replace the trim cap after use.

If the car has a column mounted gear shift lever, you will now also be able to shift your vehicle out of PARK (P).

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For cars with center console mounted gear shift levers, the second access slot is located on the right hand side of the console shift panel, next to the shift lever.

Insert a screwdriver into the slot. Pry the cap open using the screwdriver. Be careful not to damage the cap. Press down and hold. You will now be able to shift your vehicle out of PARK (P).

Performance Shifting (If Equipped)



Press the performance shift button, located on the side of the console shift knob, to allow the transaxle to shift at higher engine speeds, increasing acceleration performance.

If you have a vehicle with the option 3800 Supercharged engine, the words "Performance Shift" will glow in the trip computer when the Performance Shift is in operation.

Downshifts will occur at a lower percentage of accelerator use while you're in the performance shift mode.

Press the button again to return to normal shifting. The transaxle will then shift at lower engine speeds, increasing fuel economy.

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Parking Brake



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.

To release the parking brake, hold the regular brake pedal down with your right foot and push the parking brake pedal with your left foot. When you lift your left foot, the parking brake pedal will follow it to the released 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.

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Shifting Into PARK (P)

⚠ CAUTION:

It can be dangerous to get out of your vehicle if the shift lever is not fully in PARK (P) 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're pulling a trailer, see "Towing a Trailer" in the Index.

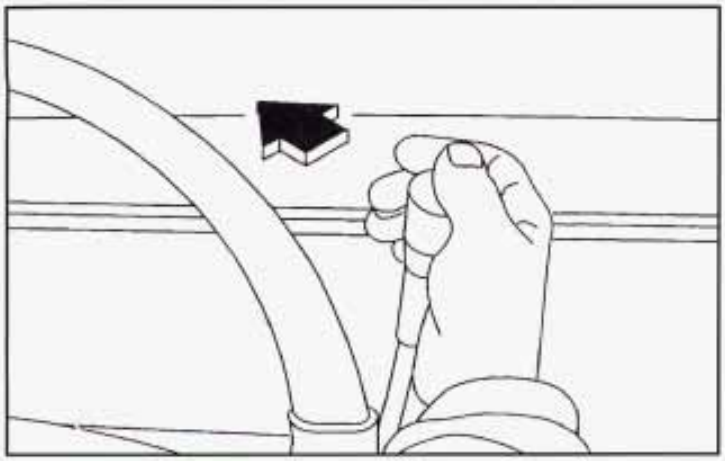
Column Shift

1. Hold the brake pedal down with your right foot and set the parking brake.
2. Move the shift lever into PARK (P) position like this:



- Pull the lever toward you.

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- Move the 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 leave your vehicle with the ignition key in your hand, your vehicle is in PARK (P).

Console Shift

1. Hold the brake pedal down with your right foot and set the parking brake.
2. Move the shift lever into PARK (P) position like this:



   Hold in the lever, located on the front of the shift knob, and push the shift knob 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 leave your vehicle with the ignition key in your hand, your vehicle is in PARK (P).

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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 PARK (P) 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 PARK (P) and your parking brake is firmly set before you leave it. After you've moved the shift lever into the PARK (P) position, hold the regular brake pedal down. Then, see if you can move the shift lever away from PARK (P) without first pulling it toward you (or, if you have a console shift lever, without first pushing the button). If you can, it means that the shift lever wasn't fully locked into PARK (P).

Torque Lock

If you are parking on a hill and you don't shift your transaxle into PARK (P) 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 PARK (P). This is called "torque lock." To prevent torque lock, set the parking brake and then shift into PARK (P) properly before you leave the driver's seat. To find out how, see "Shifting Into PARK (P)" in the Index.

When you are ready to drive, move the shift lever out of PARK (P) *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 parking pawl in the transaxle, so you can pull the shift lever out of PARK (P).

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Shifting Out of PARK (P)

Your *Pontiac* has a Brake-Transaxle Shift Interlock. You must fully apply your regular brakes before you can shift from PARK (P) when the ignition is in RUN. See "Automatic Transaxle Operation" in the Index.

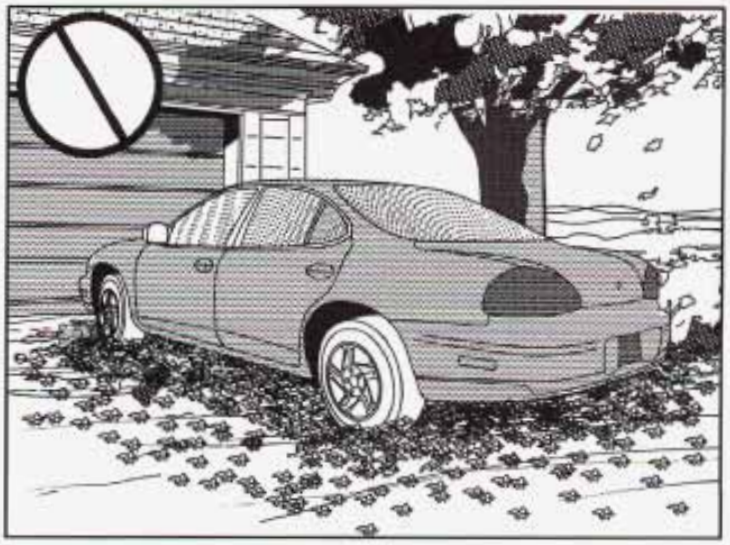
If you cannot shift out of PARK (P), ease pressure on the shift lever by pushing it all the way into PARK (P) while keeping the brake pedal pushed down. Release the shift lever button if you have a console shift. Then move the shift lever out of PARK (P), being sure to press the shift lever button if you have a console shift.

If you ever hold the brake pedal down but still can't shift out of PARK (P) with column shift, try this:

1. Turn the key to OFF.
2. Apply and hold the brake until the end of Step 4.
3. Shift to NEUTRAL (N).
4. Start the engine and shift to the drive gear you want.
5. Have the vehicle fixed as soon as you can.

With Console Shift see "Shift Lock Release" section.

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.

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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.**
- **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.)

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⚠ CAUTION:

It can be dangerous to get out of your vehicle if the shift lever is not fully in PARK (P) 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 PARK (P).

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

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

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 switch for its own window.

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The driver's window switch has an auto-down feature. This switch is labeled AUTO. Tap the rear of the switch, and the driver's window will open a small amount. If the rear of the switch is pressed all the way down and released, the window will go all the way down.

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

On four-door models, the driver's window controls also include a lock-out switch. Press LOCK OUT to stop front and rear passengers from using their window switches. The driver can still control all the windows with the lock on. Push LOCK OUT again for normal window operation. When the orange band on the switch is showing, the passengers can operate their windows.

Full Floating Horn

The full floating horn is designed so that you may press anywhere on the steering wheel pad to sound the horn.

Tilt Steering Wheel

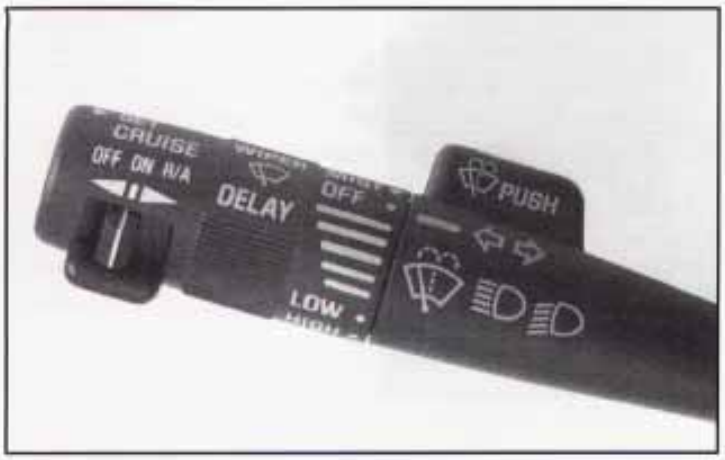


A tilt steering wheel allows you to adjust the steering wheel before you drive. You can also raise it to the highest level to give your legs more room when you exit and enter the vehicle.

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.

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Turn Signal/Multifunction Lever



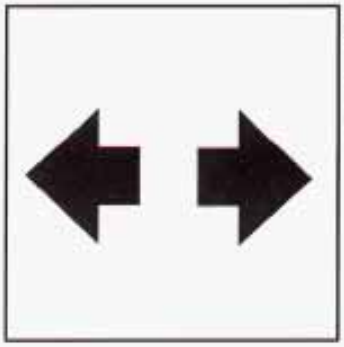
The lever on the left side of the steering column includes your:

- Turn Signal and Lane Change Indicator
- Headlamp High/Low Beam
- Windshield Wipers
- Windshield Washer
- Cruise Control (If Equipped)

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.



An 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 arrow starts to flash. Hold it there until you complete your lane change. The lever will return by itself when you release it.

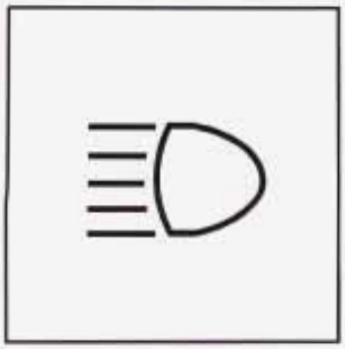
As you signal a turn or a lane change, if the arrow flashes faster than normal, a signal bulb may be burned out and other drivers won't see your turn signal.

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

A chime will sound if you leave your turn signal on for more than 3/4 mile (1.2 km).

Headlamp High/Low Beam

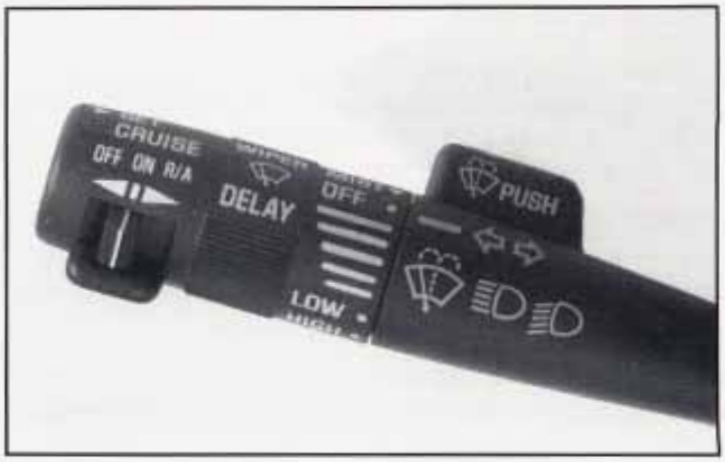


To change your headlamps from low beam to high beam, or high to low, pull the multifunction lever all the way toward you. Then release it. When the high beams are on, a light on the instrument panel also will be on.

Flash-to-Pass

When your headlamps are off, pull the lever toward you to momentarily switch on the high beams (to signal that you are going to pass). When you release the lever they will turn off.

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 band on MIST longer.

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For steady wiping at low speed, turn the band to LO. For high-speed wiping, turn the band further, to HI. To stop the wipers, turn 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.

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.

Heavy snow or ice can overload your wipers. A circuit breaker will stop them until the motor cools. Clear away snow or ice to prevent an overload.

Windshield Washer

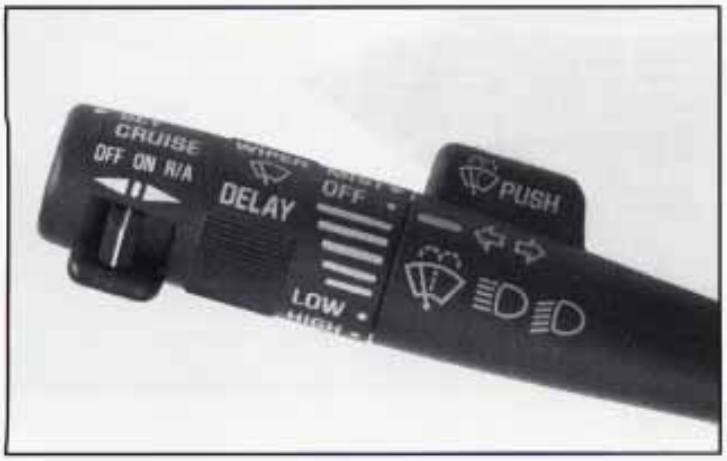
At the top of the multifunction lever, there's a paddle with the word PUSH on it. To spray washer fluid on the windshield, push the paddle. The wipers will run for several sweeps and then either stop or return to your preset speed. See "Windshield Washer Fluid" in the Index.

⚠ 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.

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Cruise Control (If Equipped)



With cruise control, you can maintain a speed of about 25 mph (40km/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.

⚠ 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.**

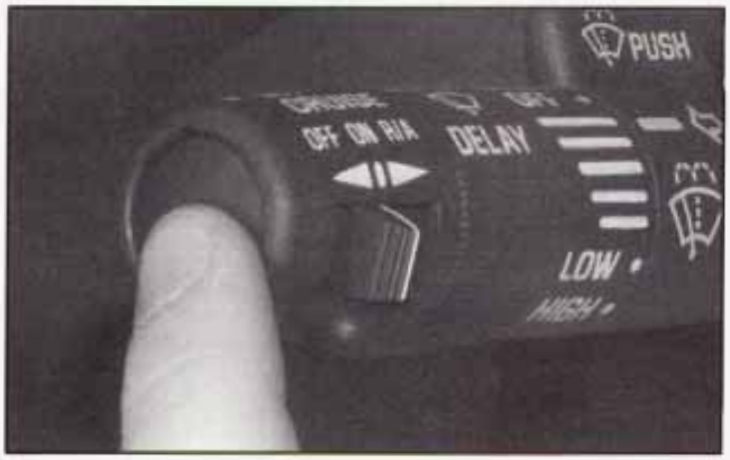
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Setting Cruise Control

⚠ 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.

1. Move the cruise control switch to ON.
2. Get up to the speed you want.



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

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Resuming a Set Speed

Suppose you set your cruise control at a desired speed and then you apply the brake. 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 (Resume/Accelerate) for about half a second. You'll go right back up to your chosen speed and stay there.

Increasing Speed While Using Cruise Control

There are two ways to go to a higher speed:

- Use the accelerator pedal to get to the higher speed. Push in the SET button, then release the button and the accelerator pedal. You'll now cruise at the 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 1 mph (1.6 km/h) faster.)

The accelerate feature will only work after you set the cruise control speed by pushing the SET button.

Reducing Speed While Using Cruise Control

There are two ways to reduce your speed while using cruise control:

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

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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.

Ending 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.

Erasing Cruise Speed Memory

When you turn off the cruise control or the ignition, or shift into PARK (P) or NEUTRAL (N), your cruise control set speed memory is erased.

Lamps

The lamp controls are located on the lower, left side of the instrument panel, to the left of the steering wheel. They control these systems:

- Headlamps
- Taillamps
- Parking Lamps
- License Lamps
- Sidemarker Lamps
- Instrument Panel Lights
- Courtesy Lamps
- Fog Lamps

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≡D: Turn the knob to this symbol to turn on the headlamps and other operating lamps.

P≤: Turn the knob to this symbol to turn on the parking and other operating lamps without the headlamps.

Turn the knob to OFF to turn off the lamps.

Daytime Running Lamps

Daytime Running Lamps (DRL) can make it easier for others to see the front of your vehicle during the day. DRL can be helpful in many different driving conditions, but they can be especially helpful in the short periods after dawn and before sunset.

A light sensor on top of the instrument panel makes the DRL work, so be sure it isn't covered.

The DRL system will make your low-beam headlamps come on at a reduced brightness when:

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

When the DRL are on, only your low-beam headlamps will be on. The taillamps, sidemarker and other lamps won't be on. Your instrument panel won't be lit up either.

When it's dark enough outside, your headlamps will change to full brightness. The other lamps that come on with your headlamps will also come on.

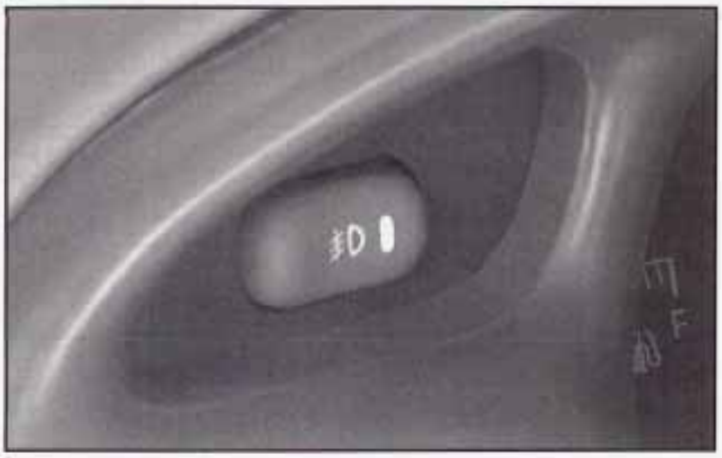
When it's bright enough outside, the regular lamps will go out, and your low-beam headlamps change to the reduced brightness of DRL.

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

As with any vehicle, you should turn on the regular headlamp system when you need it.

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Fog Lamps



The fog lamps switch is located in the upper, left corner of the instrument panel, to the left of the instrument panel cluster.

To turn the fog lamps on, press the right side of the fog lamps switch. A light will glow on the switch to let you know that they are on. (Your parking lamps must be on, or your fog lamps won't come on.) Press the left side of the switch to turn the fog lamps off.

The fog lamps will go off whenever you change to high-beam headlamps. When you return to low beams, the fog lamps will come on again.

Interior Lamps

Instrument Panel Intensity Control



You can brighten or dim the instrument panel lights by moving the interior lamps dial. Turn the dial to the right to increase the brightness of the instrument panel lights, to the left to decrease the brightness. Turn the control all the way to the left to turn them off.

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Courtesy Lamps

When any door is opened, several lamps come on. These lamps are courtesy lamps. They make it easy for you to enter and leave your vehicle at night. You can also turn these lamps on by turning the interior lamps dial all the way to the right.

Illuminated Entry

The Illuminated Entry feature will illuminate the interior so that you can see the inside of your vehicle before you enter at night. The interior lamps will come on for 40 seconds when you unlock your doors using the key chain transmitter (if equipped) and the ignition is in the LOCK or OFF position. After 40 seconds have elapsed, the interior lamps will slowly fade out. The lamps will fade out before 40 seconds have elapsed if you:

- Lock all doors using your key chain transmitter.
- Lock the doors using the power door lock switch.

When any door is opened, illuminated entry is canceled. The interior lamps will stay on while any door is opened and slowly fade out when all doors are closed. The interior lamps may stay on for up to 25 seconds after all doors have been closed if they have not been locked. See "Delayed Illumination" later in this section.

Delayed Illumination

The Delayed Illumination feature will continue to illuminate the interior for 25 seconds after all the doors have been closed so that you can find the ignition and buckle your seat belt at night. Delayed Illumination will not occur while the ignition is in RUN or ACCESSORY position. After 25 seconds have elapsed, the interior lamps will slowly fade out. The lamps will fade out before the 25 seconds have elapsed if you:

- Turn the ignition to the RUN or ACCESSORY position.
- Lock all doors using your key chain transmitter (if equipped).
- Lock the doors using the power door lock switch.

To turn Delayed Illumination feature off or on. See "Locks and Lighting Choices" in the Index.

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Exit Lighting

So that you can see to exit the vehicle at night, your vehicle is equipped with the Exit Lighting feature. The interior lamps will illuminate for up to 25 seconds when you remove your key from the ignition. After 25 seconds have elapsed, the interior lamps will slowly fade out. The lamps will fade out before the 25 seconds have elapsed if you:

- Turn the ignition to the RUN or ACCESSORY position.
- Lock all doors using your key chain transmitter (if equipped).
- Lock the doors using the power door lock switch.

When any door is opened, Exit Lighting is canceled. The interior lamps will stay on while any door is opened and will slowly fade out when all the doors are closed. The interior lamps may stay on for up to 25 seconds after all the doors have been closed if they have not been locked. See"Delayed Illumination" earlier in this section.

To turn the Exit Lighting feature off or on, see "Locks and Lighting Choices" in the Index.

Battery Saver

Your vehicle has a feature to help prevent you from draining the battery in case you accidentally leave the interior, trunk or underhood lamps on. If you leave any of these lamps on while the ignition is in LOCK or OFF position, they will automatically turn off after 10 minutes. The lamps won't come back on again until you do one of the following:

- Turn the ignition to the RUN or ACCESSORY position;
- Turn the interior lamp dial all the way to the right, then back slightly to the left;
- Open (or close and reopen) a door that is closed.

Note that if your vehicle has less than 15 miles (25 km) on the odometer, the battery saver will turn off the lamps after only three minutes.

Retained Accessory Power

With retained accessory power, your power windows, audio system and sunroof will continue to work up to 10 minutes after the ignition key is turned to the OFF position and none of the doors are opened.

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Front Reading Lamps



If your Grand Prix has the optional sunroof, you will have reading lamps in front of your sunroof switch. Press the button behind each reading lamp to turn them on and off.

Rear Assist Handle Reading Lamps (If Equipped)

There is a reading lamp provided in each rear assist handle. Use the button next to each lamp to turn them on and off.

Roof Console Reading Lamps

These lamps are part of the roof console. They will go on when you open the doors. When the doors are closed, push the button next to each lamp to turn them on and off. The console also contains an open storage bin.

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Locks and Lighting Choices

Your Pontiac's locks and lighting systems can be programmed with several different features. The features you can program depend on the options that came with your vehicle. The following chart shows the features that can be programmed and which options you need to have to program them.

Feature							
Number of Chimes Sounded	Delayed Illumination/ Exit Lighting	Automatic Door Locks	Last Door Closed Locking/ Lockout Deterrent	Remote Driver's Door Unlock Control	Remote Lock/ Unlock Confirmation	Content Theft	Content Theft Arming/ Disarming
2	X	X	X				
3	X	X	X	X			
4	X	X	X	X	X	X	X

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Entering Programming Mode

To program features, your vehicle must be in this programming mode. Follow these steps:

FUSE USAGE CHART

CIRCUIT BREAKERS			MALL PGM	MALL	WIPER
HEADLAMP	STR WHL ILLUM		STR WHL CTRL	SUNROOF	RADIO
			PWR LOCK	HSEAT/LUM	R DEFOG
SEAT		RAP	HAZARD	PWR MIR	HVAC HI
	CIG LTR	INT LAMP	STOP LAMP	AUX/CNSL	CD CHG
	ECM	CRUISE	I/P – IGN	SIR	TURN
PWR WDO			ABS		BTSI
				HVAC CTRL	DIC/HVAC
				ABS IGN	DRL

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1. The Content Theft-Deterrent system (if equipped) must be disarmed.
2. Remove the MALL PGM fuse from the instrument panel fuse block.
3. Turn the ignition switch to ACCESSORY.
4. You will hear one to four chimes, depending upon the features that you have.

You can now program your choices.

Leaving Programming Mode

To get out of the programming mode, just turn the key from the ACCESSORY position to the OFF position and put the MALL PGM fuse back into the instrument panel fuse block.

Delayed Illumination/Exit Lighting

Your vehicle comes with this feature set in Mode 4. This means that:

- The interior lamps will stay on for awhile after all the doors are closed and
- The interior lamps will come on and stay on for a while whenever you remove the keys from the ignition.

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To change the factory setting while in the programming mode do the following:

1. Turn the interior lamps dial all the way to the right and then back slightly to the left.
2. Count the number of chimes you hear. The number of chimes tells you which mode your vehicle is set for. You change the mode by turning the interior lamps dial all the way to the right and then back slightly to the left.
3. Repeat step 2 until you hear the number of chimes that matches the mode you want.

Mode 1: Both Off (The interior lamps will turn on or off at the same instant that a door is opened or closed).

Mode 2: Delayed Illumination Only (The interior lamps will stay on for about 25 seconds after all the doors are closed, or until you lock the doors).

Mode 3: Exit Lighting Only (The interior lamps will come on whenever you remove the key from the ignition and stay on for about 25 seconds, or until you lock the doors).

Mode 4: Both On (This combines modes 2 and 3).

Automatic Door Locks

⚠ CAUTION:

Unlocked doors can be dangerous. Passengers--especially children--can easily 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.

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Your vehicle comes with this feature set in Mode 3. This means that:

- All doors will automatically lock when you shift out of PARK (P) and
- All doors will automatically unlock when the ignition is turned OFF.

To change the factory setting, while in the programming mode do the following:

1. Press LOCK on the power lock switch.
2. Count the number of chimes you hear. The number of chimes tells you which mode your vehicle is set for. You change the mode by pressing LOCK again.
3. Repeat step 2 until you hear the number of chimes that matches the mode you want.

Mode 1: Off (Automatic door locking and unlocking are disabled). You will always need to lock your door manually while driving to increase occupant safety.

- To lock: All doors will lock when you press the power door lock switch or when you lock the vehicle using the Remote Lock Control key chain transmitter.
- To unlock: All doors will unlock when you press the power door lock switch again or when you press UNLOCK on the key chain transmitter.

Mode 2: Automatic Locking Only

- Automatic Door Unlocking: Off
- Automatic Door Locking: Shift out of PARK (P) with the ignition on and the driver's door closed, all doors will lock automatically.

Mode 3: Automatic Unlocking With Ignition Off

- Automatic Door Unlocking: Turn off the ignition with the Transaxle in PARK (P) and all doors will unlock automatically.
- Automatic Door Locking: Shift out of PARK (P) with the ignition on and the driver's door closed and all doors will unlock automatically.

Mode 4: Automatic Unlocking and Locking With Transaxle in PARK (P)

- Automatic Door Unlocking: Shift into PARK (P) with the ignition on and all doors will unlock automatically.
- Automatic Door Locking: Shift out of PARK (P) with the ignition on and the driver's door closed and all doors will lock automatically.

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Lockout Deterrent/Last Door Closed Locking

Your vehicle comes with this feature set in Mode 2. This means that:

- If you leave your keys in the ignition and get out of the driver's door, you won't be able to lock the doors with the power door locks and

To change the factory setting, do the following:

1. Press UNLOCK on the power lock switch.
2. Count the number of chimes you hear. The number of chimes tells you which mode your vehicle is set for. You change the mode by pressing UNLOCK again.
3. Repeat step 2 until you hear the number of chimes that matches the mode you want.

Mode 1: Both Off (Doors will always lock immediately when you press LOCK on the power lock switch or the key chain transmitter, if equipped).

Mode 2: Lockout Deterrent Only (If you leave your key in the ignition with the driver's door open, you will not be able to lock the doors using your power locks).

Mode 3: Last Door Closed Locking Only (If the power lock switch or key chain transmitter (if equipped) is used to lock the vehicle while any door is open and key is out of ignition, you will hear three chimes. The doors will not lock. Five seconds after the last door is closed, all doors will lock).

Mode 4: Both On (This combines modes 2 and 3).

Remote Driver's Unlock Control

Your vehicle comes with this feature set in Mode 2. This means that:

- When you press UNLOCK on your key chain transmitter, the driver's door will unlock and
- When you press UNLOCK on your key chain transmitter again, all doors will unlock.

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To change the factory setting while in the programming mode, do the following:

1. Press UNLOCK on the key chain transmitter.
2. Count the number of chimes you hear. The number of chimes tells you which mode your vehicle is set for. You change the mode by pressing UNLOCK again.
3. Repeat step 2 until you hear the number of chimes that matches the mode you want.

Mode 1: Remote All Doors Unlock (When you press UNLOCK on your key chain transmitter, all doors will unlock).

Mode 2: Remote Driver's Door and All Doors Unlock (When you press UNLOCK on your key chain transmitter once, the driver's door will unlock. If you press UNLOCK again within five seconds, all doors will unlock.

Remote Lock/Unlock Confirmation

Your vehicle comes with this feature set in Mode 4. This means that:

- When you use the key chain transmitter to lock your vehicle, your headlamps will flash briefly to let you know the command has been received. If you press LOCK on the key chain transmitter again, the horn will sound briefly and the headlamps will flash briefly to let you know your vehicle is locked.
- When you use the key chain transmitter to unlock your vehicle or open your trunk, your headlamps will flash briefly.

To change the factory setting while in the programming mode do the following:

1. Press the LOCK button on the key chain transmitter.
2. Count the number of chimes you hear. The number of chimes tells you which mode your vehicle is set for. You change the mode by pressing LOCK on your key chain transmitter again.
3. Repeat step 2 until you hear the number of chimes that matches the mode you want.

Mode 1: Off (Remote lock and unlock confirmation are disabled).

Mode 2: Remote Lock Confirmation with Exterior Lamps Only

Remote Lock Confirmation:

- When you use the chain transmitter to lock your vehicle, your headlamps will flash briefly to let you know your command is received.
- Remote Unlock confirmation: when you use the key chain transmitter to unlock your vehicle or open your trunk, your headlamps will flash briefly to let you know your command is received.

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Mode 3: Remote Lock Confirmation with Exterior Lights and Horn

- *Remote* Lock Confirmation: When you use the key chain transmitter to lock your vehicle, the horn will sound briefly and your headlamps will flash briefly to let you know your command is received.
- Remote Unlock confirmation: When you use the key chain transmitter to unlock your vehicle or open your trunk, your headlamps will flash briefly to let you know your command is received.

Mode 4: Remote Lock Confirmation with Exterior Lights and Horn (on second LOCK press)

- Remote Lock Confirmation: When you use the key chain transmitter to lock your vehicle, your headlamps will flash briefly to let you know your command is received. The horn will sound briefly and the headlamps will flash briefly if you press the LOCK button again within five seconds.
- Remote Unlock Confirmation: When you use the key chain transmitter to unlock your vehicle or open your trunk, your headlamps will flash briefly to let you know your command is received.

Content Theft

Your vehicle comes with this feature set in Mode 4. This means that:

- If anyone damages or enters your vehicle while your Content Theft-Deterrent System is armed, an alarm will sound and your headlamps will flash for up to two minutes.

To change the factory setting while in the programming mode, do the following:

1. Turn the parking lamps on, then off.
2. Count the number of chimes you hear. The number of chimes tells you which mode your vehicle is set for. You change the mode by turning the park lamps on, then off again.
3. Repeat step 2 until you hear the number of chimes that matches the mode you want.

Mode 1: Damage Detection with Less Sensitivity (If anyone seriously damages your vehicle, tampers with the trunk lock or opens a door while your theft deterrent is armed, an alarm will sound and your headlamps will flash for up to two minutes).

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Mode 2: Damage Detection Off (If anyone tampers with your trunk lock or opens a door while your Content Theft-Deterrent System is armed, an alarm will sound and your headlamps will flash for up to two minutes).

Mode 3: All Off (Your Content Theft-Deterrent System is always disarmed).

Mode 4: Damage Detection with More Sensitivity (If anyone damages your vehicle, tampers with your trunk lock or enters your vehicle while your theft deterrent system is armed, an alarm will sound and your headlamps will flash for up to two minutes).

Content Theft-Deterrent Arming and Disarming

Your vehicle comes with this feature in Mode 1. This means that:

- Your Content Theft-Deterrent System will arm when you lock the doors using either the power lock switch while any door is open and the key is removed from the ignition.
- Your Content Theft-Deterrent System will arm when you lock the doors with the key chain transmitter.
- Your Content Theft-Deterrent System will disarm when you unlock the doors with your key or with your key chain transmitter.

To change the factory setting, while in the programming mode do the following:

1. Insert your second key fully into any door key cylinder and turn it to the unlock position. This step is inconvenient, but necessary to prevent accidental programming of this feature to Mode 2. Do not program this feature to Mode 2 without first reading the special note contained in the description for that mode. The door key lock cylinder must remain in the unlock position during steps 2-4.
2. Press the horn symbol on your key chain transmitter.
3. Count the number of chimes you hear. The number of chimes tells you which mode your vehicle is set for. You change the mode by pressing the horn symbol on your key chain transmitter again.
4. Repeat step 3 until you hear the number of chimes that matches the mode you want.
5. Remove your key from the door key cylinder.

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- **Mode 1:** Power Lock Switch Arming Off.
- Your Content Theft-Deterrent System will arm when you lock the doors with your key chain transmitter. The key must be removed from the ignition when you lock the doors or the Content Theft-Deterrent System will not arm.
- Your Content Theft-Deterrent System will disarm when you unlock the doors with the keys or your key chain transmitter.
- **Mode 2:** Key Chain Transmitter Arm/Disarm Only
- Your Content Theft-Deterrent System will arm when you lock the doors with your key chain transmitter. The key must be removed from the ignition when you lock the doors or the Content Theft-Deterrent System will not arm.
- Your Content Theft-Deterrent System will disarm when you unlock the doors with your key chain transmitter.

Special Note: While this mode provides increased security, it can be a problem if your key chain transmitter is damaged, lost or if it fails to operate for any reason while the Content Theft-Deterrent System is armed. The Content Theft-Deterrent System must be disarmed for the engine to run and, while in mode 2, your key can no longer disarm the system.

- **Mode 3:** Full Arming and Disarming
- Your Content Theft-Deterrent system will arm when you lock the doors using either power lock switch while any door is open and the key is removed from the ignition.
- Your Content Theft-Deterrent System will arm when you lock the doors with your key chain transmitter. The key must be removed from the ignition when you lock the doors or the Content Theft-Deterrent System will not arm.
- Your Content Theft-Deterrent System will disarm when you unlock the doors with your key or your key chain transmitter.

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Mirrors

Adjust all the mirrors so you can see clearly when you are sitting in a comfortable driving position.

Inside Day/Night Rearview Mirror



To reduce glare from lamps behind you, push the lever away from you (to the night position). To return the mirror back to the day position, pull the lever toward you.

Electrochromic Day/Night Rearview Mirror (If Equipped)



Your Pontiac may have an electrochromic day/night rearview mirror. Push the button on the bottom of the mirror to turn this feature on. The mirror will darken gradually to reduce glare from headlamps behind you. This may take a few moments.

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One photocell on the front of the mirror senses when it is becoming dark outside. Another photocell, facing rearward, senses headlamps behind you. To turn the electrochromic feature off, press the button on the bottom of the mirror again.

To keep the photocells operating well, occasionally clean them with a cotton swab and glass cleaner.

Power Outside Mirrors



The electric mirror control is near the driver's window, on the armrest. Turn the control to the left to adjust the left mirror or to the right to adjust the right mirror. Then move the control in the direction you want to move the mirror.

Convex Outside Mirror

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

⚠ CAUTION:

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.

Storage Compartments

Glove Box

Use the master key to lock and unlock the glove box. To open, lift the right side of the latch.

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Center Console Storage



To open the armrest storage area, pull up on the front edge of the latch. The console has cassette and CD storage and a coinholder.



The center console also contains two cupholders. To access the cupholders, pull the cupholder door, located just behind the console shift lever. The two cupholders will pop up into an upright position.

Just below the center ashtray is an open storage compartment. In front of this, you may have a smaller compartment for storing smaller items.

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Overhead Console (If Equipped)

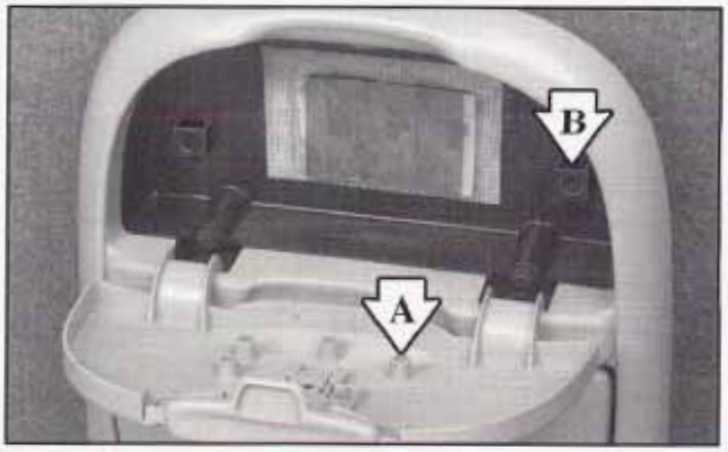


The optional overhead console has reading lamps, storage compartments (including one for your garage door opener and one for sunglasses) and an accessory power outlet. These features are explained on the following pages.

READING LAMPS: To turn on or off either reading lamp, press the switch next to it.

GARAGE DOOR OPENER: You can store your garage door opener in the rear compartment of your overhead console, and operate it from this position. To install your garage door opener, follow these instructions:

1. Open the compartment by pressing the latch forward. Remove the piece of self-sticking Velcro®.
2. Peel the protective backing from the Velcro and press it firmly to the back of your garage door opener.
3. Be sure that the button on your garage door opener is centered above the area with raised lines on the compartment door. Make sure the button is facing down and press the opener firmly into place.



4. Once the opener is installed, remove the peg (B) from the compartment. Install the peg onto the feature (A) on the door that is aligned with your garage door opener button.

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5. Add one peg at a time until your garage door opener operates with the compartment door closed when you press the button.

SUNGLASSES STORAGE COMPARTMENT: Your sunglasses storage compartment is the second compartment from the back on the overhead console. To open the sunglasses storage compartment, press the release latch forward and pull the compartment down to the full open position.

ACCESSORY POWER OUTLET: In front of your reading lights in a small, black door. Push up on the bottom edge of this door to expose your accessory power outlet and a small storage compartment.

Trunk Access Panel (If Equipped)



If your Grand Prix has rear seat armrests, you will also have a trunk access panel. To use the trunk access panel, pull your rear armrest down, unlock the access panel and pull it down.

Rear Armrest Storage (If Equipped)

If you have a trunk access panel, you will also have a pull down armrest that contains an open storage bin and two cupholders.

Convenience Net (If Equipped)



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

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Put small loads, like grocery bags, in 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. You will also need to unhook the net for taillamp removal.

Ashtrays and Lighter

The center front ashtray is on the instrument panel. To open it, pull at the bottom of the ashtray until it is fully open. To remove the ashtray cup, lift the tabs on the sides of the ashtray cup and pull out.

Your Grand Prix has one rear ashtray. There is either one on the front seat armrest back or one on the back of the center console (if you have that option). To open the ashtray, press the right side and turn it open.

To remove the ashtray for cleaning, press the snuffer as you lift up the bottom of the ashtray.

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.

To use the lighter, located inside the center front ashtray, just push it in all the way and let go. When it's ready, it will pop back by itself.

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.

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Sun Visors

To block out glare, you can swing down the visors. You can also swing them from front to side.

Visor Vanity Mirrors



Open the cover to expose the vanity mirror. If your vehicle has the optional lighted vanity mirrors, the lamps come on when you open the cover.

Accessory Outlet

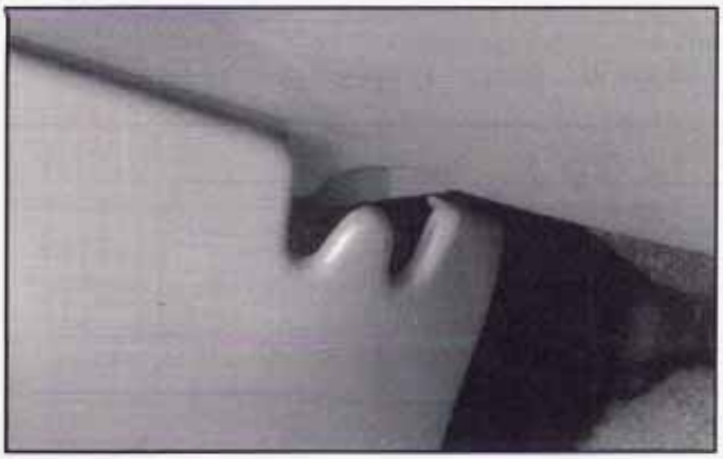
If your vehicle has a center console, you have a 12-volt outlet. It is on the passenger's side, near the floor. Remove the tethered cap to use the outlet.

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.

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Purse or Litter Bag Holder



On the front of the center console, to the right of the accessory power outlet (on the passenger's side of the vehicle), there is a hook that can be used to hold a purse or litter bag.

Sunroof (If Equipped)



Your sunroof includes a sliding glass panel and a two piece sunshade. The switch works only when the ignition or RAP is on. See "Retained Accessory Power" in the Index.

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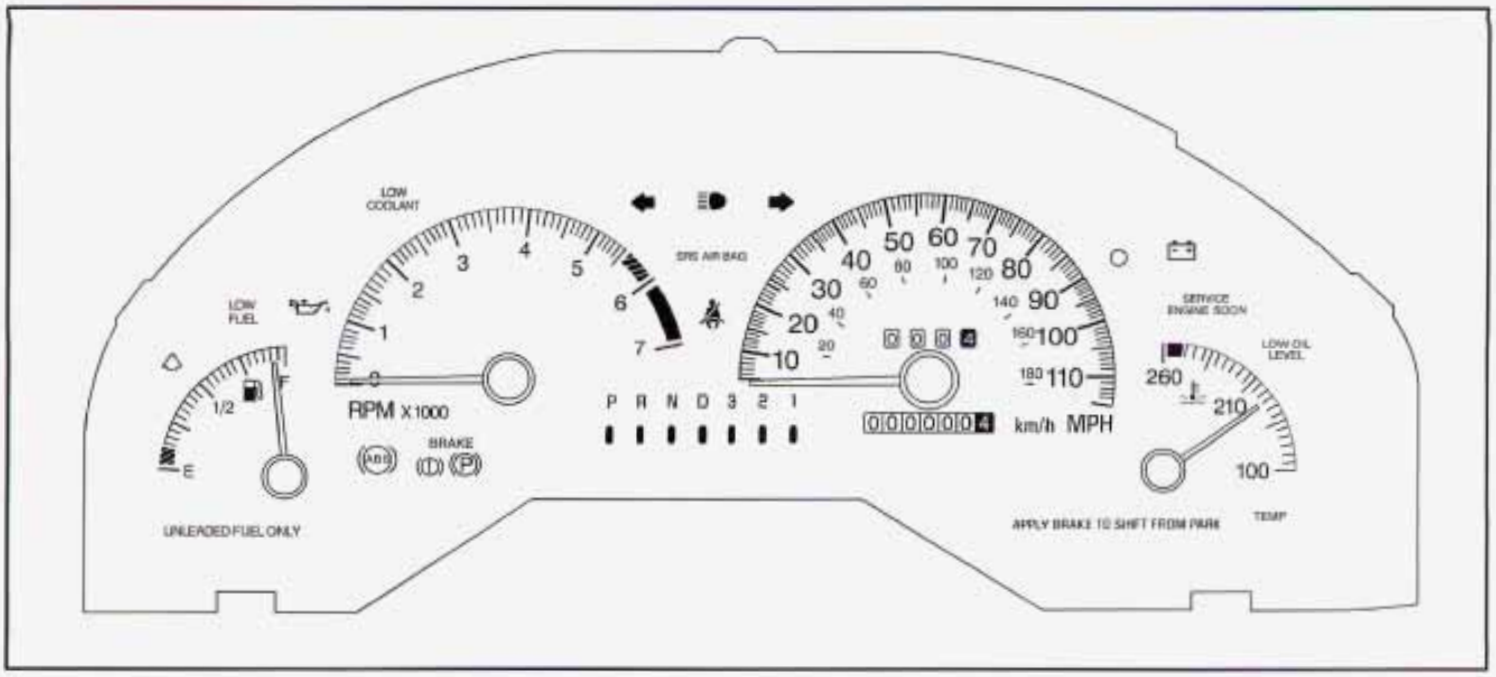
Push the rear of the switch once and the sunroof will open to the vent position only. You will need to open the sunshade by hand.

Push the rear of the switch a second time and the sunroof will open the remainder of the way by itself. This is the express-open feature.

To close the sunroof, push and hold the front of the switch until the sunroof closes. The sunshade can only be closed by hand.

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Instrument Panel -- Your Information System



United States Version Shown, Others Similar

Your instrument cluster is designed to let you know at a glance how your vehicle is running. You'll know how fast you're going, about how much fuel is in your tank and many other things you need to drive safely and economically.

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Speedometer/Odometer

Your speedometer lets you see your speed in both miles per hour (mph) and kilometers per hour (km/h). Your odometer shows how far your vehicle has been driven in either miles (used in the United States) or in kilometers (used in Canada).

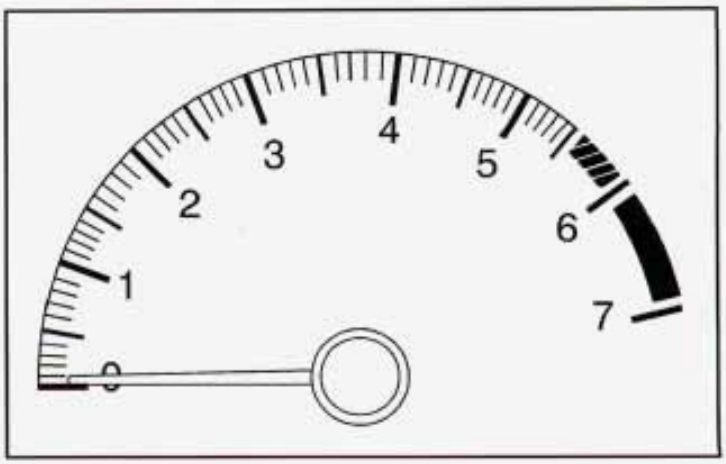
Your Pontiac has a tamper-resistant odometer. If you see silver lines between the numbers, you'll know someone has probably tampered with it and the numbers may not be correct.

You may wonder what happens if your vehicle needs a new odometer installed. If the new one can be set to the mileage total of the old odometer, then that will be done. If it can't, then it will be 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

Your trip odometer tells how far you have driven since you last reset it. To set it to zero, press the RESET button on the right side of the instrument cluster.

Tachometer



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

NOTICE:

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

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Warning Lights, Gages and Indicators

This part 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 come 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 start the engine 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 this 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.

Your vehicle may also have a driver information system that works along with the warning lights and gages. See "Driver Information System" in the Index.

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 for about 20 seconds, then it will flash for about 55 seconds. If the driver's belt is already buckled, neither the chime nor the light will come on.

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Air Bag Readiness Light

There is an air bag readiness light on the instrument panel, which shows SRS AIR BAG. The system checks the air bag's electrical system for malfunctions. The light tells you if there is an electrical problem. The system check includes the air bag sensors, the air bag modules, the wiring and the crash sensing and diagnostic module. For more information on the air bag system, see "Air Bag" in the Index.



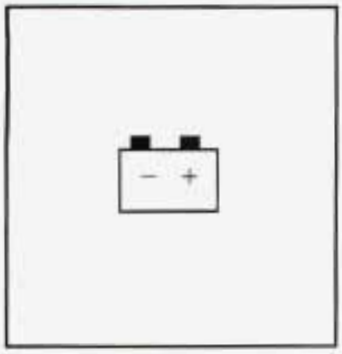
This light will come on when you start your engine, and it will flash for a few seconds. Then the light should go out. This means the system is ready.

If the air bag readiness light stays on after you start the engine or comes on when you are driving, your air bag system may not work properly. Have your vehicle serviced right away.

The air bag readiness light should flash for a few seconds when you turn the ignition key to RUN. If the light doesn't come on then, have it fixed so it will be ready to warn you if there is a problem.

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Charging System Light



The charging system light will come on briefly when you turn on the ignition, as a check to show you it's working. Then it will go out.

If it stays on, or comes on while you are driving, you may have a problem with the charging system. It could indicate that you have a loose 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.

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 briefly when you turn the ignition key to RUN. 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

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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.

When the ignition is on, the brake system warning light will also come on when you set your parking brake. The light 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



With the anti-lock brake system, this light will come on when you start your engine and it *will stay* on for three seconds. That's normal.

If the light flashes when you're driving, you don't have anti-lock brakes and there could be 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.)

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⚠ 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.

The anti-lock brake system warning light should come on briefly when you turn the ignition key to RUN. If the light doesn't come on then, have it fixed so it will be ready to warn you if there is a problem.

Trac System Warning Light



With the Trac System, this warning light should come on briefly as you start the engine. If the warning light doesn't come on then, have it fixed so it will be ready to warn you if there's a problem.

If it stays on, or comes on when you're driving, there may be a problem with your Trac System and your vehicle may need service. When this warning light is on, the system will not limit wheel spin. Adjust your driving accordingly.

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The Trac System warning light may come on for the following reasons:

- If you turn the system off by pressing the TRAC button, the warning light will come on and stay on. To turn the system back on, press the button again. The warning light should go off. (See "Trac System" in the Index for more information.)
- The warning light will come on when you set your parking brake with the engine running, and it will stay on if your parking brake doesn't release fully. If the system is turned on and the warning light stays on after your parking brake is fully released, it means there's a problem with the system.

If the Trac System warning light comes on and stays on for an extended period of time when the system is turned on and the parking brake is fully released, your vehicle needs service.

Low Traction Light



When your anti-lock system is adjusting brake pressure to help avoid a braking skid, this light will come on.

If you have the Trac System, this light will also come on when the system is limiting wheel spin. Slippery road conditions may exist if the low traction light comes on, so adjust your driving accordingly. The light will stay on for a few seconds after the anti-lock system stops adjusting brake pressure or the Trac System stops limiting wheel spin.

The low traction light also comes on briefly when you turn the ignition key to RUN. If the light doesn't come on then, have it fixed so it will be there to tell you when the anti-lock brake system or Trac System is active.

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Check Tire Pressure Light



With the check tire pressure system, after you've driven 10 to 20 miles (15 to 30 km) the CHECK TIRE PRESS light will come on if the pressure in one tire becomes at least 10 psi (69 kPa) higher or lower than the other three tires.

When the CHECK TIRE PRESS light comes on, you should stop as soon as you can and check all your tires for damage. (If a tire is flat, see "If a Tire Goes Flat" in the Index.) Also check the tire pressure in all four tires as soon as you can. See "Inflation - Tire Pressure in the Index.

The light will stay on until you turn off the ignition or press the CALIBRATE TIRE PRESS button. See "Check Tire Pressure System" in the Index.

If the anti-lock brake system warning light comes on with the CHECK TIRE PRESS light, the check tire pressure system isn't working. See your Pontiac dealer for service. (Also, see "Anti-Lock Brake System Warning Light in the Index.)

Malfunction Indicator Lamp (Service Engine Soon Light)



Your Pontiac is equipped with a computer which monitors operation of the fuel, ignition and emission control systems.

This system is called OBD II (On-Board Diagnostics-Second Generation) and is intended to assure that emissions are at acceptable levels for the life of the vehicle, helping to produce a cleaner environment. (In Canada, OBD II is replaced by Enhanced Diagnostics.) The SERVICE ENGINE SOON light comes on to indicate that there is a problem and service is required. Malfunctions often will be indicated by the system before any problem is apparent. This may prevent more serious damage to your vehicle. This system is also designed to assist your service technician in correctly diagnosing any malfunction.

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NOTICE:

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

This light should come on, as a check to show you it is working, when the ignition is on and the engine is not running. If the light doesn't come on, have it repaired. This light will also come on during a malfunction in one of two ways:

- **Light Flashing** -- A misfire condition has been detected. A misfire increases vehicle emissions and may damage the emission control system on your vehicle. Dealer or qualified service center diagnosis and service is required.
- **Light On Steady** -- An emission control system malfunction has been detected on your vehicle. Dealer or qualified service center diagnosis and service may be required.

If the Light Is Flashing

The following may prevent more serious damage to your vehicle:

- Reducing vehicle speed.
- Avoiding hard accelerations.
- Avoiding steep uphill grades.
- If you are towing a trailer, reduce the amount of cargo being hauled as soon as it is possible.

If the light stops flashing and remains on steady, see "If the Light Is On Steady" following.

If the light continues to flash, when it is safe to do so, *stop the vehicle*. Find a safe place to park your vehicle. Turn the key off, wait at least 10 seconds and restart the engine. If the light remains on steady, see "If the Light Is On Steady" following. If the light is still flashing, follow the previous steps, and drive the vehicle to your dealer or qualified service center for service.

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If the Light Is On Steady

You may be able to correct the emission system malfunction by considering the following:

Did you recently put fuel into your vehicle?

If so, reinstall the fuel cap, making sure to fully install the cap. The diagnostic system can determine if the fuel cap has been left off or improperly installed. A loose or missing fuel cap will allow fuel to evaporate into the atmosphere. A few driving trips with the cap properly installed should turn the light off.

Did you just drive through a deep puddle of water?

If so, your electrical system may be wet. The condition will usually be corrected when the electrical system dries out. A few driving trips should turn the light off.

Are you low on fuel?

As your engine starts to run out of fuel, your engine may not run as efficiently as designed since small amounts of air are sucked into the fuel line causing a misfire. The system can detect this. Adding fuel should correct this condition. Make sure to install the fuel cap properly. It will take a few driving trips to turn the light off.

Have you recently changed brands of fuel?

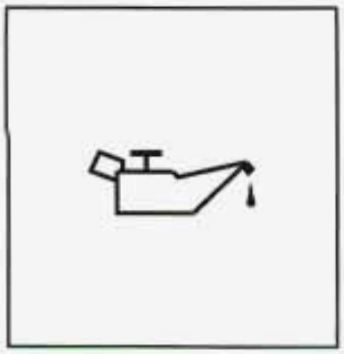
If so, be sure to fuel your vehicle with quality fuel (see "Fuel" in the Index). Poor fuel quality will cause your engine not to run as efficiently as designed. You may notice this as stalling after start-up, stalling when you put the vehicle into gear, misfiring, hesitation on acceleration or stumbling on acceleration. (These conditions may go away once the engine is warmed up.) This will be detected by the system and cause the light to turn on.

If you experience one or more of these conditions, change the fuel brand you use. It will require at least one full tank of the proper fuel to turn the light off.

If none of the above steps have made the light turn off, have your dealer or qualified service center check the vehicle. Your dealer has the proper test equipment and diagnostic tools to fix any mechanical or electrical problems that may have developed.

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Oil Warning Light



If you have a problem with your oil pressure, 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 two 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.
- 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.

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Low Oil Level Light

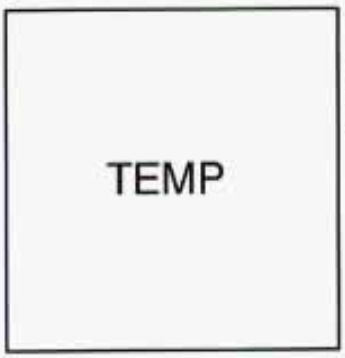


Your engine is equipped with an oil level monitoring system. When the ignition key is turned on, the LOW OIL LEVEL light will briefly flash. If the light does not flash, have it fixed so it will be ready to warn you if there's a problem.

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.)

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 normally in circulation to drain back into the oil pan.

Engine Coolant Temperature Light



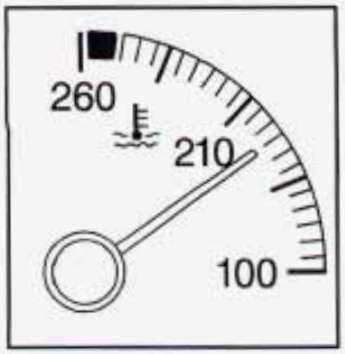
This light tells you that your engine coolant has overheated or your radiator cooling fan is not working.

If you have been operating your vehicle under normal driving conditions, you should pull off the road, stop your vehicle and turn off the engine as soon as possible.

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

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Engine Coolant Temperature Gage

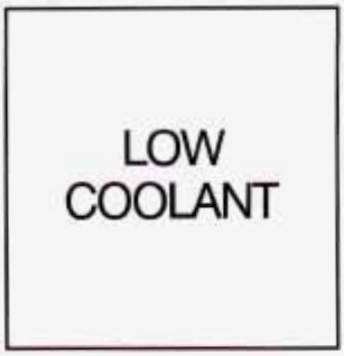


You have a gage that shows the engine coolant temperature. If the gage pointer moves into the red area, your engine is too hot!

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.

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

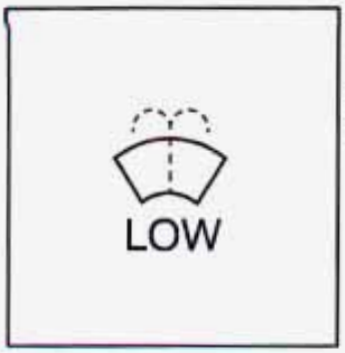
Low Coolant Warning Light



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.

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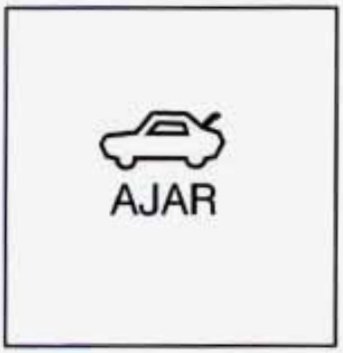
Low Washer Fluid Warning Light



This light will come on when your ignition is on and the fluid container is low.

Remember, driving without washer fluid can be dangerous. A bad mud splash can block your vision. You could collide with another vehicle. Check your washer fluid often, and add only the proper fluid. See "Windshield Washer Fluid" in the Index.

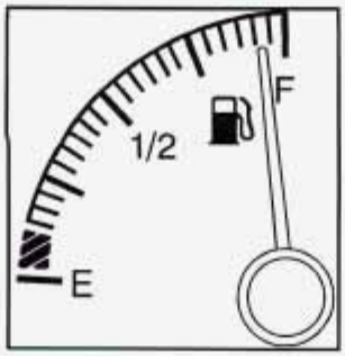
Trunk Ajar Warning Light



This light will come on if your trunk is not completely closed.

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Fuel Gage



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

Here are some things owners ask about. All these situations are normal and do not show a problem with your fuel gage:

- At the service station, the pump shuts off before the gage reads FULL (F).
- 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 it.
- The gage moves a little when you turn a corner or speed up. The gage needle should move no more than 1/8 of a tank under any driving maneuver.

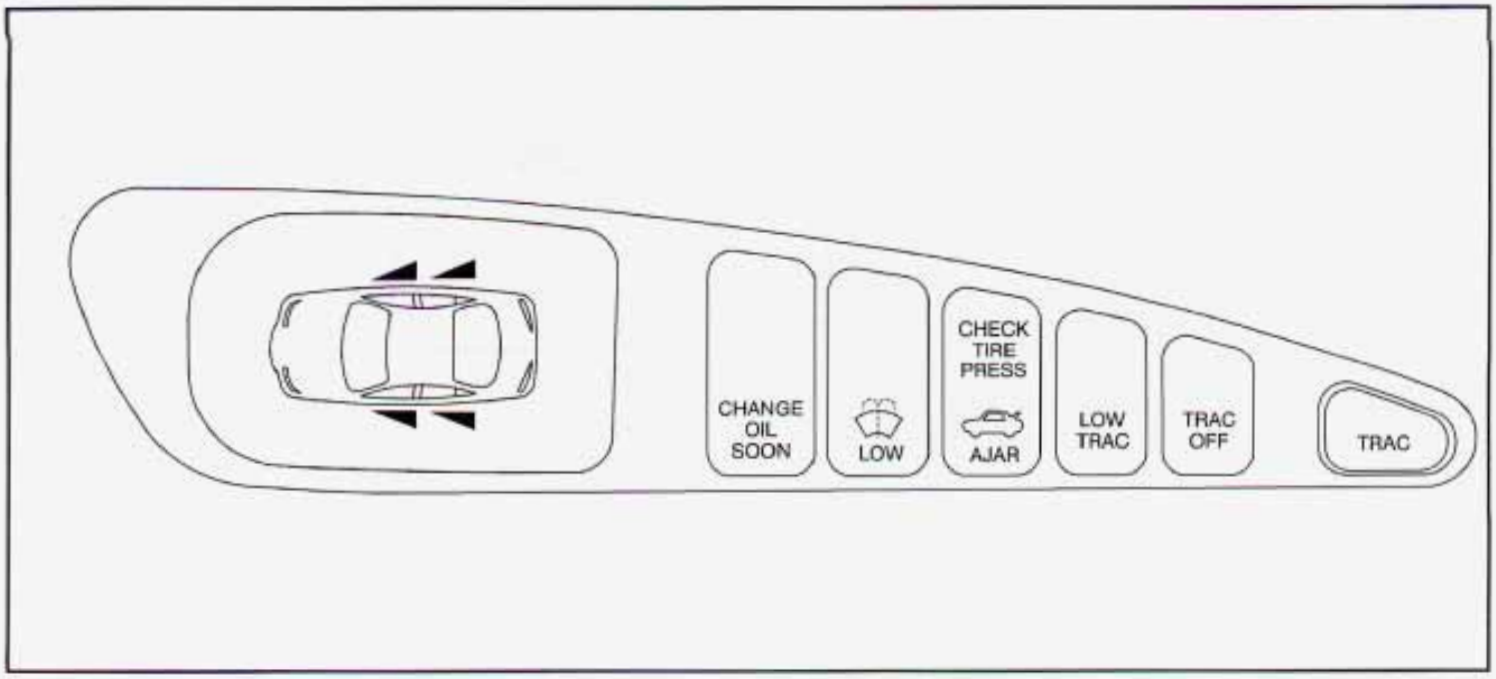
Low Fuel Light



If your fuel is low, a light will come on and stay on 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's working. If it doesn't come on then, see your dealer.

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Driver Information Center



Your Driver Information Center gives you important safety and maintenance facts. When you turn the ignition on, the entire center lights up for a few seconds. Then it goes to work.

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Functions

CHANGE OIL SOON: This light will appear when the system predicts that the oil's remaining useful life is almost up. The system predicts remaining oil life using inputs from length of drives, coolant temperature, engine rpm, and vehicle speed. It alerts you to change the oil on a schedule consistent with your vehicle's driving conditions.

To reset your change oil soon system after an oil change, turn the key to the ON position, without the engine running and pump the accelerator 3 times within 5 seconds.

LOW WASHER FLUID: This light will come on when your ignition is on and the fluid container is low.

CHECK TIRE PRESS: This light alerts you that a tire is low or flat. See "Check Tire Pressure Light" in the Index.

TRUNK AJAR: This light alerts you that your trunk is not fully closed.

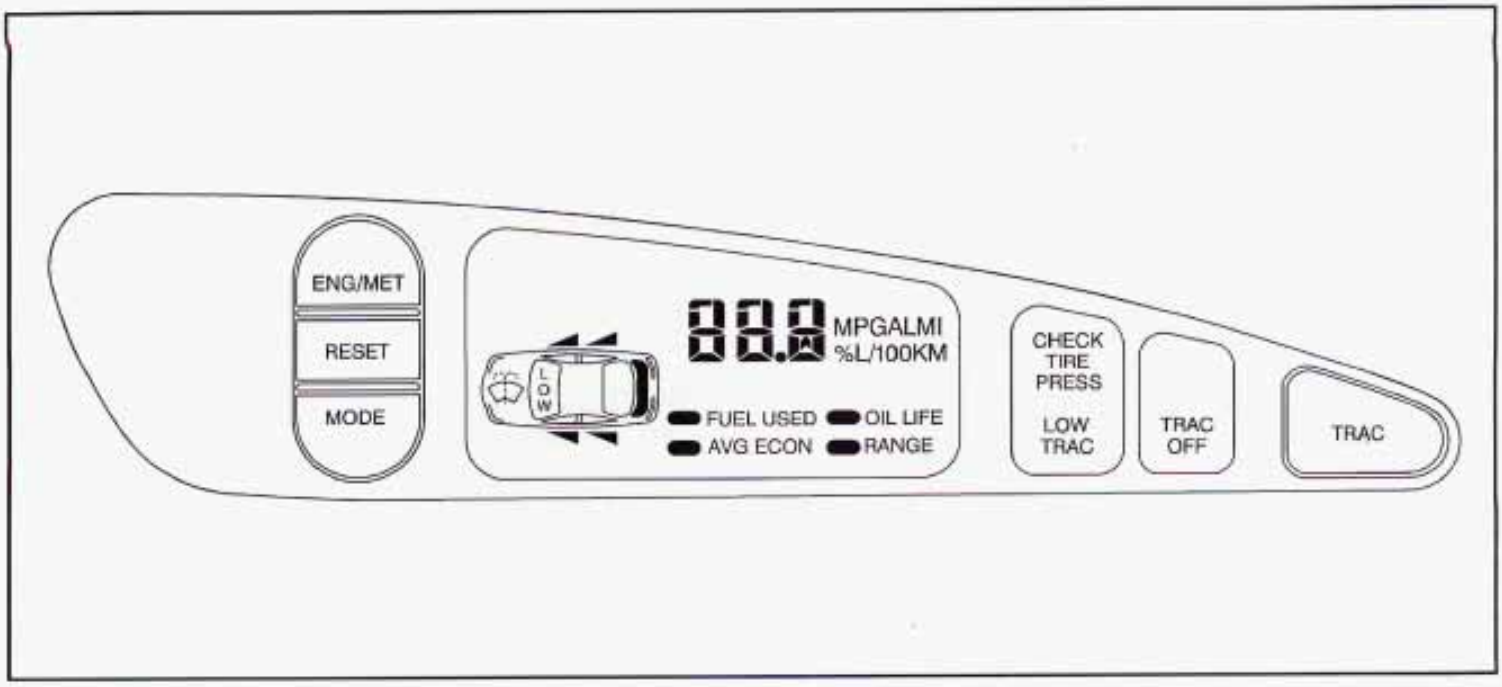
DOOR AJAR: If one of your doors is left ajar, a light will appear next to that door on the vehicle outline.

TRAC SWITCH: If your vehicle has the Trac System (this is not available with the 3800 Supercharged engine), you will have a disable switch on the far right side of your Driver Information Center. Your Trac System is automatically activated when you turn the ignition on. This switch will activate/deactivate the Trac System. If you need to disable the system, such as when you are stuck and are rocking your vehicle back and forth, push this switch. See "Stuck: In Sand, Mud, Ice or Snow" in the Index.

LOW TRAC: This light will come on when your Trac System is limiting wheel spin or when your anti-lock brake system is active. See "Trac System" or "Low Traction Light" in the Index.

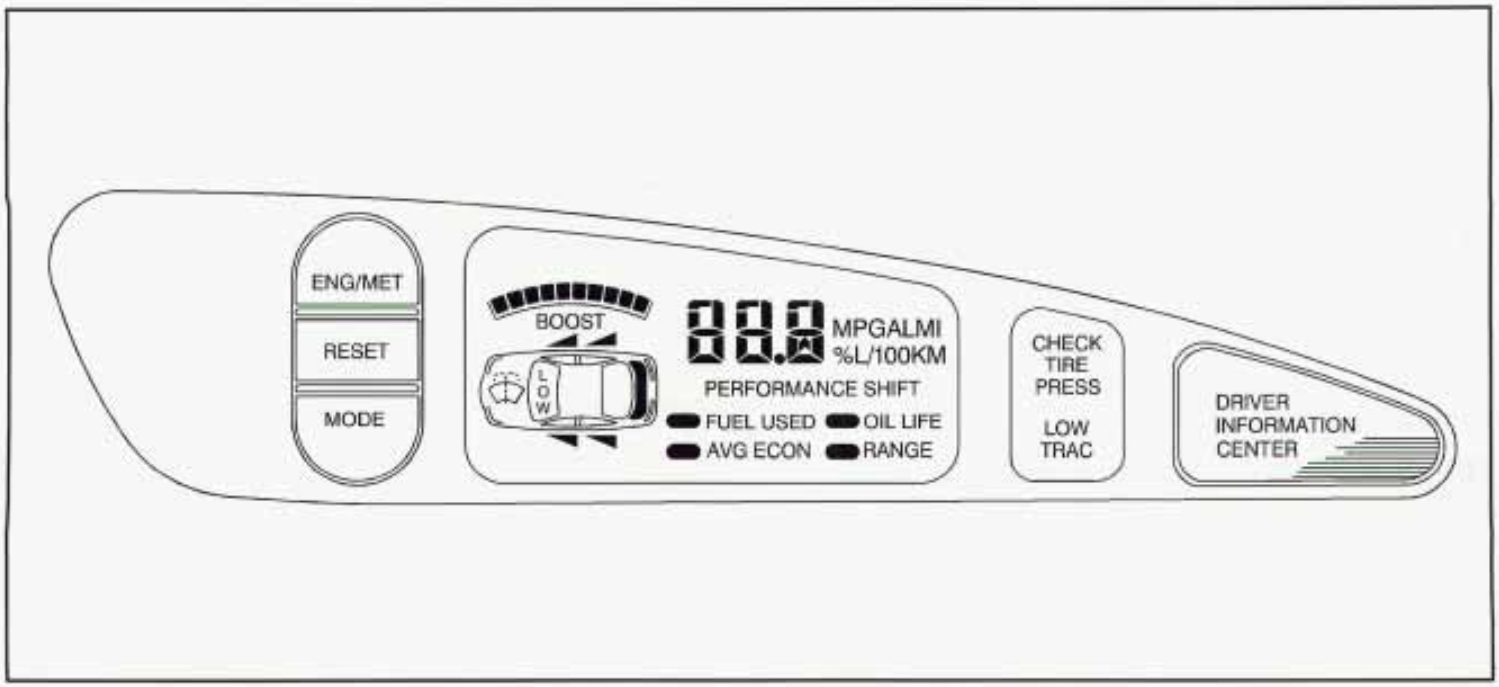
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Trip Computer (If Equipped)



3100 and 3800 Engines

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3800 Supercharged Engine

When you start your engine, the trip computer will display a mode. A lighted oval will appear to the left of the mode currently being used.

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Control Buttons

The trip computer has three buttons that control its functions.

ENG/MET: Press this button to change the display from English to metric units or metric to English.

RESET: Press this button for two seconds to reset the mode displayed.

MODE: Press this button to change the mode being displayed.

Functions

FUEL USED: Shows the total amount of fuel used since you last reset this mode. The amount can be displayed in gallons or liters.

AVG ECON: Shows your average fuel economy since you last reset this mode.

OIL LIFE: Shows a percentage of the oil's remaining useful life. The system predicts remaining oil life using inputs from length of drives, coolant temperature, engine rpm and vehicle speed. Each time you get an oil change, be sure to reset this function so that it will give you an accurate percentage.

To reset the oil life indicator after the oil has been changed, press the mode button until the light appears lit next to OIL LIFE. Press and hold the reset button for three seconds. The oil life percentage should change to 100%.

RANGE: Shows how much farther you can travel with the fuel you have before refueling.

CHECK TIRE PRESS: This light alerts you that a tire is low or flat. See "Check Tire Pressure Light" in the Index.

LOW WASHER FLUID: This light will come on when your ignition is on and the fluid container is low.

DOOR AJAR: If one of your doors is left ajar, a light will appear next to that door on the vehicle outline.

PERFORMANCE SHIFT: This light comes on when you press the performance shift button (located on the console shift) to indicate that your vehicle is in performance shifting mode. See "Performance Shifting" in the Index.

BOOST GAGE: If you have the supercharged engine, this gage will show the amount of boost your engine is receiving.

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TRUNK AJAR: If your trunk is not fully closed or open, a light will outline the trunk area on your vehicle outline.

TRAC SWITCH: If your vehicle has the Trac System (this is not an available option with the 3800 Supercharged engine), you will have a disable switch on the far right side of your Trip Computer. Your Trac System is automatically activated when you turn the ignition on. This switch will activate/deactivate the Trac System. If you need to disable the system, such as when you are stuck and are rocking your vehicle back and forth, push this switch. See "Stuck: In Sand, Mud, Ice or Snow" in the Index.

TRAC OFF: This light lets you know that your Trac System has been disabled and will not limit wheel spin. See "Trac System Warning Light" or "Low Traction Light" in the Index.

LOW TRAC: This light will come on when your Trac System is limiting wheel spin or when your anti-lock brake system is active. See "Trac System" or "Low Traction Light" in the Index.

Head-Up Display (If Equipped)



If you have the Head-Up Display (HUD), you can see the speedometer reading (in English or metric units) and a brief display of the current radio station or CD track, displayed "through" the windshield.

The HUD also shows these lights when they are lit on the instrument panel:

- Turn Signal Indicators
- High-Beam Indicator Symbol
- Low Fuel Symbol

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The HUD will display the "Check Gage" when the following are lit on the instrument panel:

- *Oil warning* Symbol
- Coolant Temperature Symbol
- Charging System Symbol

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, the HUD image will come on. Then the Head-Up Display will operate normally.

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.

When the HUD is on, the speedometer reading will be displayed continually. The current radio station or CD track number will only be displayed for three seconds after the radio or CD track status changes. This will happen whenever one of the radio controls is pressed, either on the radio itself or on the optional steering wheel controls.

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To adjust the HUD so you can see it properly:



1. Start your engine and turn the DIM dial to the desired HUD image brightness.
2. Adjust your seat, if necessary, to a comfortable position.
3. Press the top of the UP/DN switch until the HUD image stops moving. Then press the bottom of the switch until the image is as low as possible but in full view.
4. Turn the DIM dial down until the HUD image is no brighter than necessary. To turn the HUD off, turn the DIM dial all the way down.

If the sun comes out, it becomes cloudy, or if you turn on your headlamps, you may need to adjust the HUD brightness again. 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.



Push the ENG/MET button on the trip calculator to switch the HUD speed display from English to metric or metric to English. If you don't have the trip calculator, you can't change the display.

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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 could leak into the unit.

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

- Is anything covering the HUD unit?
- Is the HUD dimmer setting bright enough?
- Is the HUD image adjusted to the proper height?
- Still no HUD image? Check the fuse in the I/P Electronics position in the instrument panel fuse block. See "Fuses and Circuit Breakers" in the Index.

If the HUD Image Is Not Clear

- Is the HUD image too bright?
- Are the windshield and HUD lens clean?

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.

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Section 3 Comfort Controls and Audio Systems

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

3-2 Comfort Controls
3-2 Air Conditioning, Air Conditioning with Electronic Controls
3-4 Air Conditioning, Air Conditioning with Automatic and Auxiliary Temperature Control
3-4 Heating, Air Conditioning with Electronic Controls
3-8 Heating, Air Conditioning with Automatic and Auxiliary Temperature Controls
3-8 Ventilation System and Tips
3-8 Tips for Defogging and Defrosting
3-9 Rear Window Defogger
3-10 Setting the Clock
3-10 Radios
3-15 CD Adapter Kit
3-24 Trunk Mounted CD Changer
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3-29 Steering Wheel Controls
3-30 Understanding Radio Reception
3-30 Adding Sound Equipment to Your Vehicle
3-30 Tips About Your Audio System
3-31 Care of Your Cassette Tape Player
3-32 Care of Your Compact Discs
3-32 Fixed Mast Antenna
3-32 Backglass Antenna

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Comfort Controls

Air Conditioning with Electronic Controls



With this system, you can control the heating, cooling and ventilation in your vehicle. The system works best if you keep your windows closed while using it.

Fan Knob

The left knob selects the amount of air you want. To turn the fan off, turn the knob to OFF. The fan must be on to run the air conditioning compressor.

Temperature Knob

The center knob changes the temperature of the air coming through the system. Turn this knob toward red (clockwise) for warmer air. Turn it toward blue (counterclockwise) for cooler air.

Mode Knob

The right knob has several settings to control the direction of airflow:

MAX: This setting recirculates much of the air inside your vehicle and sends it through the instrument panel outlets. The air conditioning compressor will run automatically in this setting unless the outside temperature is below 38°F (3.3°C). (Even when the compressor is running, you can control the temperature.)

UPPER: This setting brings in outside air and directs it through the instrument panel outlets.

BI-LEVEL: This setting brings in outside air and directs it two ways. Half of the air is directed through the instrument panel outlets. Most of the remaining air is directed through the floor ducts and a little to the defrost and side window vents.

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FLOOR: This setting sends most of the air through the ducts near the floor. The remaining airflow comes out of the defroster and side window vents.

DEFOG: This setting allows half of the air to go to the floor ducts and half to the defroster and side window vents.

DEFROST: This setting directs most of the air through the defroster vent. Some of the air goes to the floor ducts and the side window vent. The air conditioning compressor will run automatically in this setting unless the outside temperature is below 38°F (3.3°C).

Air Conditioning Compressor Button

Press the A/C button to operate the air conditioning compressor. The indicator light above the button will glow when the button is pressed. You don't have to press the button to run the compressor in MAX or DEFROST because it will already be running in these modes.

Air Conditioning

On very hot days, open the windows long enough to let hot, inside air escape. This reduces the time for the vehicle to cool down.

For quick cool-down on very hot days, use MAX with the temperature knob all the way in the blue area. If this setting is used for long periods of time, the air in your vehicle may become too dry.

For normal cooling on hot days, use UPPER with the temperature knob in the blue area and the A/C button pushed in. The system will bring in outside air and cool it.

On cool, but sunny days, the sun may warm your upper body, but your lower body may not be warm enough. You can use BI-LEVEL with the temperature knob in the middle and the A/C button pushed in. The system will bring in outside air and direct it to your upper body, while sending slightly warmed air to your lower body. You may notice this temperature difference more at some times than others.

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Heating

On cold days use FLOOR with the temperature knob all the way in the red area. The system will bring in outside air, heat it and send it to the floor ducts.

If your vehicle has an engine coolant heater, you can use it to help your system provide warm air faster when it's cold outside 0°F (-18°C) or lower. An engine coolant heater warms the coolant your engine and heating system use to provide heat. See "Engine Coolant Heater" in the Index.

Ventilation

For mild outside temperatures when little heating or cooling is needed, use UPPER, with the A/C button off, to direct outside air through your vehicle. Your vehicle also has the flow-through ventilation system described later in this section.

Defogging and Defrosting

Your system has two settings for clearing the front and side windows. To defrost the windows quickly, use DEFROST with the temperature knob all the way in the red area. To warm passengers while keeping the windows clean, use DEFOG.

Air Conditioning with Automatic and Auxiliary Temperature Control (If Equipped)



With this system, you set a "desired cabin" temperature. You can then either let the system automatically control airflow direction and amount (to maintain the desired cabin temperature) or you can manually adjust it. The system works best if you keep your windows closed while using it.

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Automatic Control

For the most efficient operation, you should set the system temperature and press AUTO. The system will select the best fan speed and airflow settings to keep you comfortable. The air conditioning compressor will run if the outside temperature is above 38°F (3.3°C). You may notice a delay of three to four minutes before the fan comes on.

Driver's Temperature Knob

The left knob sets the temperature for the entire system when the light on DUAL button isn't lit. If the light is lit, the knob sets the temperature for the driver. Turn the knob toward red (clockwise) to raise the desired cabin temperature. Turn it toward blue (counterclockwise) to lower the temperature. The display will show your selection for a few seconds, then the outside temperature will show or be displayed.

Passenger's Temperature Knob

The right knob sets the desired cabin temperature for the passenger and will automatically force the system into a dual zone operation, lighting the dual zone button light. Turn the right knob toward red (clockwise) to raise the temperature. Turn it toward blue (counterclockwise) to lower the temperature.

Dual Zone Button Light

The dual zone button light indicates whether the system is in single zone or dual zone operation. When there is no desire for dual zone operation, push the lit dual zone button to return to single zone operation. The dual zone button light will go off.

The system will operate to achieve your comfort set point as quick as possible. If you set the temperature for 60°F (16°C) or 90°F (32°C), the fan will go to it's highest speed, unless you manually select a lower speed. The system will maintain full cold or full hot operation at these settings.

Cold Weather Example: (When you start the vehicle in cold weather, below freezing or after being parked overnight). If your Driver Set Temperature is 73°F (23°C) and you are in Full Automatic mode, the system will automatically move the temperature doors to full hot. The blower will start out at a low speed and the blower speed will increase as the engine warms up. The air will be delivered to the floor. As the interior of the vehicle warms up to your desired comfort point, the blower will decrease and the temperature door will move to a cooler position to maintain your desired comfort. As the cabin warms up or the sun load increases, the system could switch to air delivered to the windshield and the floor. (Defog mode)

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Hot Weather Example: (When you start the vehicle in Hot weather, 80°F (27°C) or after being parked during the day in full sun). If your Driver Set Temperature is73°F (23°C) and you are in Full Automatic mode. The system will automatically move the temperature doors to full Cold. The blower will be at low speed momentarily and then go to high blower. The air intake will be recirculated for maximum cooling performance. As the interior of the vehicle cools down to your desired comfort point, the blower will decrease and the temperature door will move to a warmer position to maintain your desired comfort. As the cabin cools down or the sun load decreases the system could switch to air delivered to A/C vents and the floor. (Bi-level mode)

Manual Control

Fan Buttons

The fan buttons select the amount of air you want when the system is not in AUTO. The display will show the fan speed by illuminating a maximum of seven fan bars.

Mode Button

The center panel has several settings to control the direction of airflow when the system is not in AUTO. The indicator light on the button will glow when the button is pressed. To access the various modes available, continue to press the MODE button until the desired mode appears on the display.

RECIRC: This setting recirculates much of the air inside your vehicle and sends it through the instrument panel outlets. The air conditioning compressor will run automatically in this setting unless the outside temperature is below 38°F (3.3°C).

UPPER: This setting brings in the outside air and directs it through the instrument panel outlets.

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BI-LEV: This setting brings in the outside air and directs it two ways. Half of the air is directed through the instrument panel outlets. Most of the remaining air is directed through the floor ducts and a little to the defrost and side window vents.

LOWER: This setting sends most of the air through the ducts near the floor. The remaining airflow comes out of the defroster and side window vents.

DEFOG: This setting allows half of the air to go to the floor ducts and half to the defroster and side window vents.

DEF: This setting directs most of the air through the defrost vent. Some of the air goes to the floor ducts and the side window vents The air conditioning compressor will run automatically in this setting unless the outside temperature is below 38°F (3.3°C).

Air Conditioning

On very hot days, open the windows long enough to let hot, inside air escape. This reduces the time for the vehicle to cool down.

For quick cool-down on very hot days, use RECIRC. If this setting is used for long periods of time, the air in your vehicle may become too dry.

For normal cooling on hot days, use UPPER with the A/C button pushed in. The system will bring in outside air and cool it.

On cool, but sunny days, the sun may warm your upper body, but your lower body may not be warm enough. You can use BI-LEV with the A/C button pushed in. The system will bring in outside air and direct it to your upper body, while sending slightly warmed air to your lower body. You may notice this temperature difference more at some times than others.

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Heating

On cold days use LOWER. The system will bring in outside air, heat it and send it to the floor ducts.

If your vehicle has an engine coolant heater, you can use it to help your system provide warm air faster when it's cold outside 0°F (-18°C) or lower. An engine coolant heater warms the coolant your engine and heating system use to provide heat. See "Engine Coolant Heater" in the Index.

Ventilation

For mild, outside temperatures when little heating or cooling is needed, use UPPER with the A/C button off, to direct outside air through your vehicle. Your vehicle also has the flow-through ventilation system described later in this section.

Defogging and Defrosting

Your system has two settings for clearing the front and side windows. To defrost the windows quickly, use DEF. To warm passengers while keeping the windows clean, use DEFOG.

Ventilation System



Adjust the direction of airflow by moving the louvered vents.

Your vehicle's flow-through ventilation system supplies outside air into the vehicle when it is moving. Outside air will also enter the vehicle when 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, adjust the mode knob to FLOOR and the fan to the highest speed for a few seconds 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.

Rear Window Defogger

Your comfort control system has a button to operate your rear window defogger. The electronic comfort control system has a button marked REAR. The system with automatic temperature control has a button marked R.DEF.

The rear window defogger uses a warming grid to remove fog from the rear window. Press the button to turn the rear defogger on. It will turn itself off after about ten minutes.





If you turn it on again, the rear defogger will only run for about five minutes before turning off. You can also turn it off by pressing the button again.

Do not attach anything like a temporary vehicle license or decal across the defogger grid.

NOTICE:

Don't use a razor blade or anything 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.

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Audio Systems

Your Delco® audio system has been designed to operate easily and give years of listening pleasure. You will get the most enjoyment out of it if you acquaint yourself with it first. Find out what your Delco system can do and how to operate all its controls, to be sure you're getting the most out of the advanced engineering that went into it.

Setting the Clock for AM-FM Stereo

Press SET. Within five seconds, press and hold the SEEK down arrow until the correct hour appears on the display. Press and hold the SEEK up arrow until the correct minute appears on the display.

Setting the Clock for All Systems Except AM-FM Stereo

Press and hold HR until the correct hour appears. Press and hold MIN until the correct minute appears. There will be a two-second delay before the clock goes into time-set mode, and the colon on the display will blink while in this mode.

AM-FM Stereo



Playing the Radio

VOLUME: Push this knob to turn the system on and off. To increase volume, turn the knob clockwise. Turn it counterclockwise to decrease volume.

RCL/PROG: Press this button to recall the station being played or to display the clock.

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Finding a Station

AM-FM: Press this button to switch between AM and FM. The display shows your selection.

TUNE: Turn the lower knob to choose radio stations.

SEEK: Press the up or down arrow to go to the next higher or lower station and stay there.

PUSHBUTTONS: The four numbered pushbuttons let you return to your favorite stations. You can set up to 14 stations (seven AM and seven FM). Just:

1. Press AM-FM to select the band.
2. Tune in the desired station.
3. Press SET. (SET will appear on the display.)
4. Press one of the four numbered pushbuttons, within five seconds. Whenever you press that numbered pushbutton, the station you set will return.
5. Repeat the steps for each pushbutton.

In addition to the four stations already set, up to three more stations may be preset on each band by pressing two adjoining buttons at the same time. Just:

1. Tune in the desired station.
2. Press SET. (SET will appear on the display.)
3. Press any two adjoining pushbuttons at the same time, within five seconds. Whenever you press the same buttons, the station you set will return.
4. Repeat the steps for each pair of pushbutton.

Setting the Tone

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

TREB: Slide the lever up or down to increase or decrease treble. If a station is weak or noisy, you may want to decrease the treble.

Adjusting the Speakers

BALANCE: Turn the control behind the upper knob to move the sound to the left or right speakers. The middle position balances the sound between the speakers.

FADE: Turn the control behind the lower knob to move the sound to the front or rear speakers. The middle position balances the sound between the speakers.

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AM-FM Stereo with Cassette Tape Player (If Equipped)



Playing the Radio

VOL: Push this knob to turn the system on and off. To increase volume, turn the knob clockwise. Turn it counterclockwise to decrease volume.

RECALL: Display the time with the ignition off by pressing this knob. When the radio is playing, press this knob to recall the station frequency.

Finding a Station

AM-FM: Press this button to switch between AM, FM1 and FM2. The display shows your selection.

TUNE: Press this knob lightly so it extends. Turn it to choose radio stations. Push the knob back into its stored position when you're not using it.

SEEK: Press the up or down arrow to go to the next higher or lower station and stay there.

PUSHBUTTONS: The six numbered pushbuttons let you return to your favorite stations. You can set up to 18 stations (six AM, six FM1 and six FM2). Just:

1. Press AM-FM to select the band.
2. Tune in the desired station.
3. Press and hold one of the six numbered buttons until SET appears on the display. Whenever you press that numbered button, the station you set will return.
4. Repeat the steps for each pushbutton.

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Setting the Tone

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

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

Adjusting the Speakers

BAL: Press this knob lightly so it extends. Turn this knob to move the sound to the left or right speakers. The middle position balances the sound between the speakers.

FADE: Press this knob lightly so it extends. Turn this knob to move the sound to the front or rear speakers. The middle position balances the sound between the speakers.

Push these knobs back into their stored positions when you're not using them.

Playing a Cassette Tape

Your tape player is built to work best with tapes that are 30 to 45 minutes long on each side. Tapes longer than that are so thin they may not work well in this player.

While the tape is playing, use the VOL, FADE, BAL, BASS and TREB controls just as you do for the radio. The display will show an arrow to show which side of the tape is playing. When the down indicator arrow is lit, selections listed on the bottom side of the cassette are playing. When the up arrow is lit, selections listed on the top side of the cassette are playing. The tape player automatically begins playing the other side when it reaches the end of the tape.

If E and a number appear on the radio display, the tape won't play because of an error.

- **E10:** The tape is tight and the player can't turn the tape hubs. Remove the tape. Hold the tape with the open end down and try to turn the right hub counterclockwise with a pencil. Turn the tape over and repeat. If the hubs do not turn easily, your tape may be damaged and should not be used in the player. Try a new tape to make sure your player is working properly.
- **E11:** The tape is broken. Try a new tape.

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If any error occurs repeatedly or if an error can't be corrected, please contact your dealer. If your radio displays an error number, write it down and provide it to your dealer when reporting the problem.

PREV (1): Press this button or the SEEK down arrow to search for the previous selection on the tape. Your tape must have at least three seconds of silence between each selection for PREV or SEEK to work. The tape direction arrow blinks during PREV or SEEK operation. Press PREV or the SEEK down arrow to stop searching. The sound will mute during PREV or SEEK operation.

NEXT (2): Press this button or the SEEK up arrow to search for the next selection on the tape. If you hold the button, the player will continue moving forward through the tape. Your tape must have at least three seconds of silence between each selection for NEXT or SEEK to work. The tape direction arrow blinks during NEXT or SEEK operation. Press NEXT or the SEEK up arrow to stop searching. The sound will mute during NEXT or SEEK operation.

PROG (3): Press this button to play the other side of the tape.

DD (4): Press this button to reduce background noise. Note that the double-D symbol will appear on the display.

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REV (5): Press this button to reverse the tape rapidly. Press it again to return to playing speed. The radio will play the last-selected station while the tape reverses. You may select stations during REV operation by using SEEK or TUNE.

FWD (6): Press this button to advance quickly to another part of the tape. Press the button again to return to playing speed. The radio will play the last-selected station while the tape advances. You may select stations during FWD operation by using SEEK or TUNE.

AM-FM: Press this button to play the radio when a tape is in the player.

TAPE/PLAY: Press this button to change to the tape function when the radio is on. The tape symbol with an arrow will appear on the display when the tape is active. To return to playing the radio, press the AM-FM button.

EJECT: Press this button to remove the tape. The radio will play. EJECT may be activated with either the ignition or radio off. Cassettes may be loaded with the radio and ignition off if this button is pressed first.

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CLN: If this message appears on the display, the cassette tape player needs to be cleaned. It will still play tapes, but you should clean it as soon as possible to prevent damage to the tapes and player. See "Care of Your Cassette Tape Player" in the Index. After you clean the player, press and hold EJECT for five seconds to reset the CLN indicator. The radio will display --- to show the indicator was reset.

CD Adapter Kits

It is possible to use a CD adapter kit with your cassette tape player after activating the bypass feature on your tape player.

To activate the bypass feature, the ignition must be on. Turn your radio off. Press TAPE/PLAY and hold for three seconds. After three seconds, the tape symbol in the display will flash for two seconds indicating the feature is active. Turn the radio on and insert the adapter.

This override feature will remain active until EJECT is pressed.

AM-FM Stereo with Cassette Tape Player and Equalizer (If Equipped)



Playing the Radio

VOL: Push this knob to turn the system on and off. To increase volume, turn the knob clockwise. Turn it counterclockwise to decrease volume.

RECALL: Display the time with the ignition off by pressing this knob. When the radio is playing, press this knob to recall the station frequency.

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Finding a Station

AM-FM: Press this button to switch between AM, FM1 and FM2. The display shows your selection.

TUNE: Press this knob lightly so it extends. Turn it to choose radio stations. Push the knob back into its stored position when you're not using it.

SEEK: Press the up or down arrow to go to the next higher or lower station and stay there.

PUSHBUTTONS: The six numbered pushbuttons let you return to your favorite stations. You can set up to 18 stations (six AM, six FM1 and six FM2). Just:

1. Press AM-FM to select the band.
2. Tune in the desired station.
3. Press and hold one of the six numbered buttons until SET appears on the display. Whenever you press that numbered button, the station you set will return.
4. Repeat the steps for each pushbutton.

Setting the Tone

EQUALIZER: A seven band equalizer is part of your audio system. Slide the levers up to boost or down to reduce frequency range.

Adjusting the Speakers

BAL: Press this knob lightly so it extends. Turn it to move the sound to the left or right speakers. The middle position balances the sound between the speakers.

FADE: Press this knob lightly so it extends. Turn it to move the sound to the front or rear speakers. The middle position balances the sound between the speakers.

Push these knobs back into their stored positions when you're not using them.

Playing a Cassette Tape

Your tape player is built to work best with tapes that are 30 to 45 minutes long on each side. Tapes longer than that are so thin they may not work well in this player.

While the tape is playing, use the VOL, FADE and BAL controls just as you do for the radio. The display will show an arrow to show which side of the tape is playing. When the down indicator arrow is lit, selections listed on the bottom side of the cassette are playing. When the up arrow is lit, selections listed on the top side of the cassette are playing. The tape player automatically begins playing the other side when it reaches the end of the tape.

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If E and a number appear on the radio display, the tape won't play because of an error.

- **E10:** The tape is tight and the player can't turn the tape hubs. Remove the tape. Hold the tape with the open end down and try to turn the right hub counterclockwise with a pencil. Turn the tape over and repeat. If the hubs do not turn easily, your tape may be damaged and should not be used in the player. Try a new tape to make sure your player is working properly.
- **E11:** The tape is broken. Try a new tape.

If any error occurs repeatedly or if an error can't be corrected, please contact your dealer. If your radio displays an error number, write it down and provide it to your dealer when reporting the problem.

PREV (1): Press this button or the SEEK down arrow to search for the previous selection on the tape. Your tape must have at least three seconds of silence between each selection for PREV or SEEK to work. The tape direction arrow blinks during PREV or SEEK operation. Press PREV or the SEEK down arrow to stop searching. The sound will mute during PREV or SEEK operation.

NEXT (2): Press this button or the SEEK up arrow to search for the next selection on the tape. If you hold the button, the player will continue moving forward through the tape. Your tape must have at least three seconds of silence between each selection for NEXT or SEEK to work. The tape direction arrow blinks during NEXT or SEEK operation. Press NEXT or the SEEK up arrow to stop searching. The sound will mute during NEXT or SEEK operation.

PROG (3): Press this button to play the other side of the tape.

DD (4): Press this button to reduce background noise. Note that the double-D symbol will appear on the display.

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REV (5): Press this button to reverse the tape rapidly. Press it again to return to playing speed. The radio will play the last-selected station while the tape reverses. You may select stations during REV operation by using SEEK or TUNE.

FWD (6): Press this button to advance quickly to another part of the tape. Press the button again to return to playing speed. The radio will play the last-selected station while the tape advances. You may select stations during FWD operation by using SEEK or TUNE.

AM-FM: Press this button to play the radio when a tape is in the player.

TAPE/PLAY: Press this button to change to the tape function when the radio is on. The tape symbol with an arrow will appear on the display when the tape is active. To return to playing the radio, press the AM-FM button.

EJECT: Press this button to remove the tape. The radio will play. EJECT may be activated with either the ignition or radio off. Cassettes may be loaded with the radio off if this button is pressed first.

CLN: If this message appears on the display, the cassette tape player needs to be cleaned. It will still play tapes, but you should clean it as soon as possible to prevent damage to the tapes and player. See "Care of Your Cassette Tape Player" in the Index. After you clean the player, press and hold EJECT for five seconds to reset the CLN indicator. The radio will display --- to show the indicator was reset.

CD Adapter Kits

It is possible to use a CD adapter kit with your cassette tape player after activating the bypass feature on your tape player.

To activate the bypass feature, the ignition must be on. Turn your radio off. Press TAPE/PLAY and hold for three seconds. After three seconds, the tape symbol in the display will flash for two seconds indicating the feature is active. Turn the radio on and insert the adapter.

This override feature will remain active until EJECT is pressed.

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AM-FM Stereo with Compact Disc Player (If Equipped)



Playing the Radio

VOL: Push this knob to turn the system on and off. To increase volume, turn the knob clockwise. Turn it counterclockwise to decrease volume.

RECALL: Display the time with the ignition off by pressing this knob. When the radio is playing, press this knob to recall the station frequency.

Finding a Station

AM-FM: Press this button to switch between AM, FM1 and FM2. The display shows your selection.

TUNE: Press this knob lightly so it extends. Turn it to choose radio stations. Push the knob back into its stored position when you're not using it.

SEEK: Press the up or down arrow to go to the next higher or lower station and stay there.

PUSHBUTTONS: The six numbered pushbuttons let you return to your favorite stations. You can set up to 18 stations (six AM, six FM1 and six FM2). Just:

1. Press AM-FM to select the band.
2. Tune in the desired station.
3. Press and hold one of the six numbered buttons until SET appears on the display. Whenever you press that numbered button, the station you set will return.
4. Repeat the steps for each pushbutton.

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Setting the Tone

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

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

Adjusting the Speakers

BAL: Press this knob lightly so it extends. Turn it to move the sound to the left or right speakers. The middle position balances the sound between the speakers.

FADE: Press this knob lightly so it extends. Turn it to move the sound to the front or rear speakers. The middle position balances the sound between the speakers.

Push these knobs back into their stored positions when you're not using them.

Playing a Compact Disc

The integral CD player can play 8 cm "single" mini-discs. Full-size compact discs and mini-discs are loaded in the same manner.

Insert a disc partway into the slot, label side up. The player will pull it in. The compact disc symbol will appear on the display. If the ignition and the radio are on, the disc will begin playing. CD will appear on the display next to the compact disc symbol. If you want to insert a disc when the ignition is off, first press EJECT.

If you're driving on a very rough road or if it's very hot, the disc may not play and E (error) and a number may appear on the radio display. If the disc comes out, it could be that:

- The disc is upside down.
- It is dirty, scratched or wet.
- The air is very humid. (If so, wait about an hour and try again.)

If any error occurs repeatedly or if an error can't be corrected, please contact your dealer. If your radio displays an error number, write it down and provide it to your dealer when reporting the problem.

PREV (1): Press this button or the SEEK down arrow to go to the start of the current track if more than eight seconds have played. If you hold the button or press it more than once, the player will continue moving back through the disc.

NEXT (2): Press this button or the SEEK up arrow to go to the start of the next track if more than eight seconds have played. If you hold the button or press it more than once, the player will continue moving forward through the disc.

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RDM (3): Press this button to hear the tracks in random, rather than sequential, order. Press RDM again to turn off random play.

REV (5): Press and hold this button to quickly reverse within a track (song). Release it to play the passage. You will hear sound at a reduced volume. The display will show elapsed time.

FWD (6): Press and hold this button to quickly advance within a track (song). You will hear sound at a reduced volume. The display will show elapsed time.

RECALL: Press this button to see what track is playing. Press it again within five seconds to see how long it has been playing (elapsed time). The track number also appears when the disc is inserted, you change the volume or when a new track starts playing.

AM-FM: Press this button to play the radio when a disc is playing. The disc will stop but remain in the player.

CD/PLAY: Press this button to change to the disc function when the radio is on.

EJECT: Press this button to remove the disc or stop the disc and switch to the radio. EJECT will work with the radio off.

AM-FM Stereo with Compact Disc Player and Equalizer (If Equipped)



Playing the Radio

VOL: Push this knob to turn the system on and off. To increase volume, turn the knob clockwise. Turn it counterclockwise to decrease volume.

RECALL: Press this button briefly to recall the station being played or to display the clock. If you press the knob when the ignition is off, the clock will show for a few seconds.

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Finding a Station

AM-FM: Press this button to switch between AM, FM1 and FM2. The display shows your selection.

TUNE: Press this knob lightly so it extends. Turn it to choose radio stations. Push the knob back into its stored position when you're not using it.

SEEK: Press the up or down arrow to go to the next higher or lower station and stay there.

PUSHBUTTONS: The six numbered pushbuttons let you return to your favorite stations. You can set up to 18 stations (six AM, six FM1 and six FM2). Just:

1. Press AM-FM to select the band.
2. Tune in the desired station.
3. Press and hold one of the six numbered buttons until SET appears on the display. Whenever you press that numbered button, the station you set will return.
4. Repeat the steps for each pushbutton.

Setting the Tone

EQUALIZER: A seven band equalizer is part of your audio system. Slide the levers up to boost or down to reduce frequency range.

Adjusting the Speakers

BAL: Press this knob lightly so it extends. Turn it to move the sound to the left or right speakers. The middle position balances the sound between the speakers.

FADE: Press this knob lightly so it extends. Turn it to move the sound to the front or rear speakers. The middle position balances the sound between the speakers.

Push these knobs back into their stored positions when you're not using them.

Playing a Compact Disc

The integral CD player can play 8 cm "single" mini-discs. Full-size compact discs and mini-discs are loaded in the same manner.

Insert a disc partway into the slot, label side up. The player will pull it in. If the ignition and the radio are on, the disc will begin playing. If you want to insert a disc when the ignition is off, first press EJECT.

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If you're driving on a very rough road or if it's very hot, the disc may not play and E (error) and a number may appear on the radio display. If the disc comes out, it could be that:

- The disc is upside down.
- It is dirty, scratched or wet.
- The air is very humid. (If so, wait about an hour and try again.)

If any error occurs repeatedly or if an error can't be corrected, please contact your dealer. If your radio displays an error number, write it down and provide it to your dealer when reporting the problem.

PREV (1): Press this button or the SEEK down arrow to go to the start of the current track if more than eight seconds have played. If you hold the button or press it more than once, the player will continue moving back through the disc.

NEXT (2): Press this button or the SEEK up arrow to go to the start of the next track if more than eight seconds have played. If you hold the button or press it more than once, the player will continue moving forward through the disc.

RDM (3): Press this button to hear the tracks in random rather than sequential, order. Press RDM again to turn off random play. The radio will play during this operation.

REV (5): Press and hold this button to quickly reverse within a track (song). Release it to play the passage. You will hear sound at a reduced volume. The display will show elapsed time.

FWD (6): Press and hold this button to quickly advance within a track (song). You will hear sound at a reduced volume. The display will show elapsed time.

RECALL: Press this button to see what track is playing. Press it again within five seconds to see how long it has been playing (elapsed time). The track number also appears when the disc is inserted, the volume is changed or when a new track starts playing.

AM-FM: Press this button to play the radio when a disc is playing. The disc will stop but remain in the player.

CD/PLAY: Press this button to change to the disc function when the radio is on.

EJECT: Press this button to remove the disc or stop the disc and switch to the radio. EJECT will work with the radio off.

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Trunk Mounted CD Changer (If Equipped)

With the optional compact disc changer, you can play up to 12 discs continuously. Normal size discs may be played using the trays supplied in the magazine.

The small discs (8 cm) can be played only with specially designed trays.

You must first load the magazine with discs before you can play a compact disc. Each of the 12 trays holds one disc. Press the button on the back of the magazine and pull gently on one of the trays. Load the trays from bottom to top, placing a disc on the tray label side down. If you load a disc label side up, the disc will not play and an error will occur. Gently push the tray back into the magazine slot. Repeat this procedure for loading up to 12 discs in the magazine.

Once you have loaded the discs in the magazine, slide open the door of the compact disc (CD) changer. Push the magazine into the changer in the direction of the arrow marked on top of the magazine.

Close the door by sliding it all the way to the left. If the door is left partially open, the changer will not operate and an error will occur. When the door is closed, the changer will begin checking for discs in the magazine. This will continue for up to two minutes depending on the number of discs loaded.

To eject the magazine from the player, slide the CD changer door all the way open. The magazine will automatically eject. Remember to keep the door closed whenever possible to keep dirt and dust from getting inside the changer.

All of the CD functions are controlled by the radio buttons except for ejecting the magazine. Whenever a CD magazine with discs is loaded in the changer, the compact disc symbol will appear on the radio display. If the CD changer is checking the magazine for CDs, the compact disc symbol will flash on the display until the changer is ready to play. When a CD begins playing, CD will appear in the bottom left corner and a disc and track number will be displayed. The disc numbers are listed on the front of the magazine.

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Compact Disc Errors

If E and a number appear on the display an error has occurred and the compact disc temporarily cannot play.

The CD changer will send an error message to the receiver to indicate:

- **E30:** Focus Error
- **E31:** Tracking Error
- **E32:** Motor Error
- **E33:** CD Changer Communication Error
- **E34:** CD Changer Door Open
- **E35:** CD Changer Cartridge Empty

If the error occurred while trying to play a CD in the compact disc player or changer, the following conditions may have caused the error:

- The road is too rough. The disc should play when the road is smoother.
- The disc is dirty, scratched, wet or upside down.
- The air is very humid. If so, wait about an hour and try again.
- The CD changer door is open. Completely close the door to restore normal operation.
- An empty magazine is inserted in the CD changer. Try the magazine again with a disc loaded on one of the trays.

If any error occurs repeatedly or if an error cannot be corrected, please contact your dealer. If your radio displays an error number, write it down and provide it to your dealer when reporting the problem.

Playing a Compact Disc

PREV (1): Press this button to go back to the start of the current track if more than eight seconds have played. Press PREV again to go to the previous track on the disc.

NEXT (2): Press this button to advance to the next track on the disc.

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PROG (3): Press this button to select the next disc in the magazine. If a CD cannot be played, its number will be skipped when selecting discs while using the PROG button.

RANDOM (4): Press this button to enter the random play mode. RDM will appear on the display. While in this mode, the tracks on the discs will be played in random order. If you press PROG or SEEK while in the random mode, discs and tracks will be scanned randomly. Press this button again to turn off the random feature and return to normal operation.

REV (5): Press and hold this button to quickly reverse within a track. As the CD reverses, elapsed time will be displayed to help you find the correct passage.

FWD (6): Press and hold this button to quickly advance within a track. As the CD advances, elapsed time will be displayed to help you find the correct passage.

RECALL: Press this button to see what track is currently playing. Press RECALL again within five seconds to see how long the track has been playing. EL TM will appear on the display when in elapsed time mode. When a new track starts to play, the track number will also appear. Press RECALL a third time and the time of day will be displayed.

SEEK: Press the SEEK down arrow while playing a CD to go back to the start of the current track if more than eight seconds have played. If you press it again, the changer will go to previous tracks. Press the SEEK up arrow and it will go to the next higher track on the disc.

TAPE/PLAY: Press this button to play a CD if you have a magazine loaded in the changer and the radio is playing. To return to the radio while a CD is playing, press AM-FM. You can also press this button to switch between a cassette tape and CD, if both are loaded.

Theft-Deterrent Feature

THEFTLOCK ™ is designed to discourage theft of your radio. It works by using a secret code to disable all radio functions whenever 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, your radio will not operate if stolen.

When THEFTLOCK is activated, the radio will display LOC to indicate a locked condition anytime 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.

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Activating the Theft-Deterrent Feature

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.

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.

1. Write down any three or four-digit number from 000 to 1999 and keep it in a safe place separate from the vehicle.
2. Turn the ignition to ACCESSORY or RUN.
3. Turn the radio off.
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 MIN and 000 will appear on the display.
6. Press MIN again to make the last two digits agree with your code.
7. Press HR to make the first one or two digits agree with your code.
8. Press AM-FM after you have confirmed that the code matches the secret code you have written down. The display will show REP to let you know that you need to repeat Steps 5 through 7 to confirm your secret code.
9. Press AM-FM and this time the display will show SEC to let you know that your radio is secure.

Note that with the ignition off, the THEFTLOCK indicator will flash indicating a secured radio.

Unlocking the Theft-Deterrent Feature After a Power Loss

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

1. LOC appears when the ignition is on.
2. Press MIN and 000 will appear on the display.
3. Press MIN again to make the last two digits agree with your code.
4. Press HR to make the first one or two digits agree with your code.
5. Press AM-FM after you have confirmed that the code matches the secret code you have written down. The display will show SEC, indicating the radio is now operable and secure.

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If you enter the wrong code eight times, INOP will appear on the display. You will have to wait an hour with the ignition on before you can try again. When you try again, you will only have three chances to enter the correct code before INOP appears.

If you lose or forget your code, contact your dealer.

Disabling the Theft-Deterrent Feature

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

1. Turn the ignition to ACCESSORY or RUN.
2. Turn the radio off.
3. Press the 1 and 4 buttons together. Hold them down until SEC shows on the display.
4. Press MIN and 000 will appear on the display.
5. Press MIN again to make the last two digits agree with your code.
6. Press HR to make the first one or two digits agree with your code.
7. Press AM-FM after you have confirmed that the code matches the secret code you have written down. The display will show ---, indicating that the radio is no longer secured.

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

When battery power is removed and later applied to a secured radio, the radio won't turn on and LOC will appear on the display.

To unlock a secured radio, see "Unlocking the Theft-Deterrent Feature After a Power Loss" earlier in this section.

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Steering Wheel Controls (If Equipped)





If your vehicle has this feature, you can control certain radio functions using the buttons on your steering wheel.

VOLUME: Press the up or down arrow to increase or decrease volume.

PLAY: Press this button to play a cassette tape or compact disc when the radio is playing.

MUTE: Press this button to silence the system. Press it again, or any other radio button, to turn on the sound.

SEEK: Press the up arrow to tune to the next radio station and the down arrow to tune to the previous radio station. If a cassette tape or compact disc is playing, the player will advance to the next selection with the up arrow and go to the previous selection with the down arrow.

PRESET: Press this button to play a station you have programmed on the radio preset buttons. When a cassette tape is loaded, press this button to change tape sides. If you have the trunk mounted CD player, press this button to advance to the next disc in the magazine.

AM-FM: Press this button to choose AM, FM1 or FM2. If a cassette tape or compact disc is playing, it will stop and the radio will play.

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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 pick up noise from things like storms and power lines. Try reducing the treble to reduce this noise if you ever get it.

Tips About Your Audio System

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.

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. 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.

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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. Cassette tapes should be stored in their cases away from contaminants, direct sunlight and extreme heat. If they aren't, they may not operate properly or may cause failure of the tape player.

Your tape player should be cleaned regularly after every 50 hours of use. Your radio may display CLN to indicate that you have used your tape player for 50 hours without resetting the tape clean timer. If this message appears on the display, your cassette tape player needs to be cleaned. It will still play tapes, but you should clean it as soon as possible to prevent damage to your tapes and player. If you notice a reduction in sound quality, try a known good cassette to see if it is the tape or the tape player 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 with pads which scrub the tape head as the hubs of the cleaner cassette turn. It is normal for the cassette to eject while cleaning. Insert the cassette at least three times to ensure thorough cleaning. A scrubbing action cleaning cassette is available through your Pontiac dealership.

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.

After you clean the player, press and hold EJECT for five seconds to reset the CLN indicator. The radio will display --- to show the indicator was reset.

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

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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 rear quarter panel.

Backglass Antenna (If Equipped)

Your AM-FM antenna is now integrated with your rear window defogger, into your rear window. Be sure that the inside surface of the rear window is not scratched and that the lines on the glass are not damaged. If the inside surface is damaged, it could interfere with radio reception.

Because this antenna is built into your rear window, there is a reduced risk of damage caused by car washes and vandals.

If you choose to add a cellular telephone to your Pontiac, and the antenna needs to be attached to the glass, be sure that you do not damage the grid lines for the AM-FM antenna. There is enough space between the lines to attach a cellular telephone antenna without interfering with radio reception.

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Section 4 Your Driving and the Road

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.

4-2 Defensive Driving
4-3 Driving Drunk
4-6 Having Control of Your Vehicle
4-6 Your Braking System Information
4-7 Anti-Lock Brake Information
4-9 Trac System
4-11 Braking in Emergencies
4-11 Steering Tips
4-13 Off-Road Recovery Tips
4-13 Passing Other Vehicles
4-15 Losing Control of Your Vehicle
4-16 Night Driving
4-17 Driving in Rain and on Wet Roads
4-22 Tips Before Leaving on a Long Trip
4-23 Avoiding Highway Hypnosis
4-23 Driving on Hills and Mountains
4-25 Winter Driving
4-27 If You're Caught in a Blizzard
4-29 Loading Your Vehicle
4-31 Helpful Hints for Towing a Trailer

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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.

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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 affects four things that anyone needs to drive a vehicle:

- Judgment
- Muscular Coordination
- Vision
- Attentiveness.

Police records show that almost half of all motor vehicle-related deaths involve alcohol. In most cases, these deaths are the result of someone who was drinking and driving. In recent years, some 17,000 annual motor vehicle-related deaths have been associated with the use of alcohol, with more than 300,000 people injured.

Many adults -- by some estimates, nearly half the adult population -- choose never to drink alcohol, so they never drive after drinking. For persons under 21, it's against the law in every U.S. state to drink alcohol. There are good medical, psychological and developmental reasons for these laws.

The obvious way to solve this highway safety problem is for people never to drink alcohol and then drive. But what if people do? How much is "too much" if the driver plans to drive? It's 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 Concentration (BAC) of someone who is drinking depends upon four things:

- The amount of alcohol consumed
- 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-lb. (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.

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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 somewhat lower BAC level.

There is a gender difference, too. Women generally have a lower relative percentage of body water than men. Since alcohol is carried in body water, this means that a woman generally will reach a higher BAC level than a man of her same body weight when each has the same number of drinks.

The law in many U.S. states sets the legal limit at a BAC of 0.10 percent. In a growing number of U.S. states, and throughout Canada, the limit is 0.08 percent. In some other countries, it's even lower. The BAC limit for all commercial drivers in the United States is 0.04 percent.

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.

But 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 a collision increases sharply for drivers who have a BAC of 0.05 percent or above. A driver with a BAC level of 0.06 percent has doubled his or her chance of having a collision. At a BAC level of 0.10 percent, the chance of this driver having a collision is 12 times greater; at a level of 0.15 percent, the chance is 25 times greater!

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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 even a moderate 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, especially injuries to the brain, spinal cord or heart. This means that when anyone who has been drinking -- driver or passenger -- is in a crash, that person's chance of being killed or permanently disabled is higher than if the person had not been drinking.

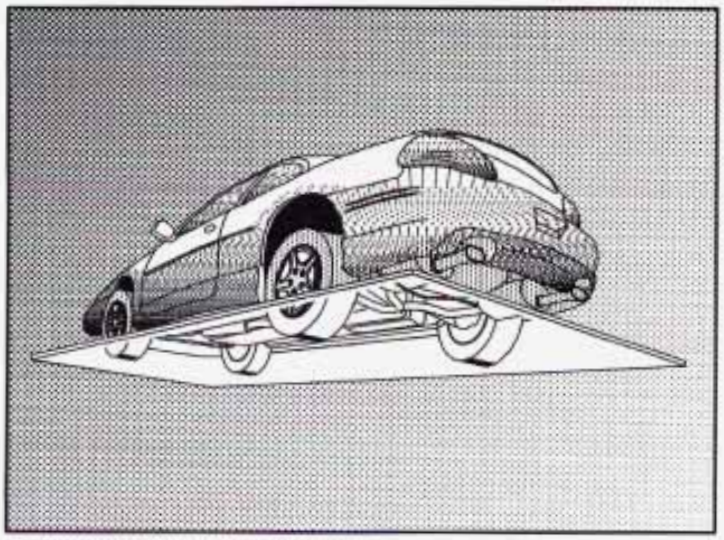
⚠ CAUTION:

Drinking and then driving is very dangerous. Your reflexes, perceptions, attentiveness and judgment can be affected by even a small amount of alcohol. You can have a serious -- or even fatal -- collision 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.

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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; the condition of your brakes; the weight of the vehicle and the amount of brake force applied.

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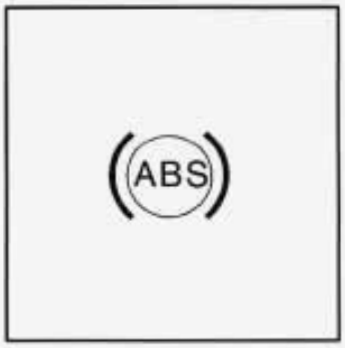
Avoid needless heavy braking. Some people drive in spurts -- heavy acceleration followed by heavy braking -- rather than keeping pace with traffic. This is a mistake. Your brakes may not have time to cool between hard stops. Your brakes will wear out much faster if you do a lot of heavy braking. If you 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.

Anti-Lock Brakes (ABS)

Your vehicle has anti-lock brakes (ABS). ABS is an advanced electronic braking system that will help prevent a braking skid.

When you start your engine, or when you *begin to drive* away, your anti-lock brake system will check itself. You may hear a momentary motor or clicking noise while this test is going on, and you may even notice that your brake pedal moves a little. This is normal.



If there's a problem with the anti-lock brake system, this warning light will stay on or flash. See "Anti-Lock Brake System Warning Light" in the Index.

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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.

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Remember: Anti-lock doesn't change the time you need to get your foot up to the brake pedal or always decrease stopping distance. 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.

Using 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.



When your anti-lock system is adjusting brake pressure to help avoid a braking skid, this light will come on. See "Anti-Lock Brake System Active Light" in the Index.

Trac System (Option: Not Available with 3800 Supercharged Engine)

Your vehicle may have Trac System that limits wheel spin. This is especially useful in slippery road conditions. The system operates only if it senses that one or both of the front wheels are spinning or beginning to lose traction. When this happens, the system reduces engine power and may also upshift the transaxle to limit wheel spin.



This light will come on when your Trac System is limiting wheel spin. See "Trac System Active Light" in the Index. You may feel or hear the system working, but this is normal.

The Trac System operates in all transaxle shift lever positions. But the system can upshift the transaxle only as high as the shift lever position you've chosen, so you should use the lower gears only when necessary. See "Automatic Transaxle" in the Index.

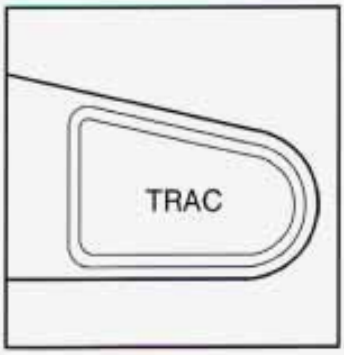
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When the system is on and the parking brake is fully released, this warning light will come on to let you know if there's a problem with the system. See "Trac System Warning Light" in the Index.

When this warning light is on, the system will not limit wheel spin. Adjust your driving accordingly.

To limit wheel spin, especially in slippery road conditions, you should always leave the Trac System on. But you can turn the system off if you ever need to. (You should turn the system off if your vehicle ever gets stuck in sand, mud, ice or snow. See "Rocking Your Vehicle" in the Index.)



To turn the system on or off, press the TRAC button on the on the far right end of the Driver Information Center or the optional Trip Computer.

When you turn the system off, the Trac System warning light will come on and stay on. If the Trac System is limiting wheel spin when you press the button to turn the system off, the warning light will come on -- but the system won't turn off right away. It will wait until there's no longer a current need to limit wheel spin.

You can turn the system back on at any time by pressing the button again. The Trac System warning light should go off.

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Braking in Emergencies

With anti-lock, you can steer and brake at the same time. 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.

Variable Effort Steering (Option)

This steering system provides lighter steering effort for parking and when driving at speeds below 20 mph (32 km/h). Steering effort will increase at higher speeds for improved road feel.

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 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 accelerate. Both control systems -- steering and acceleration -- have to do their work where the tires meet the road. Unless you have the Trac System and the system is on, adding the sudden acceleration can demand too much of those places. You can lose control. Refer to "Trac System" in the Index.

What should you do if this ever happens? Ease up on the 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.

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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. (See "Braking in Emergencies" earlier in this section.) 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.



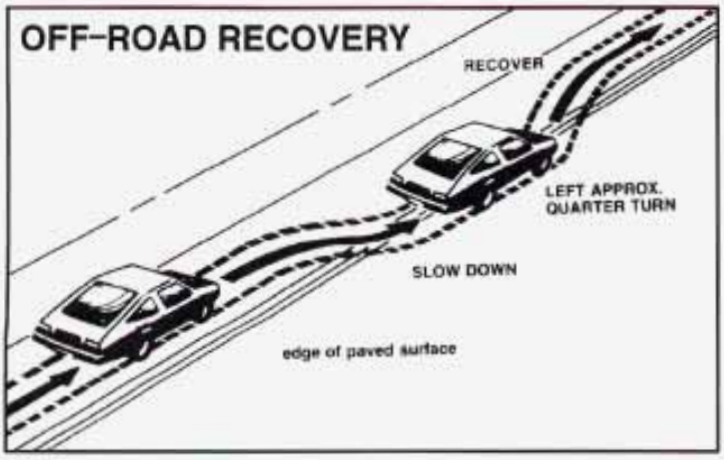
An emergency like this requires close attention and a quick decision. If you are holding the steering wheel at the recommended 9 and 3 o'clock positions, you can turn it a full 180 degrees very quickly without removing either hand. But you have to act fast, steer quickly, and just as quickly straighten 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.

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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 one-quarter 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 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.

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- 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 lamps 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.

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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 is best handled by easing your foot off the accelerator pedal.

If you have the Trac System, remember: It helps avoid only the acceleration skid.

If you do not have the Trac System, or if the system is off, then an acceleration skid is also 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.

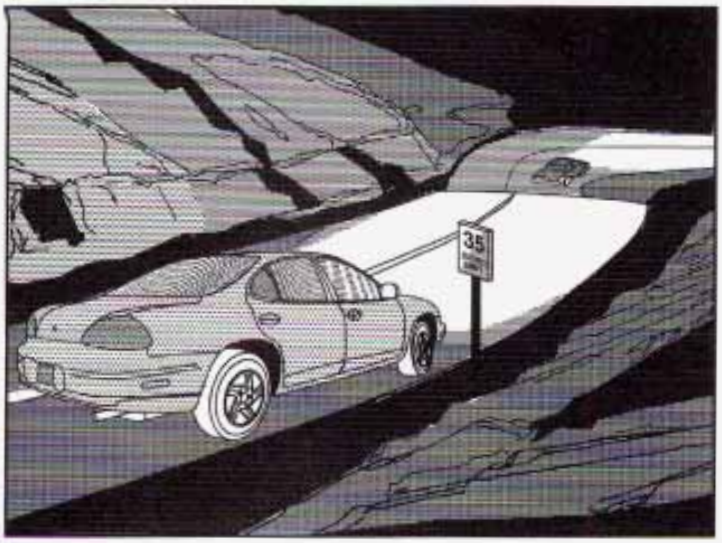
Of course, traction is reduced when water, snow, ice, gravel or other material is on the road. For safety, you'll want to slow down and adjust your driving to these conditions. It is important to slow down on slippery surfaces because stopping distance will be longer and vehicle control more limited.

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.

Remember: Any anti-lock brake system (ABS) helps avoid only the braking skid.

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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 headlamps behind you.
- 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 headlamps 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 headlamps, but they also make a lot of things invisible.

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You can be temporarily blinded by approaching headlamps. 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 headlamps), slow down a little. Avoid staring directly into the approaching headlamps.

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 headlamps 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 headlamps 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 Rain and on Wet Roads

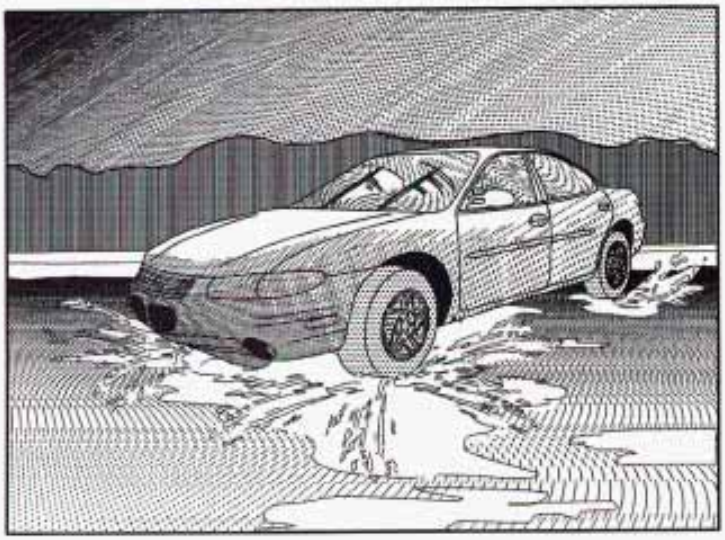


Rain and wet roads can mean driving trouble. On a wet road, you can't stop, accelerate or turn as well because your tire-to-road traction isn't as good as on dry roads. And, if your tires don't have much tread left, you'll get even less traction. It's always wise to go slower and be cautious if rain starts to fall while you are driving. The surface may get wet suddenly when your reflexes are tuned for driving on dry pavement.

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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 windshield wiping equipment in good shape and keep your windshield washer tank filled with washer fluid. 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 as 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.

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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 do not have 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.

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. Never drive through water that is slightly lower than the underbody of your vehicle. If you can't avoid deep puddles or standing water, drive through them very slowly.

Some Other Rainy Weather Tips

- 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.)

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City Driving



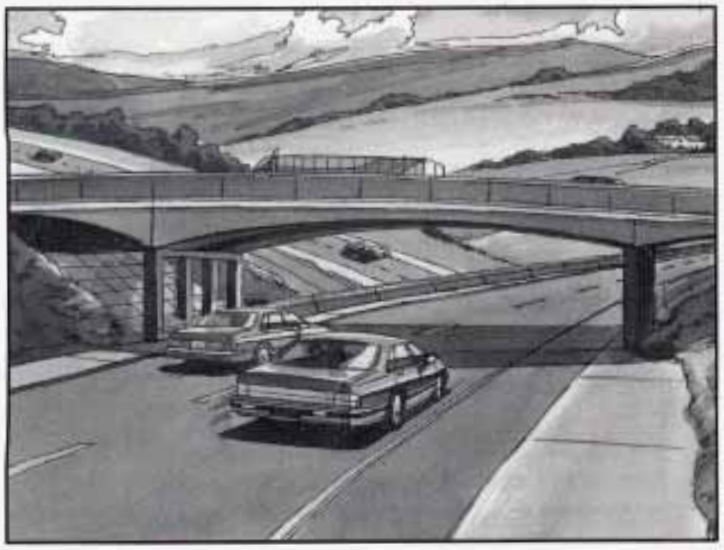
One of the biggest problems with city streets is the amount of traffic on them. You'll want to watch out for what the other drivers are doing and pay attention to traffic signals.

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 part, "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.

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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.

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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.

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?
- *Lamps:* 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?

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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.

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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.

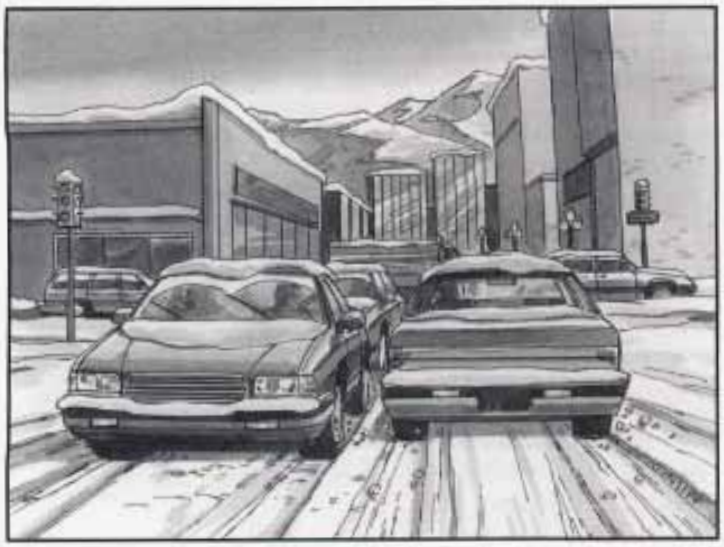
⚠ CAUTION:

Coasting downhill in NEUTRAL (N) 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 would then have poor braking or even none going down a hill. 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.

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Winter Driving



Here are some tips for winter driving:

- Have your Pontiac in good shape for winter.
- You may want to put winter emergency supplies in your trunk.



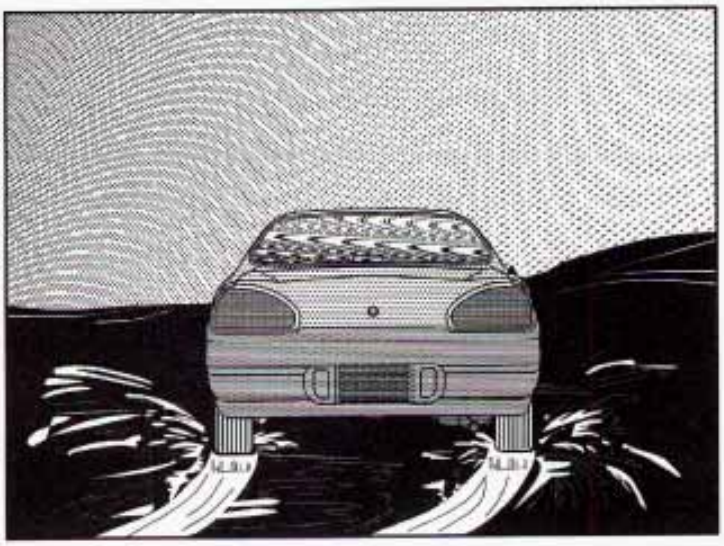
Include an ice scraper, a small brush or broom, a supply of windshield washer fluid, a rag, some winter outer clothing, a small shovel, a flashlight, a red cloth and a couple of reflective warning triangles. And, if you will be driving under severe conditions, include a small bag of sand, a piece of old carpet or a couple of burlap bags to help provide traction. Be sure you properly secure these items in your vehicle.

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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.

If you have the Trac System, keep the system on. It will improve your ability to accelerate when driving on a slippery road. Even though your vehicle has this system, you'll want to slow down and adjust your driving to the road conditions. See "Trac System" in the Index.

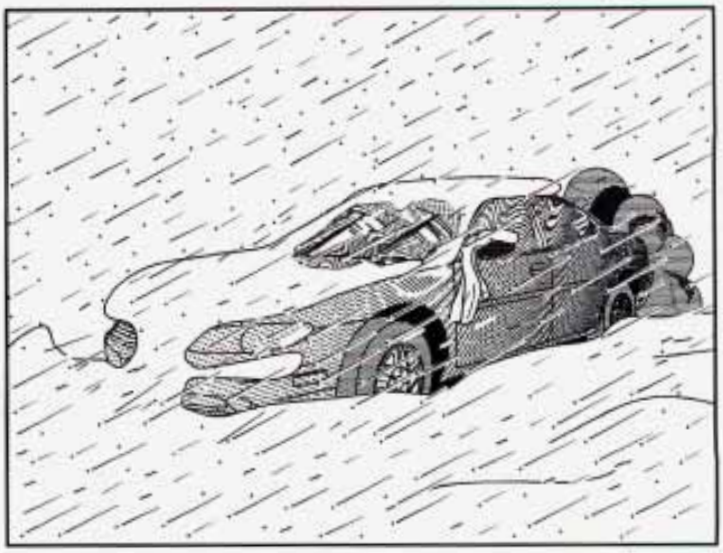
If you don't have the Trac System, accelerate gently. Try not to break the fragile traction. If you accelerate too fast, the drive wheels will spin and polish the surface under the tires even more.

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Your anti-lock brakes improve your vehicle's stability when you make a hard stop on a slippery road. Even though you have the anti-lock braking system, you'll want to begin stopping sooner than you would on dry pavement. See "Anti-Lock" in the Index.

- 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

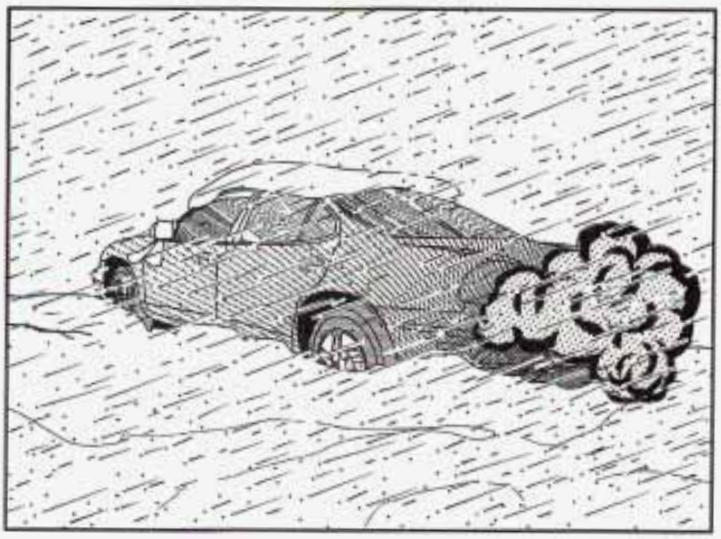


If you are stopped by heavy snow, you could be in a serious situation. You should probably stay with your vehicle unless you know for sure that you are near help and you can hike through the snow. Here are some things to do to summon help and keep yourself and your passengers safe:

- Turn on your hazard flashers.

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- 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.

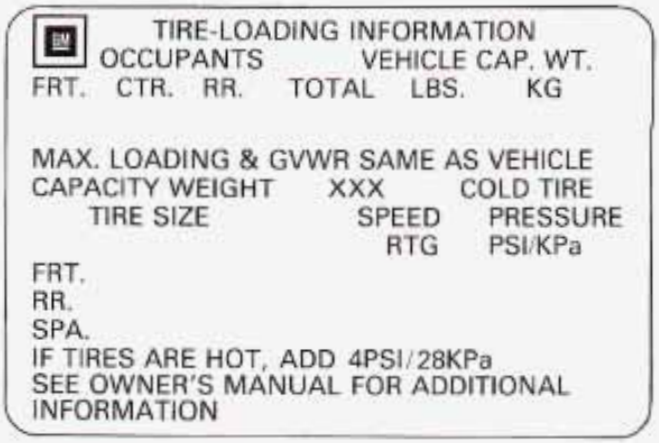
Open a window just a little on the side of the vehicle that's away from the wind. This will help keep CO out.

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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 headlamps. Let the heater run for a while.

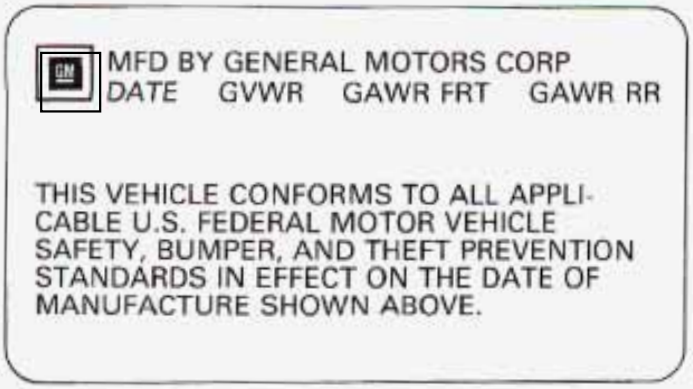
Then, shut the engine off and close the window almost all the way to preserve the heat. Start the engine again and repeat this only when you feel really uncomfortable from the cold. But do it as little as possible. Preserve the fuel as long as you can. To help keep warm, you can get out of the vehicle and do some fairly vigorous exercises every half hour or so until help comes.

Loading Your Vehicle



Two labels on your vehicle show how much weight it may properly carry. The Tire-Loading Information label is on the inside of the trunk lid. The label 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 you can carry. This weight is called the vehicle capacity weight and includes the weight of all occupants, cargo and all nonfactory-installed options.

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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.

If you do have a heavy load, spread it out. Don't carry more than 167 pounds (75 kg) in your trunk.

⚠ CAUTION:

Do not load your vehicle any heavier than the GVWR, or either the maximum front or rear GAWR. 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.

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⚠ 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. In a trunk, put them as far forward as you can. 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.**

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 passenger 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.

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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 part, and see your Pontiac dealer for important information about towing a trailer with your vehicle.

Do not tow a trailer if your vehicle is equipped with 3800 (L67) supercharged engine.

Your vehicle can tow a trailer if it is equipped with proper 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 part. 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.

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.

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- Don't tow a trailer at all during the first 1,000 miles (1 600 km) your new vehicle is driven. Your engine, axle 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:

- the weight of the trailer,
- the weight of the trailer tongue
- and the total weight on your vehicle's tires.

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

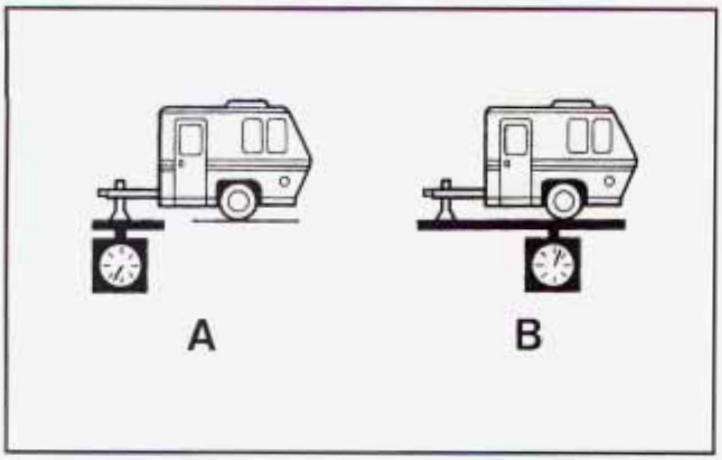
In Canada, write to:

General Motors of Canada Limited
Customer Communication Centre
1908 Colonel Sam Drive
Oshawa, Ontario L1H 8P7

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.

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If you're using a weight-carrying hitch, the trailer tongue (A) should weigh 10 percent of the total loaded trailer weight (B). If you have a weight-distributing hitch, the trailer tongue (A) should weigh 12 percent 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 upper limit for cold tires. You'll find these numbers on the Tire-Loading Information label, found on the inside of the trunk lid, or see "Loading Your Vehicle" in the Index. Then be sure you don't go over the GVW limit for your vehicle, including the weight of the trailer tongue.

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:

- Your vehicle may have nonmetallic, composite bumpers. 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.

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- 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.

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 and do not attach them to the bumper. Always leave just enough slack so you can turn with your rig. And, never allow safety chains to drag on the ground.

Trailer Brakes

Because you have 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.

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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 as responsive as your vehicle is by itself.

Before you start, check the trailer hitch and platform (and attachments), safety chains, electrical connector, lamps, 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 lamps 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.

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Making Turns

NOTICE:

Making very sharp turns while trailering could cause the trailer to come in contact with the vehicle. Your vehicle could be damaged. Avoid making very sharp turns while trailering.

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 may need a different turn signal flasher and/or extra wiring. Check with your Pontiac dealer. The green arrows on your instrument panel will flash whenever you signal a turn or lane change. Properly hooked up, the trailer lamps 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 a trailer lighting system into your vehicle's lighting system, its bulb warning lights may not let you know if one of your lamps goes out. So, when you have a trailer lighting system plugged in, be sure to check your vehicle and trailer lamps from time to time to be sure they're all working. Once you disconnect the trailer lamps, the bulb warning lights again can tell you if one of your vehicle lamps 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.

On a long uphill grade, shift down and reduce your speed to around 45 mph (70 km/h) to reduce the possibility of engine and transaxle overheating.

If you have Overdrive, you may want to drive in THIRD (3), instead of DRIVE (D).

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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.

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 PARK (P) 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 PARK (P).
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, belts, 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.

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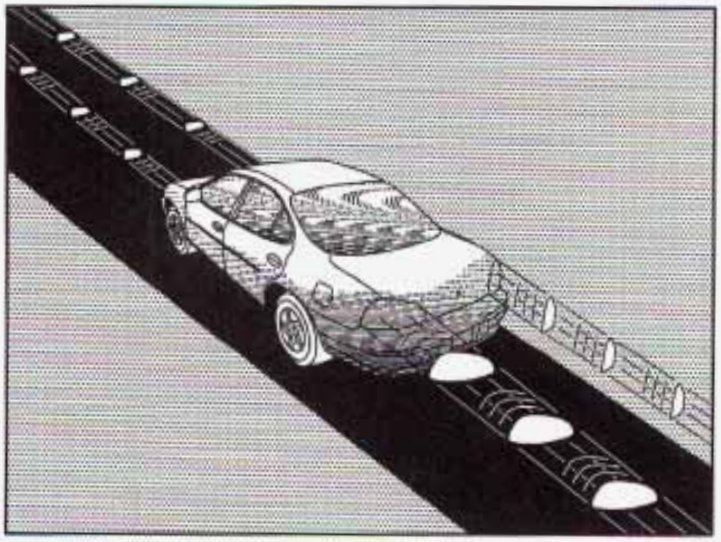
Section 5 Problems on the Road

Here you'll find what to do about some problems that can occur on the road.

5-2 How to Use Warning Flashers
5-2 Other Types of Warning Devices
5-3 Step-by-Step Procedure for Jump Starting
5-8 Information You Should Know Before Towing
5-9 Towing Your Vehicle From the Front
5-11 Towing Your Vehicle From the Rear
5-13 If Your Engine is Overheating
5-13 If Steam is Coming From Your Engine
5-15 Cooling System
5-17 How to Add Coolant
5-23 What to do if a Tire Goes Flat
5-24 How to Change a Flat Tire
5-32 Where to Store the Flat Tire and Tools
5-34 Information on the Compact Spare Tire
5-35 If You're Stuck in Sand, Mud, Snow or on Ice
5-35 How to Rock Your Vehicle to Get Unstuck

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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 lamps will flash on and off.



Press the switch on top of the steering column to make your front and rear turn signal lamps 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 switch again. When the hazard warning flashers are on, your turn signals or brake lights 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.

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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 won't work, and it could damage your vehicle.

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.

   Put an automatic transaxle in PARK (P) or a manual transaxle in NEUTRAL (N).

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3. Turn off the ignition on both vehicles. Turn off all lamps 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.

⚠ 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.

4. 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.

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⚠ 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.

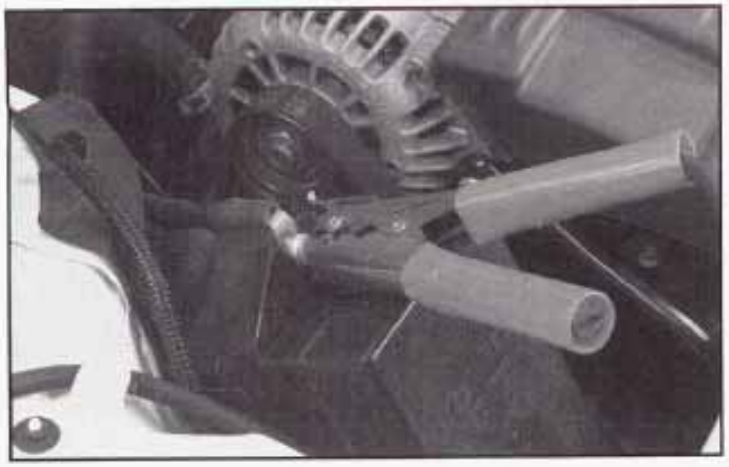


Before you connect the cables, here are some basic things you should know. Positive (+) will go to positive (+) and negative (-) will go to negative (-) or a metal engine part. Don't connect positive (+) to negative (-), or you'll get a short that would damage the battery and maybe other parts, too.

⚠ CAUTION:

Fans or other moving engine parts can injure you badly. Keep your hands away from moving parts once the engines are running.

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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.



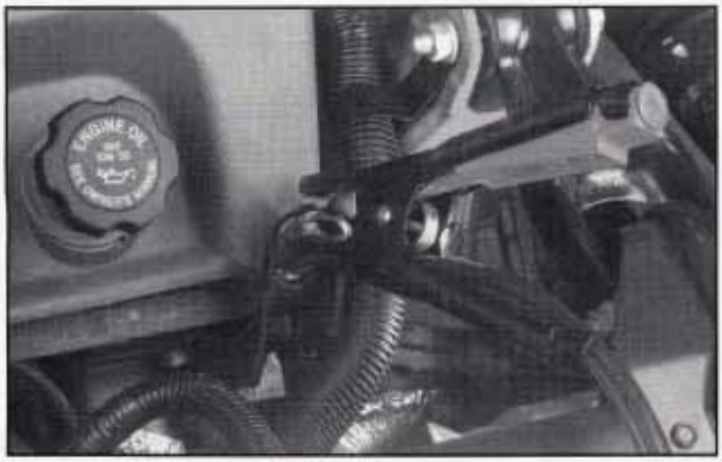
7. Don't let the other end touch metal. Connect it to the positive (+) terminal of the good battery. Use a remote positive (+) terminal if the vehicle has one.



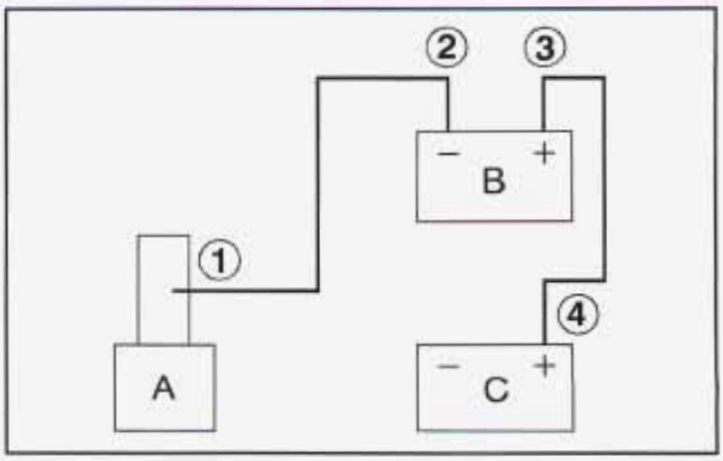
8. Now connect the black negative (-) cable to the good battery's negative (-) terminal. Don't let the other end touch anything until the next step. The other end of the negative cable *doesn't* go to the dead battery.

It goes to a heavy, unpainted, metal part on the engine of the vehicle with the dead battery.

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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.



A. Heavy Metal Engine Part
B. Good Battery
C. Dead Battery

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Towing Your Vehicle

Try to have a Pontiac dealer or a professional towing service tow your vehicle.

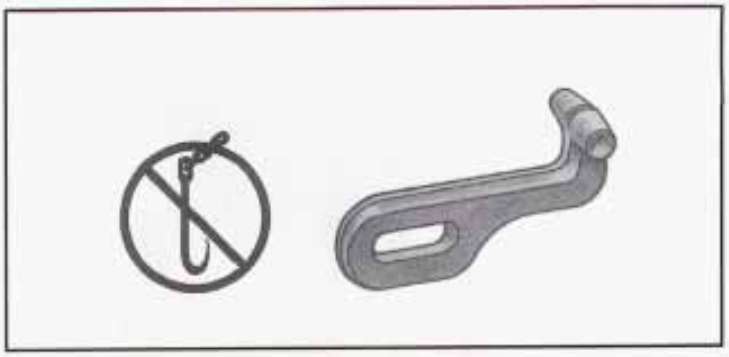
If your vehicle has been changed or modified since it was factory-new by adding aftermarket items like fog lamps, aero skirting, or special tires and wheels, these instructions and illustrations may not be correct.

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 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.**

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⚠ CAUTION:

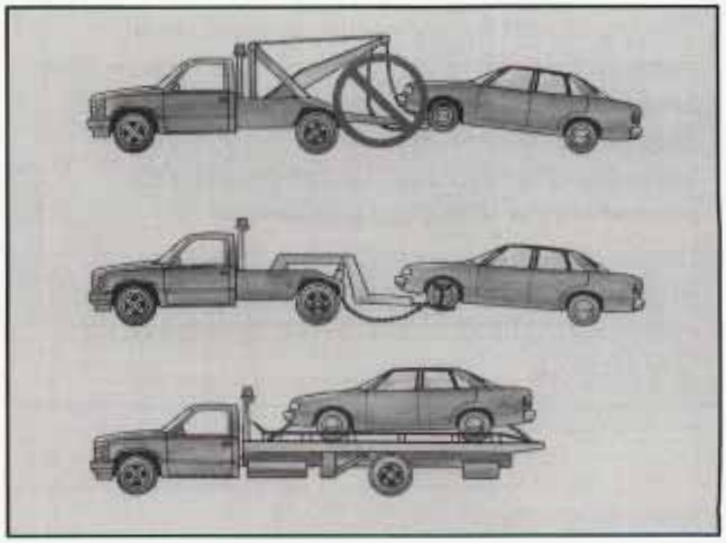
A vehicle can fall from a car carrier if it isn't adequately secured. This can cause a collision, serious personal injury and vehicle damage. The vehicle should be tightly secured with chains or steel cables before it is transported.

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.

When your vehicle is being towed, have the ignition turned to the OFF position. 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 (N) 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, be sure to follow the speed and distance restrictions later in this section or your transaxle will be damaged. If these limitations must be exceeded, then the front wheels have to be supported on a dolly.

Front Towing



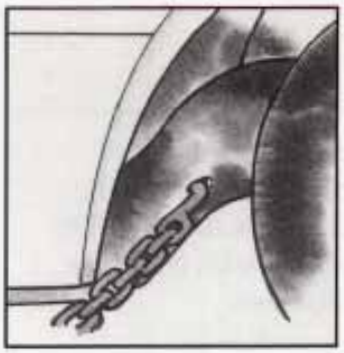
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NOTICE:

Do not tow with sling-type equipment or fascia/fog lamp 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.

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, raise the vehicle until adequate clearance is obtained between the ground and/or wheel-lift equipment.

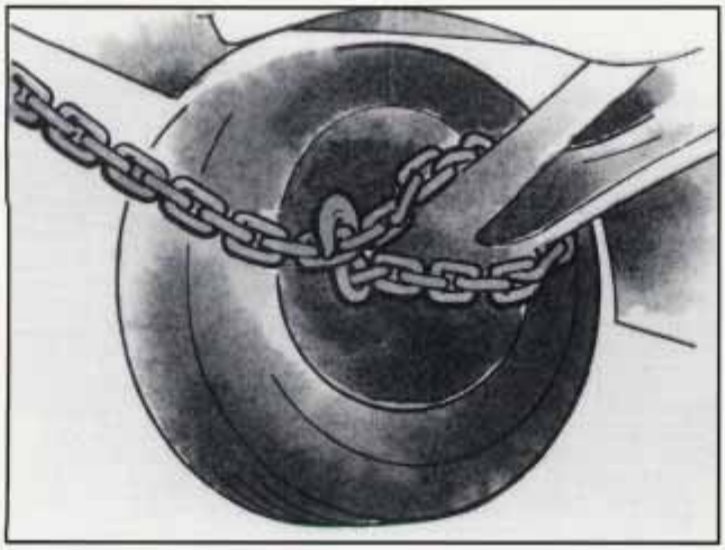
Do not attach winch cables or J-hooks to suspension components when using car carrier equipment. Always use T-hooks inserted in the T-hook slots.



Attach T-hook chains in the front brackets of the cradle, on both sides.

These slots are to be used when loading and securing to car carrier equipment.

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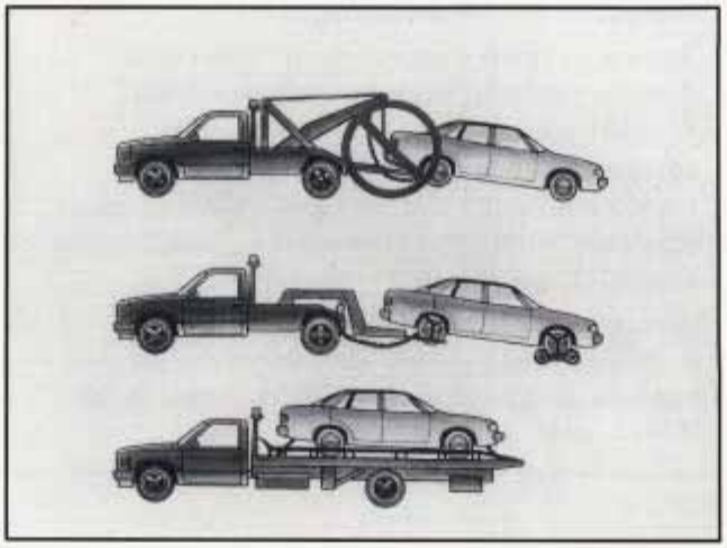


Attach a separate safety chain around the outboard end of each lower control arm.

Note: Take care not to damage speed sensor wires when attaching chains.

Rear Towing

A towing dolly must be used under the drive wheels when towing from the rear.



Use wheel lift or car carrier equipment. Additional ramping may be required for car carrier equipment. Use safety chains and wheel straps.

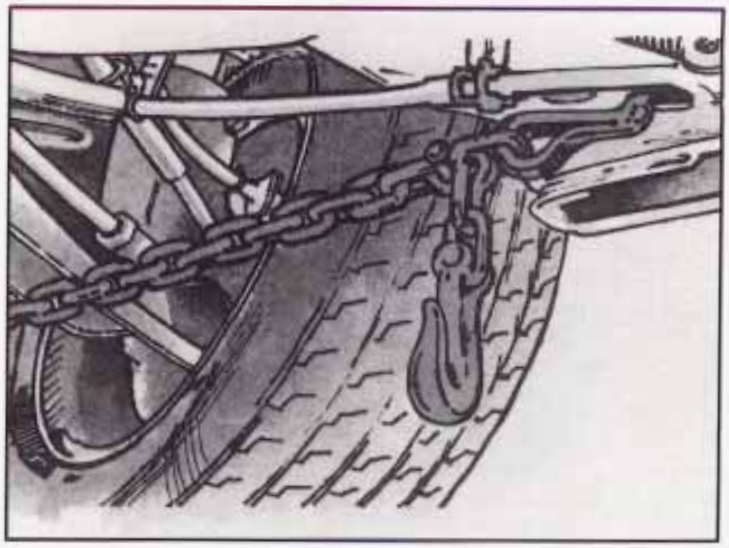
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NOTICE:

Do not tow with sling-type equipment or the rear bumper fascia will be damaged.

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 the vehicle until adequate clearance is obtained between the ground and/or wheel-lift equipment.

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.



Attach T-hook chains to the T-hook slots in the floor pan support rails, just ahead of the rear wheels, on both sides.

These slots are to be used when loading and securing to car carrier equipment.

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Attach a separate safety chain around the outboard end of both lateral arms.

Please take care not to damage speed sensor wires or brake hoses when attaching chains and T-hooks.

Engine Overheating

You will find a coolant temperature gage and a warning light about a hot engine on your instrument panel. See "Engine Coolant Temperature Gage" and "Engine Coolant Temperature Warning Light" in the Index. You also have a low coolant light on your instrument panel. See"Low Coolant Light" in the Index.

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

CAUTION: (Continued)

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CAUTION: (Continued)

there is no sign of steam or coolant before opening the hood.

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. If you're in a traffic jam, shift to NEUTRAL (N); otherwise, shift to the highest gear while driving -- AUTOMATIC OVERDRIVE (D).

If you no longer have the overheat warning, you can drive. Just to be safe, drive slower for about 10 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.

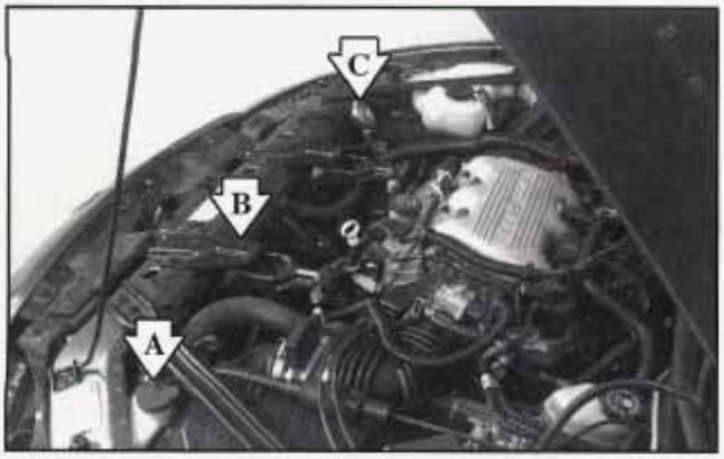
If there's still no sign of steam, you can idle the engine for two or three minutes while you're parked, to see if the warning stops. But then, if you still have the warning, *turn off the engine and get everyone out of the vehicle* until it cools down.

You may decide not to lift the hood but to get service help right away.

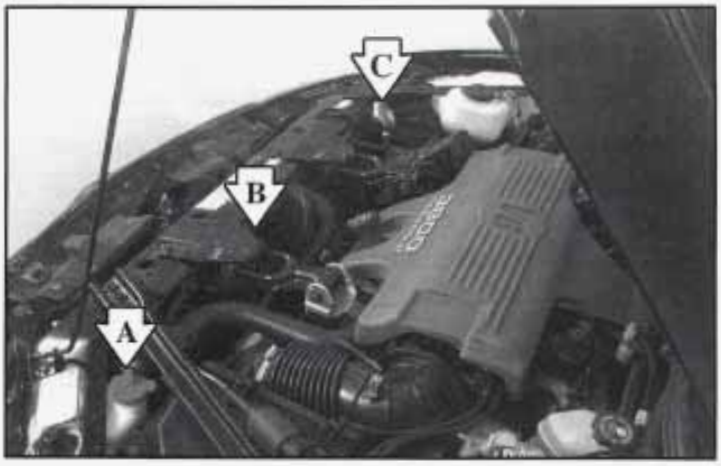
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Cooling System

When you decide it's safe to lift the hood, here's what you'll see:



3100 Engine



3800 and 3800 Supercharged Engine

A. Coolant Recovery Tank
B. Electric Engine Fans
C. Radiator Pressure Cap

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⚠ 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 on the overflow hose in the coolant recovery bottle. To check the coolant level remove the cap on the coolant recovery bottle. Make sure to check that the coolant level is up to the COLD fill level on the hose attached to the cap. 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.

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NOTICE:

Engine damage from running your engine without coolant isn't covered by your warranty.

If there seems to be no leak, with the engine on, check to see if the electric engine fans are running. If the engine is overheating and the key is on, 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 the COLD mark, add a 50/50 mixture of *clean water* (preferably distilled) and DEX-COOL™ antifreeze at the coolant recovery tank. (See "Engine Coolant" in the Index for more information.)

⚠ 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 DEX-COOL™ antifreeze.

NOTICE:

In cold weather, water can freeze and crack the engine, radiator, heater core and other parts. Use the recommended coolant and the proper coolant mix.

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⚠ 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.

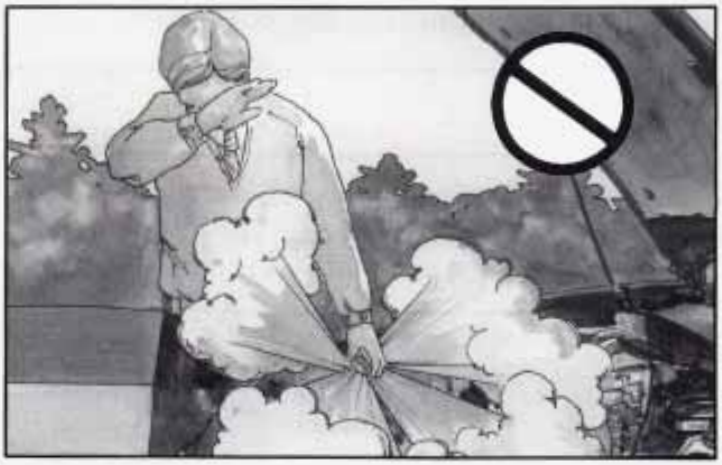
When the coolant in the coolant recovery tank is at the COLD mark, start your vehicle.

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.

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⚠ 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 radiator pressure cap to cool if you ever have to turn the pressure cap.

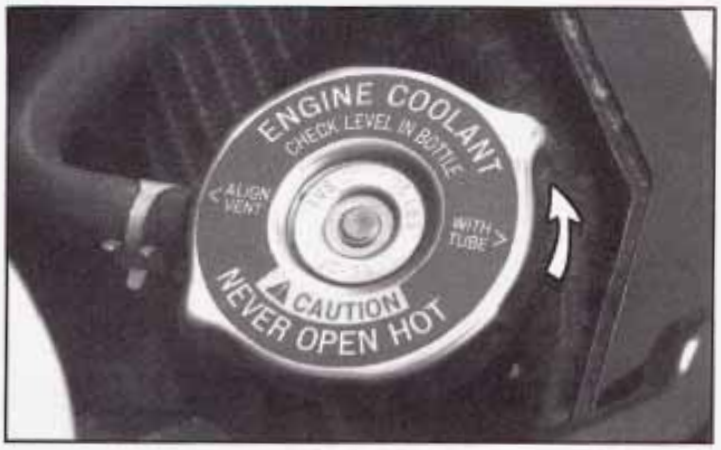


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How to Add Coolant to the Radiator

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 pressure cap when the cooling system, including the pressure cap and upper radiator hose, is no longer hot. Turn the pressure cap slowly counterclockwise 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.



2. Then keep turning the pressure cap, but now push down as you turn it. Remove the pressure cap.

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⚠ 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.





3. After the engine cools, open the coolant air bleed valve.

   3.1L 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.

   3800 V6 (VIN Code K) & 3800 V6 supercharged engine (VIN Code 1): There is one bleed valve. It is located on the thermostat housing.

4. Fill the 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 valves after the radiator is filled.

5. Rinse or wipe any spilled coolant from the engine and the compartment.

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6. Then fill the coolant recovery tank.
7. Put the cap back on the coolant recovery tank, but leave the 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.

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10. Then replace the pressure cap. At any time during this procedure if coolant begins to flow out of the filler neck, reinstall the pressure cap. Be sure the arrows on the 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.

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, and 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 part shows how to use your jacking equipment to change a flat tire safely.

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Changing a Flat Tire

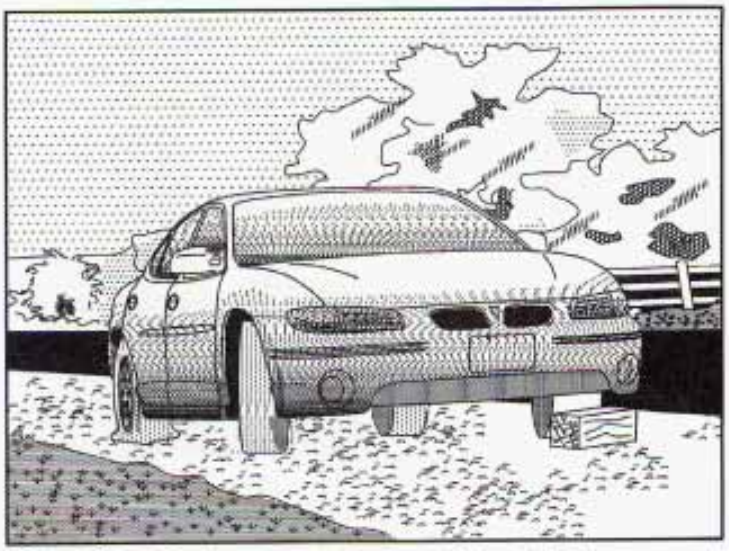
If a tire goes flat, avoid further tire and wheel damage by driving slowly to a level place. Turn on your hazard warning flashers.

⚠ 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 the shift lever in PARK (P).**
3. **Turn off the engine.**

To be even more certain the vehicle won't move, you can put blocks 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.

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Removing the Spare Tire and Tools



The equipment you'll need is in the trunk. Turn the center nut on the compact spare cover counterclockwise to remove it. Lift and remove the cover.

Pull the carpeted mat up from the floor of the trunk. Then lift and remove the cover.

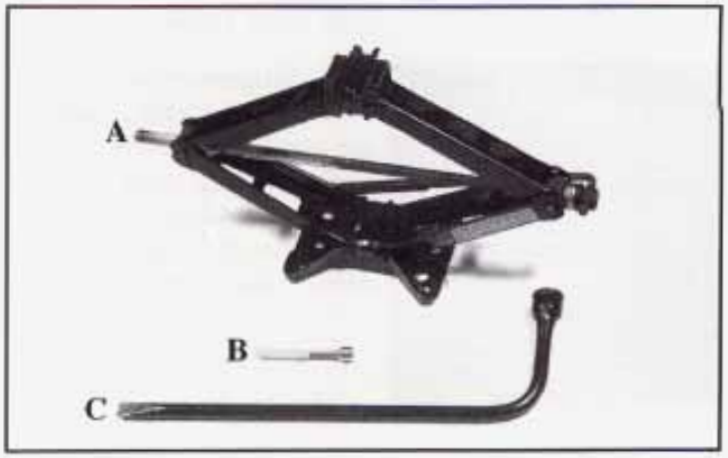


Remove the spare tire.

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Turn the nut holding the jack counterclockwise and remove it. Then remove the jack and wrench.



The tools you'll be using include the jack (A), extension and protector/guide (B) and wheel wrench (C).

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If there is a wheel cover, loosen the plastic nut caps with the wheel wrench. They won't come off. Then, using the flat end of the wheel wrench, pry along the edge of the cover until it comes off. Be careful; the edges may be sharp. Don't try to remove the cover with your bare hands.

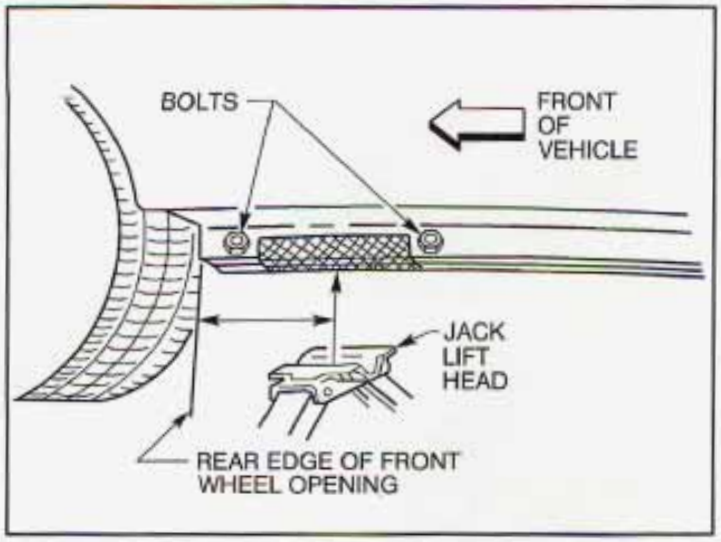
If your vehicle has wheel nut caps, remove them using the wheel wrench.

Removing the Flat Tire and Installing the Spare Tire

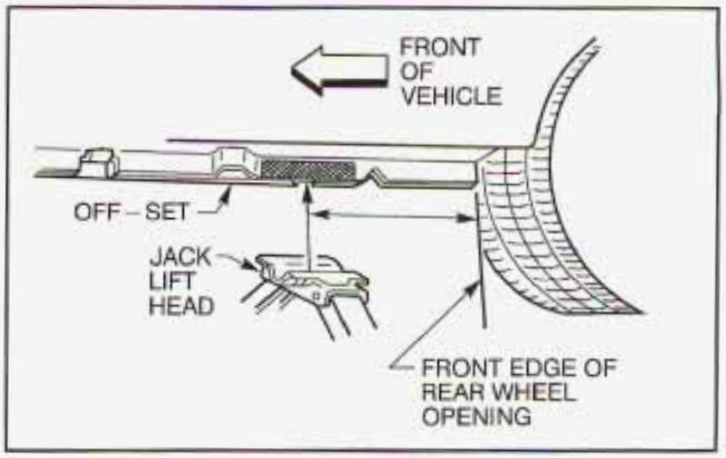


1. Using the wheel wrench, loosen all the wheel nuts. Don't remove them yet.
2. Turn the jack handle clockwise to raise the jack lift head a few inches.

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For jacking at the vehicle's front location, put jack lift head about 6 inches (15 cm) from the rear edge of the front wheel opening or in between the two bolts as shown.



For jacking at the vehicle's rear location, put jack lift head about 5.5 inches (14 cm) from the front edge of rear wheel opening or just behind off-set as shown.

Put the compact spare tire near you.

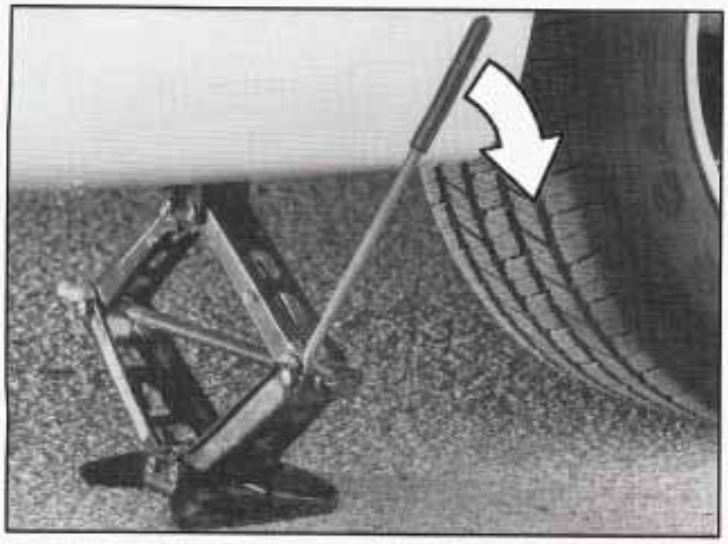
⚠ CAUTION:

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.

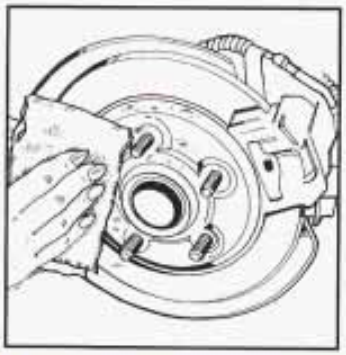
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⚠ CAUTION:

Raising your vehicle with the jack improperly positioned can damage the vehicle and even make the vehicle fall. To help avoid personal injury and vehicle damage, be sure to fit the jack lift head into the proper location before raising the vehicle.



3. Raise the vehicle by turning the jack handle clockwise. Raise the vehicle far enough off the ground for the spare tire to fit under the vehicle. Remove all wheel nuts and take off the flat tire.



4. Remove any rust or dirt from the wheel bolts, mounting surfaces and spare wheel.

⚠ 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

CAUTION: (Continued)

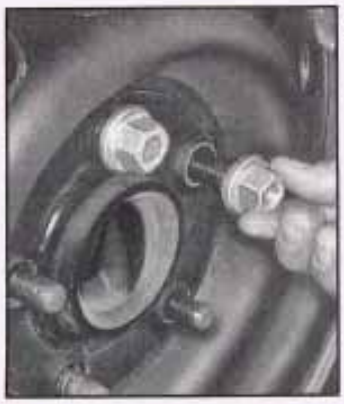
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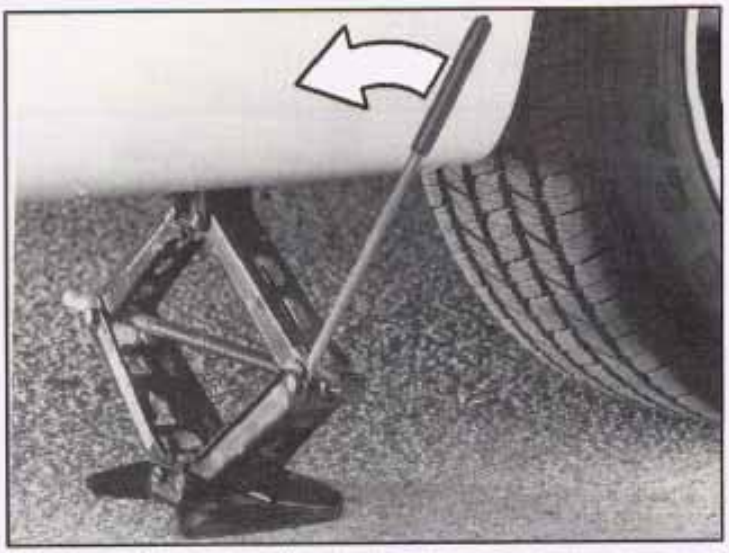
emergency, you can use a cloth or a paper towel to do this; but be sure to use a scraper or wire brush later, if you need to, to get all the rust or dirt off.

⚠ 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.

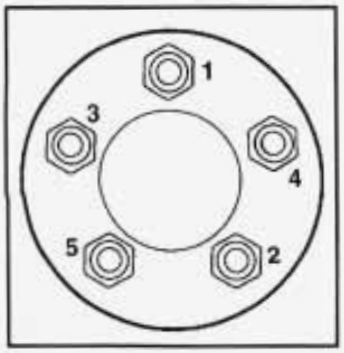


5. Replace the wheel nuts with the rounded end of the nuts toward the wheel. Tighten each nut by hand until the wheel is held against the hub.



6. Lower the vehicle by turning the jack handle counterclockwise. Lower the jack completely.

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7. Tighten the wheel nuts firmly in a crisscross 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 new GM original equipment wheel nuts.

Stop somewhere as soon as you can and have the nuts tightened with a torque wrench to 100 lb-ft (140 N·m).

NOTICE:

Improperly tightened wheel nuts can lead to brake pulsation and rotor damage. To avoid expensive brake repairs, evenly tighten the wheel nuts in the proper sequence and to the proper torque specification.

Don't try to put the 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.

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Storing the Flat Tire and Tools

⚠ 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.

After you've put the compact spare tire on your vehicle, you'll need to store the flat tire in your trunk. Use the following procedure to secure the flat tire in the trunk.



When storing a full-size tire you must use the extension to help avoid wheel surface damage. Use extension and protector/guide located in foam holder. To store a full-size tire, place tire valve stem facing down then remove protective/guide and attach retainer securely. When reinstalling compact spare put protective/guide back in foam holder. Store the cover as far forward as possible.

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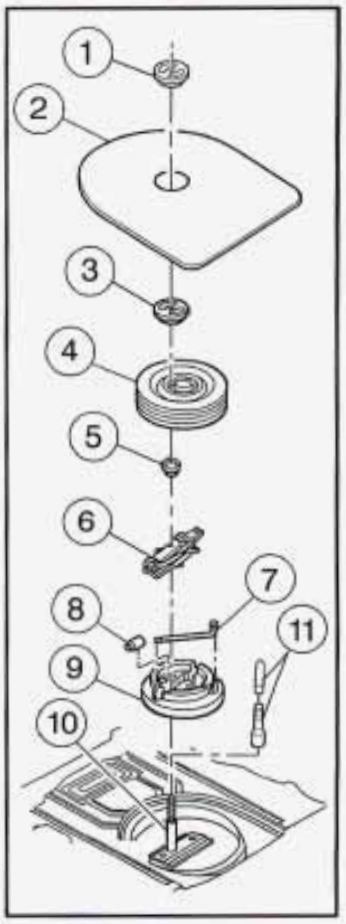
Storing the Spare Tire and Tools

⚠ 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" in the Index. See the storage instructions label to replace your compact spare into your trunk properly.

Be sure to calibrate your check tire pressure system after you replace your compact spare tire with a full-sized one. See "Check Tire Pressure Light" in the Index.



1. Retainer
2. Cover
3. Retainer (Full Size Spare)
4. Tire
5. Nut
6. Jack
7. Wrench
8. Lock Nut Tool
9. Foam
10. Bolt Screw
11. Extension and Protector/Guide

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Compact Spare Tire

Although the compact spare tire 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 speeds up to 65 mph (105 km/h) for distances 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. You must calibrate the Tire Pressure Monitor after installing or removing the compact spare. See "Driver Information Center - Controls and Displays" in the Index. 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.

NOTICE:

When the compact spare is installed, don't take your vehicle through an automatic vehicle 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.

Don't use your compact spare on other vehicles.

And don't mix your compact spare tire or wheel with other wheels or tires. They won't fit. Keep your spare tire and its wheel together.

NOTICE:

Tire chains won't fit your compact spare. Using them can damage your vehicle and can damage the chains too. Don't use tire chains on your compact spare.

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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 too fast. 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.

For information about using tire chains on your vehicle, see "Tire Chains" in the Index.

Rocking Your Vehicle To Get It Out

First, turn your steering wheel left and right. That will clear the area around your front wheels. If your vehicle has the Trac System, you should turn the system off. (See "Trac System" in the Index.) Then shift back and forth between REVERSE (R) 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.

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NOTES

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Section 6 Service and Appearance Care

Here you will find information about the care of your Pontiac. This section 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 part devoted to its appearance care.

6-2 Doing Your Own Service Work
6-3 What Kind of Fuel to Use
6-5 Using Fuel in Foreign Countries
6-5 Where to Put the Fuel and Filling the Tank
6-7 Checking Things Under the Hood
6-14 Checking Your Engine Oil
6-21 Automatic Transaxle Fluid
6-26 Engine Coolant
6-32 Where to Fill the Windshield Washer Fluid
6-33 Important Brake Information
6-36 Information on Your Vehicle's Battery
6-37 Tips on Vehicle Storage
6-37 Bulb Replacement Procedures
6-44 Windshield Wiper Blade Replacement
6-46 How and When to Check Tire Inflation
6-50 When it is Time to Buy New Tires
6-52 Wheel Alignment
6-55 Cleaning the Inside of Your Vehicle
6-58 Care of the Safety Belts and Built-in Child Restraint
6-59 Cleaning the Outside of Your Vehicle
6-61 How to Clean Aluminum Wheels
6-63 Underbody Maintenance
6-64 Recommended Appearance Care Materials
6-65 Your Vehicle Identification Number (VIN)
6-66 The Electrical System
6-66 Fuses and Circuit Breakers
6-72 Replacement Bulb Types for Your Vehicle
6-72 Capacities and Specifications
6-73 Air Conditioning Specifications
6-73 Normal Replacement Parts

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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 and Owner 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 and your vehicle could be damaged if you try to do service work on a vehicle without knowing enough about it.

- **Be sure you have sufficient knowledge, experience, 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.**

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Adding Equipment to the Outside of Your Vehicle

Things you might add to the outside of your vehicle can affect the airflow around it. This may cause wind noise and affect windshield washer performance. Check with your Pontiac dealer before adding equipment to the outside of your vehicle.

Fuel

The 8th digit of your vehicle identification number (VIN) shows the code letter for your engine. You will find the VIN at the top left of your instrument panel. (See "Vehicle Identification Number" in the Index.)

If you have the 3800 engine (VIN Code K), use regular unleaded gasoline rated at 87 octane or higher. If you're using fuel rated at the recommended 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.

If you have the 3800 Supercharged engine (VIN Code 1), use premium unleaded gasoline rated at 91 octane or higher. With the 3800 Supercharged engine, in an emergency, you may be able to use a lower octane -- as low as 87 -- if heavy knocking does not occur. If you are using 91 or higher octane unleaded gasoline and you still hear heavy knocking, your engine needs service.

At a minimum, the gasoline you use should meet specifications ASTM D4814 in the United States and CGSB 3.5-M93 in Canada. Improved gasoline specifications have been developed by the American Automobile Manufacturers Association (AAMA) for better vehicle performance and engine protection. Gasolines meeting the AAMA specification could provide improved driveability and emission control system protection compared to other gasolines.

Be sure the posted octane for premium is at least 91 (at least 89 for middle grade and 87 for regular). 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.

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If your vehicle is certified to meet California Emission Standards (indicated on the underhood tune-up label), it is designed to operate on fuels that meet California specifications. If such fuels are not available in states adopting California emissions standards, your vehicle will operate satisfactorily on fuels meeting federal specifications, but emission control system performance may be affected. The malfunction indicator lamp on your instrument panel may turn on and/or your vehicle may fail a smog-check test. If this occurs, return to your authorized Pontiac dealer for diagnosis to determine the cause of failure. In the event it is determined that the cause of the condition is the type of fuels used, repairs may not be covered by your warranty.

Some gasolines that are not reformulated for low emissions contain an octane-enhancing additive called methylcyclopentadlenyl manganese tricarbonyl (MMT); ask your service station operator whether or not his fuel contains MMT. General Motors does not recommend the use of such gasolines. If fuels containing MMT are used, spark plug life may be reduced and your emission control system performance may be affected. The malfunction indicator lamp on your instrument panel may turn on. If this occurs, return to your authorized Pontiac dealer for service.

To provide cleaner air, all gasolines in the United States are now required to contain additives that will help prevent deposits from forming in your engine and fuel system, allowing your emission control system to function properly. Therefore, you should not have to add anything to the fuel. In addition, gasolines containing oxygenates, such as ethers and ethanol, and reformulated gasolines may be available in your area to help clean the air. General Motors recommends that you use these gasolines if they comply with the specifications described earlier.

NOTICE:

Your vehicle was not designed for fuel that contains methanol. 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.

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Fuels in Foreign Countries

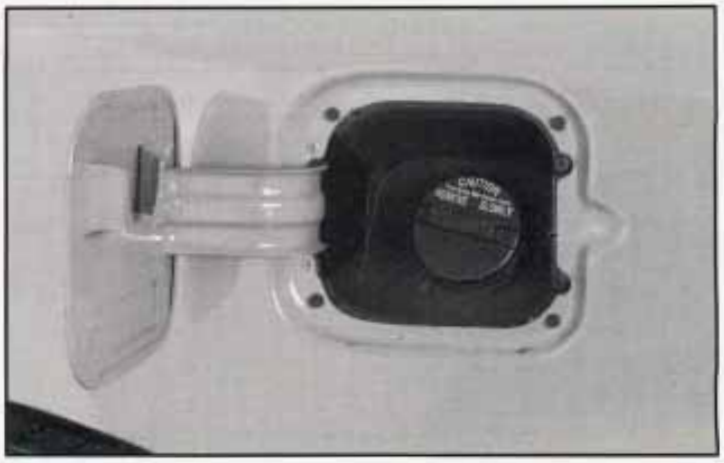
If you plan on driving in another country outside the United States or Canada, the proper fuel may be hard to find. Never use leaded gasoline or any other fuel not recommended in the previous text on fuel. Costly repairs caused by use of improper fuel wouldn't be covered by your warranty.

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 International Product Center
1908 Colonel Sam Drive
Oshawa, Ontario L1H 8P7

Filling Your Tank



⚠ 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.

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The cap is behind a hinged door on the left side of your vehicle.



While refueling, hang the cap inside the fuel door.

To take off the cap, turn it slowly to the left (counterclockwise).

⚠ CAUTION:

If you get gasoline on yourself 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.

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When you put the cap back on, turn it to the right (clockwise) until you hear at least three clicks. Make sure you fully install the cap.

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

⚠ 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.

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Hood Release



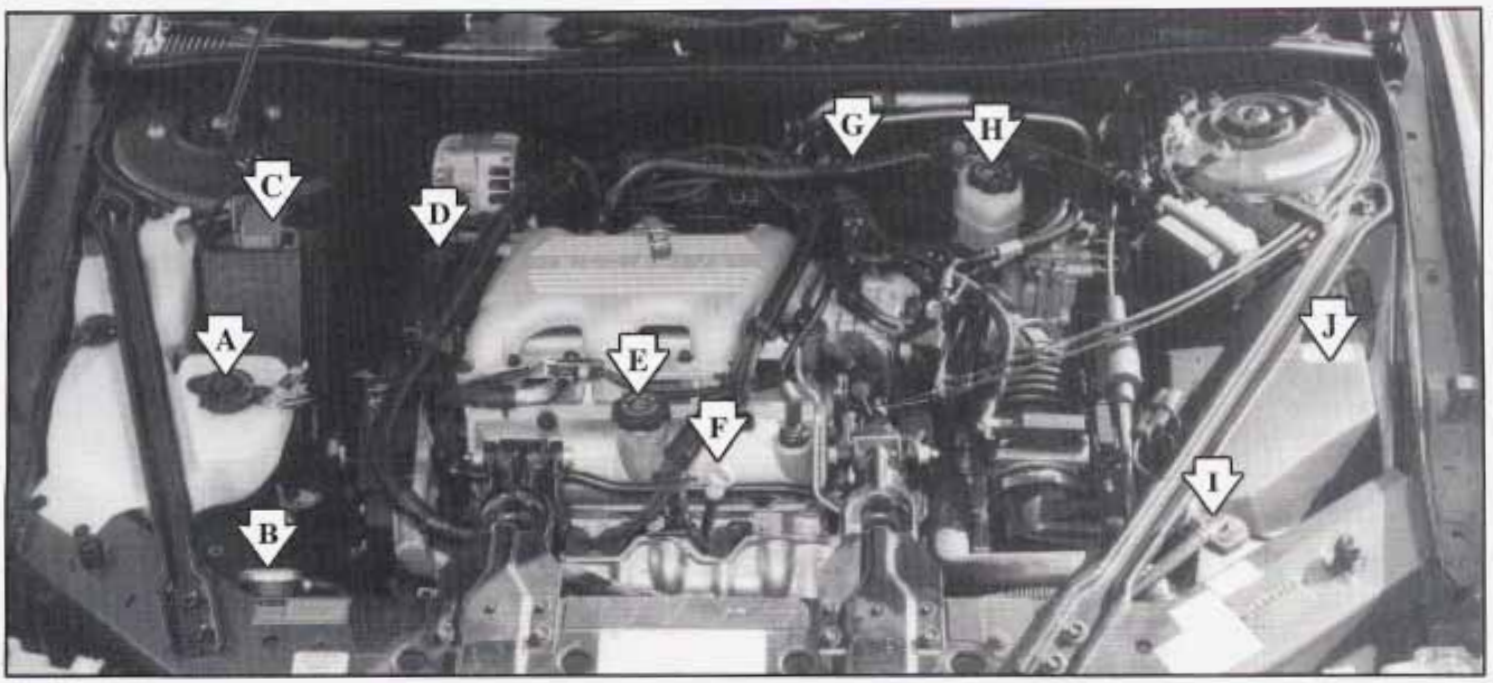
To open the hood, first pull the handle inside the vehicle. It is located at the lower left side of the vehicle, near the parking brake.



Next go to the front of the vehicle and release the secondary hood release. Lift the hood.

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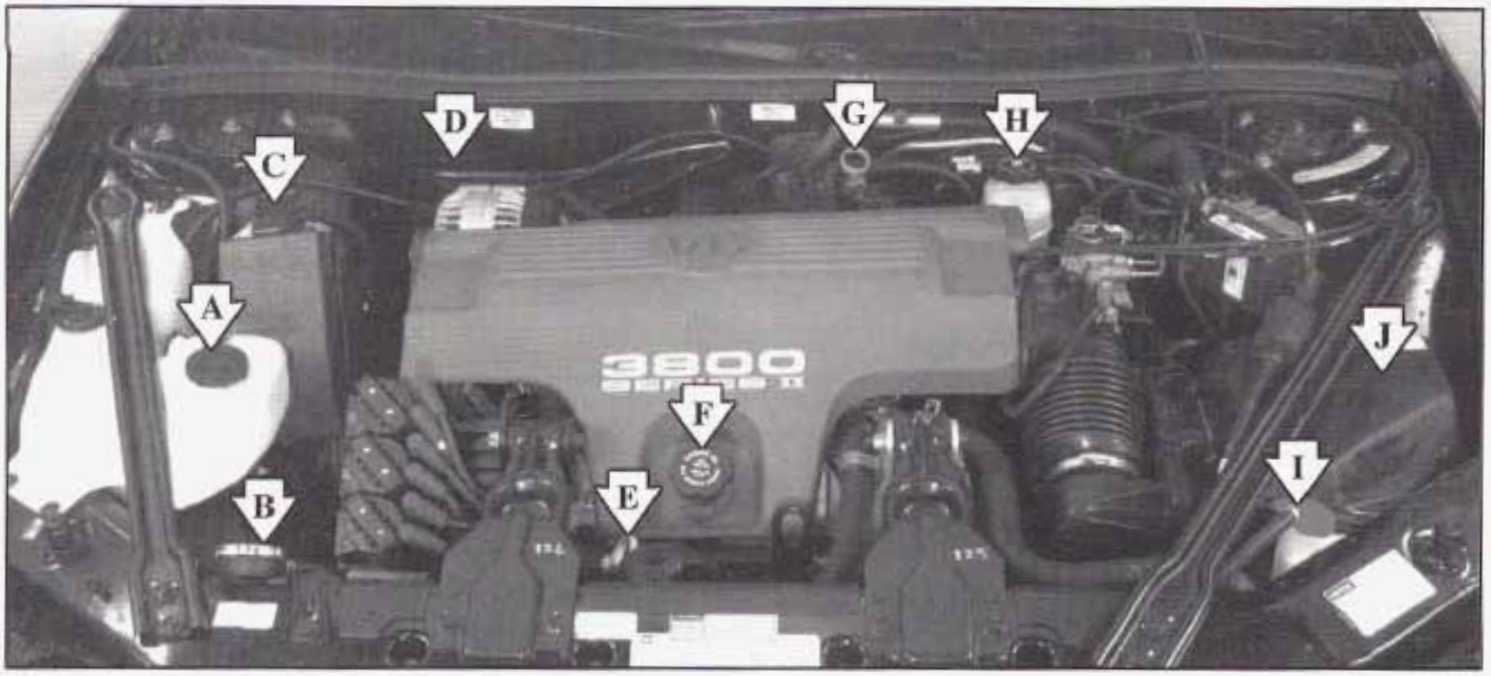
When you open the hood of the 3100 engine, you'll see:



A. Windshield Washer Fluid
B. Radiator Fill Cap
C. Remote Positive Terminal
D. Power Steering Fluid Reservoir
E. Engine Oil Fill Cap
F. Engine Oil Dipstick
G. Automatic Transaxle Dipstick
H. Brake Fluid Reservoir
I. Engine Coolant Reservoir
J. Air Cleaner

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When you open the hood of the 3800 engine, you'll see:



A. Windshield Washer Fluid
B. Radiator Fill Cap
C. Remote Positive Battery Terminal
D. Power Steering Fluid Reservoir
E. Engine Oil Dipstick
F. Engine Oil Fill Cap
G. Automatic Transaxle Dipstick
H. Brake Fluid Reservoir
I. Engine Coolant Reservoir
J. Air Cleaner

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When you open the hood of the 3800 Supercharged engine, you'll see:



A. Windshield Washer Fluid
B. Radiator Fill Cap
C. Remote Positive Battery Terminal
D. Power Steering Fluid Reservoir
E. Engine Oil Dipstick
F. Engine Oil Fill Cap
G. Automatic Transaxle Dipstick
H. Brake Fluid Reservoir
I. Engine Coolant Reservoir
J. Air Cleaner

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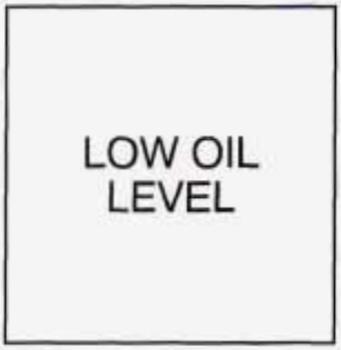
Before closing the hood, be sure all the filler caps are on properly. Then just pull the hood down and close it firmly.

3800 Supercharged Engine (If Equipped)

Your Pontiac may have a 3800 Supercharged engine. The supercharger is a device which is designed to pump more air into the engine than it would normally use. This air mixed with fuel, creates increased engine power. Since the supercharger is a pump and is driven from an engine accessory drive belt, increased pressure is available at all driving conditions.

The powertrain control module (PCM) works with a vacuum control to regulate the increased pressure required during specific driving conditions. When this increased pressure or boost is not desired, such as during idling and light throttle cruising, the excess air that the supercharger is pumping is routed through a bypass. All of these controls, working together provide high performance character and fuel efficiency in the 3800 Supercharged engine.

Engine Oil



If the LOW OIL LEVEL light on the instrument panel comes on, it means you need to check your engine oil level right away. For more information, see "Low Oil Level Light" in the Index. You should check your engine oil level regularly; this is an added reminder.

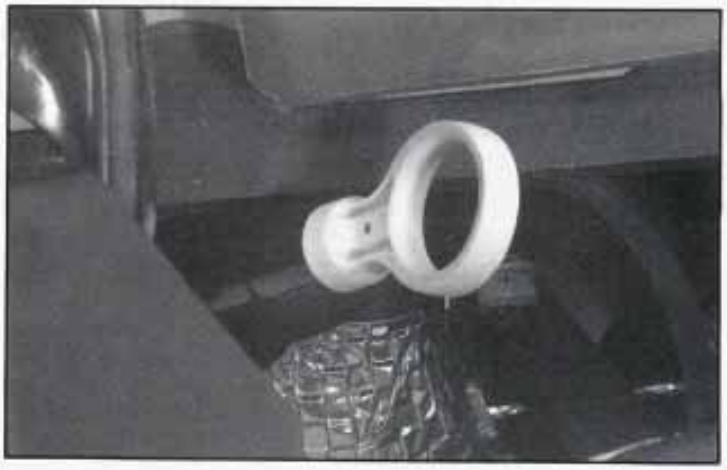
It's a good idea to check your engine oil every time you get fuel. In order to get an accurate reading, the oil must be warm and the vehicle must be on level ground.

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The engine oil dipstick handle is the yellow loop near the front of the engine.

3100 Engine

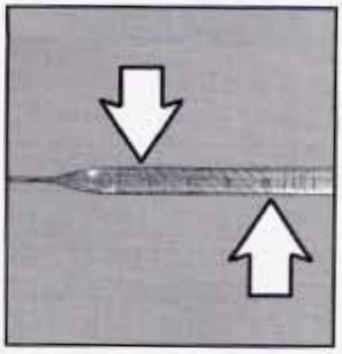


3800 or 3800 Supercharged Engine

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.

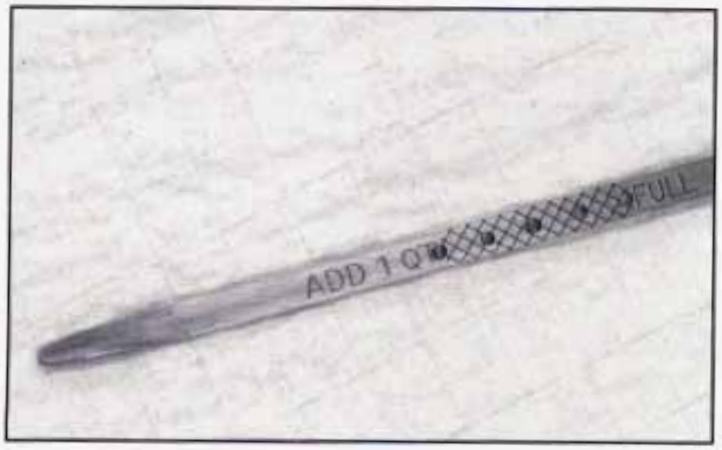
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Checking Engine Oil



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 down, and check the level.

3100 Engine



When to Add Oil

If the oil is at or below the lower mark, then you'll need to add some oil. But you must use the right kind. This part explains what kind of oil to use. For crankcase capacity, see "Capacities and Specifications" in the Index.

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.



3100 Engine

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3800 or 3800 Supercharged Engine

Fill the oil level to the full mark. Push the dipstick all the way back in when you're through.

What Kind of Oil to Use

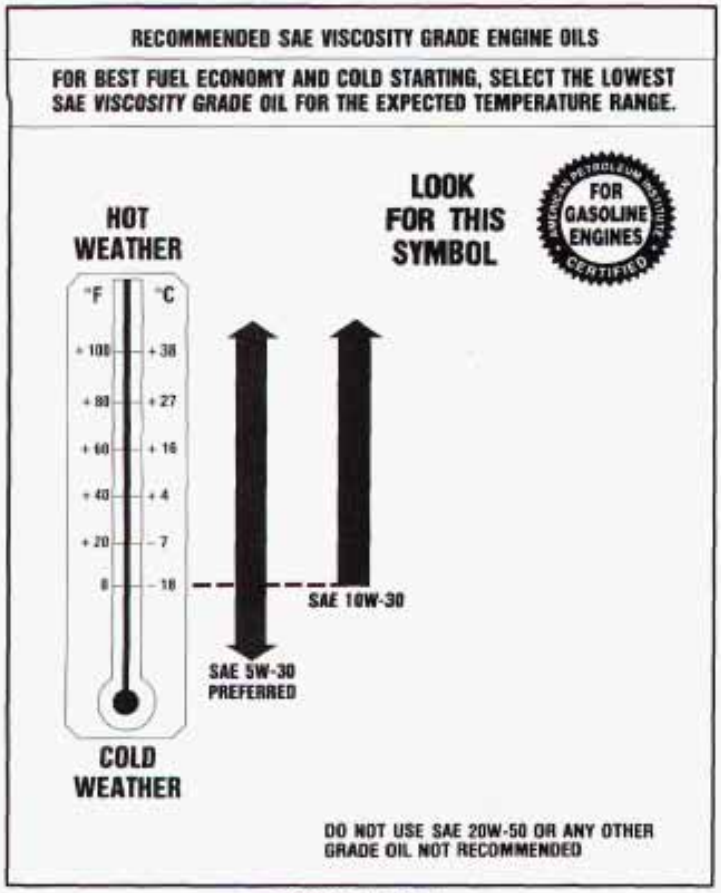
Oils recommended for your vehicle can be identified by looking for the "Starburst" symbol. This symbol indicates that the oil has been certified by the American Petroleum Institute (API). Do not use any oil which does not carry this Starburst symbol.



If you change your own oil, be sure you use oil that has the Starburst symbol on the front of the oil container. If you have your oil changed for you, be sure the oil put into your engine is American Petroleum Institute certified for gasoline engines.

You should also use the proper viscosity oil for your vehicle, as shown in the following chart:

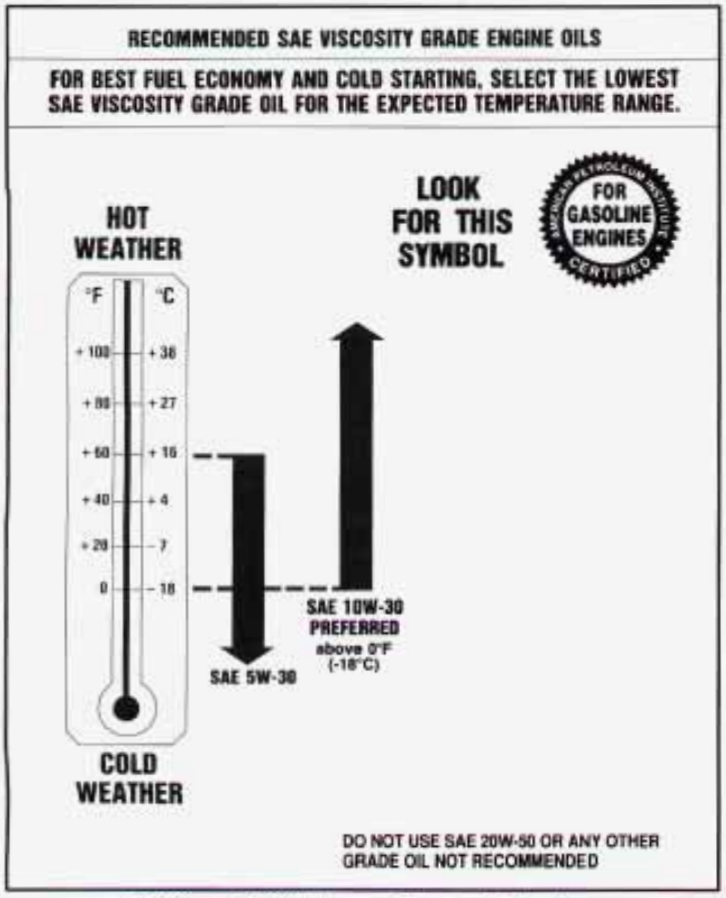
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3100 Engine

As shown in the chart, unless you have the 3800 engine, 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 20W-50.

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3800 or 3800 Supercharged Engine

As shown in the chart, if you have the 3800 engine, SAE 10W-30 is best for your vehicle. However, you can use SAE 5W-30 if it's going to be colder than 60°F (16°C) before your next oil change. When it's very cold, you should use SAE 5W-30. These numbers on an oil container show its viscosity, or thickness. Do not use other viscosity oils, such as SAE 20W-50.

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NOTICE:

Use only engine oil with the American Petroleum Institute Certified For Gasoline Engines "Starburst" symbol. Failure to use the recommended oil can result in engine damage not covered by your warranty.

GM Goodwrench® oil meets all the requirements for your vehicle.

If you are in an area where the temperature falls below -20°F (-29°C), consider using either an SAE 5W-30 synthetic oil or an SAE 0W-30 oil. Both will provide easier cold starting and better protection for your engine at extremely low temperatures.

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

If any one of these is true for you, use the short trip/city maintenance schedule:

- Most trips are less than 5 to 10 miles (8 to 16 km). This is particularly important when outside temperatures are below freezing.
- Most trips include extensive idling (such as frequent driving in stop-and-go traffic).
- Most trips are through dusty areas.
- You frequently tow a trailer or use a carrier on top of your vehicle.
- The vehicle is used for delivery service, police, taxi or other commercial application.

Driving under these conditions causes engine oil to break down sooner. 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 occurs first. (See "Change Oil Indicator" in the Index.)

If none of them is true, use the long trip/highway maintenance schedule. Change the oil and filter every 7,500 miles (12 500 km) or 12 months -- whichever occurs first. Driving a vehicle with a fully warmed engine under highway conditions causes engine oil to break down slower.

(See "Change Oil Indicator" in the Index.)

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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

To check or replace the air filter:



1. Loosen the wing nut on the air duct.
2. Lift up on the two clips located on top of the filter cover.
3. Disconnect duct and reposition while removing the side cover. Pull out the filter. Be sure to install the air filter and install the cover tightly when you are finished.

Refer to the Maintenance Schedule to determine when to replace the air filter.

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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.

Supercharger Oil

Unless you are technically qualified and have the proper tools, you should let your dealer or a qualified service center perform this maintenance.

When to Check

Check oil level every 30,000 miles (50 000 km) or every 36 months, whichever occurs first.

What Kind of Oil to Use

See "Recommended Fluids and Lubricants" in the Index and use only the recommended oil.

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How to Check and Add Oil

Check oil only when the engine is cold. Allow the engine to cool two to three hours after running.

⚠ CAUTION:

If you remove the supercharger oil fill plug while the engine is hot, pressure may cause hot oil to blow out of the oil fill hole. You may be burned. Do not remove the plug until the engine cools.

1. Clean the area around the oil fill plug before removing it.
2. Remove the oil fill plug using a 3/16 inch Allen wrench.
3. The oil level is correct when it just reaches the bottom of the threads of the inspection hole.
4. Replace the oil plug with the O-ring in place. Torque to 88 lb-in (10 N·m).

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.

Change both the fluid and filter every 50,000 miles (83 000 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 or delivery service.

If you do not use your vehicle under any of these conditions, the fluid and filter do not require changing.

See "Scheduled Maintenance Services" in the Index.

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How to Check

Because this operation can be a little difficult, you may choose to have this done at your 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 parts, 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.

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Checking the Fluid Level

- Park your vehicle on a level place. Keep the engine running.
- With the parking brake applied, place the shift lever in PARK (P).
- 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 PARK (P).
- Let the engine run at idle for three to five minutes.

Then, without shutting off the engine, follow these steps:



The transaxle fluid dipstick handle is the red loop near the back of the engine.

3100 Engine

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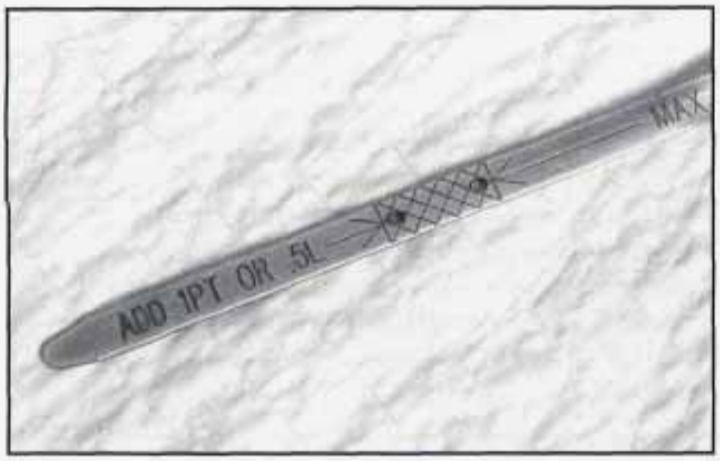
3800 or 3800 Supercharged Engine



3100 Engine

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.

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3800 or 3800 Supercharged Engine

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.

How to Add 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 one pint (0.5 L). *Don't overfill.* We recommend you use only fluid labeled DEXRON®-III, because fluid with that label is made especially for your automatic transaxle. Damage caused by fluid other than 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.

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Engine Coolant

The cooling system in your vehicle is filled with new DEX-COOL™ engine coolant. This coolant is designed to remain in your vehicle for 5 years or 150,000 miles (240 000 km), whichever occurs first.

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.

A 50/50 mixture of water and the proper coolant for your Pontiac will:

- Give freezing protection down to -34°F (-37°C).
- Give boiling protection up to 265°F (129°C).
- Protect against rust and corrosion.
- Help keep the proper engine temperature.
- Let the warning lights and gages work as they should.

NOTICE:

When adding coolant, it is important that you use only DEX-COOL™ silicate-free coolant.

If *silicated* coolant is added to the system, premature engine, heater core or radiator corrosion may result. In addition, the engine coolant will require change sooner -- at 30,000 miles (50 000 km) or 24 months, whichever occurs first.

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What to Use

Use a mixture of one-half *clean water* (preferably distilled) and one-half DEX-COOL™ coolant which won't damage aluminum parts. 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 DEX-COOL™ coolant.

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.

If you have to add coolant more than four times a year, have your dealer check your cooling system.

NOTICE:

If you use the proper coolant, you don't have to add extra inhibitors or additives which claim to improve the system. These can be harmful.

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Checking Coolant



When your engine is cold, the coolant level should be at the COLD mark or a little higher. To check coolant level, remove the cap on the coolant recovery bottle and verify that the coolant level is up to the COLD fill level on the hose attached to the cap.



If this light comes on, it means you're low on engine coolant.

Adding Coolant

If you need more coolant, add the proper DEX-COOL™ coolant mixture *at the coolant recovery tank.*

If the coolant recovery tank is completely empty, add coolant to the radiator. (See "Engine Overheating" in the Index.)

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⚠ 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.

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Power Steering Fluid



3100 Engine



3800 or 3800 Supercharged Engine

When to Check Power Steering Fluid

It is not necessary to regularly check power steering fluid unless you suspect there is a leak in the system or you hear an unusual noise. A fluid loss in this system could indicate a problem. Have the system inspected and repaired.

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How To Check Power Steering Fluid

When the engine compartment is cool, 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.



3100 Engine

When the engine compartment is hot, the level should be at the H or HOT mark. When it's cold, the level should be at the C or COLD mark. If the fluid is at the ADD mark, you should add fluid.



3800 or 3800 Supercharged Engine

What to Use

Refer to the Maintenance Schedule to determine what kind of fluid to use. See "Recommended Fluids and Lubricants" in the Index. Always use the proper fluid. Failure to use the proper fluid can cause leaks and damage hoses and seals.

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Windshield Washer Fluid

What to Use

When you need windshield washer fluid, be sure to read the manufacturer's instructions before use. If you will be operating your vehicle in an area where the temperature may fall below freezing, use a fluid that has sufficient protection against freezing.

Your vehicle may be equipped with one of the following windshield washer fluid reservoirs.



Adding Washer Fluid



Open the cap labeled WASHER FLUID ONLY. Add washer fluid until the tank is full.

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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 three-quarters 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.

Brakes

Brake Fluid



Your brake master cylinder reservoir is here. It is filled with DOT-3 brake fluid.

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There are only two reasons why the brake fluid level in the reservoir 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. 12377967). Use new brake fluid from a sealed container only.

Always clean the brake fluid reservoir cap and the area around the cap before removing it. This will help keep dirt from entering the reservoir.

⚠ CAUTION:

With the wrong kind of fluid in your brake system, your brakes may not work well, or they may not even work at all. This could cause a crash. Always use the proper brake fluid.

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NOTICE:

- **Using the wrong fluid can badly damage brake system parts. 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. Don't let someone put in the wrong kind of fluid.**
- **If you spill brake fluid on your vehicle's painted surfaces, the paint finish can be damaged. 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 soon 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.

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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.

Properly torqued wheel nuts are necessary to help prevent brake pulsation. When tires are rotated, inspect brake pads for wear, and evenly torque wheel nuts in the proper sequence to GM specifications.

Brake linings should always be replaced as complete axle sets.

See "Brake System Inspection" in section 7 of this manual under Part C "Perodic Maintenance Inspections."

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 apply the brakes, with or without the vehicle moving, your brakes adjust for wear.

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 approved 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.

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 replacement number shown on the original battery's label.

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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.

Also, for your audio system, see "Theft-Deterrent Feature" in the Index.

Bulb Replacement

In this section you'll find directions for changing the bulbs in some of the lamps on your Grand Prix. See "Replacement Bulbs" in the Index to find the type of bulb you should use. For any bulb replacement procedures not explained here, see your dealer.

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. Be sure to read and follow the instructions on the bulb package.

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Headlamps

1. Open the hood and support properly.



2. Remove the two bolts from the top of the headlamp assembly.

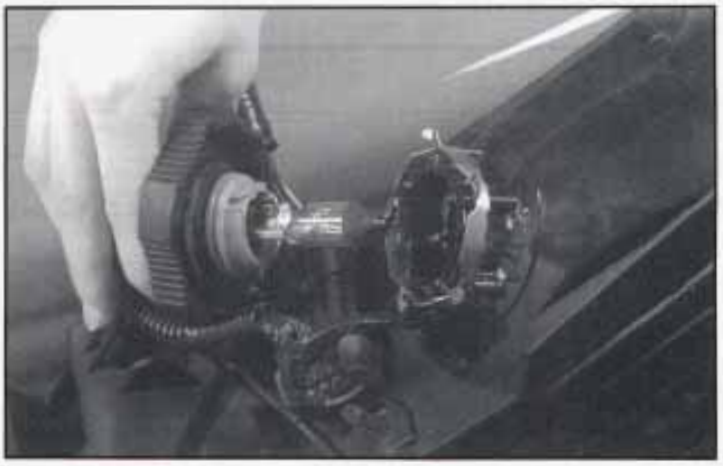


3. Carefully remove the headlamp assembly from the vehicle. Be careful to avoid scratching or chipping the paint on the vehicle while removing.
4. Lift the plastic tab on the electrical connector and pull the connector.

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5. Rotate the lamp socket ring 1/4 turn counterclockwise to remove it from the headlamp assembly.



6. Pull the lamp from the socket.

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7. Place the new lamp into the socket. Hold the lamp at the base, being careful not to touch the lamp with your fingers. The oil from your fingers will cause the lamp to fail.
8. Rotate the lamp socket ring 1/4 turn clockwise to place it back into the headlamp assembly.
9. Lift the plastic tab on the electrical connector and replace the connector.
10. Carefully replace the headlamp assembly into the vehicle. Be careful to avoid scratching or chipping the paint on the vehicle while replacing the assembly.
11. Replace the two bolts on the top of the headlamp assembly.
12. Close the hood.

Front Turn Signal

1. Open the hood and support properly.



2. Remove the two bolts from the top of the headlamp assembly.
3. Carefully remove the headlamp assembly into the vehicle. Be careful to avoid scratching or chipping the paint on the vehicle while replacing.
4. Turn the front sidemarker bulb socket 1/4 turn counterclockwise to remove.

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5. Remove the bulb from the socket.
6. Place the new bulb into the socket.
7. Turn the bulb socket 1/4 turn clockwise to replace it.
8. Carefully replace the headlamp assembly into the vehicle. Be careful to avoid scratching or chipping the paint on the vehicle while replacing.
9. Replace the two bolts on the top of the headlamp assembly.
10. Close the hood.

Center High-Mounted Stoplamp

1. Open the trunk.



2. Reach through the access opening in the trunk and remove the slotted vent by squeezing the ends and pulling down.

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3. Remove the bulb by turning it 1/4 turn counterclockwise.
4. Place the new bulb into the bulb socket.
5. Turn the bulb 1/4 turn clockwise to replace. Replace the vent you removed earlier.
6. Close the trunk.

Taillamps

1. Unhook the convenience net (if equipped) and remove.

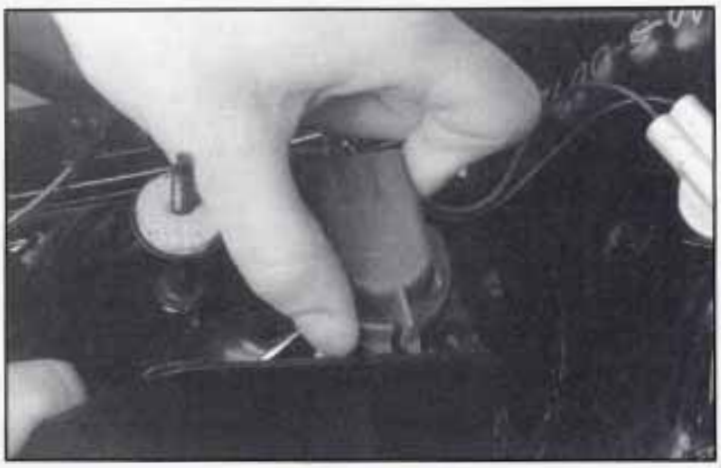


2. Unscrew the lower convenience net hook attachment.
3. Pull the trunk trim carpeting back from the rear of the trunk.
4. Remove the upper trunk trim hook and the two plastic wing nuts from the taillamp.

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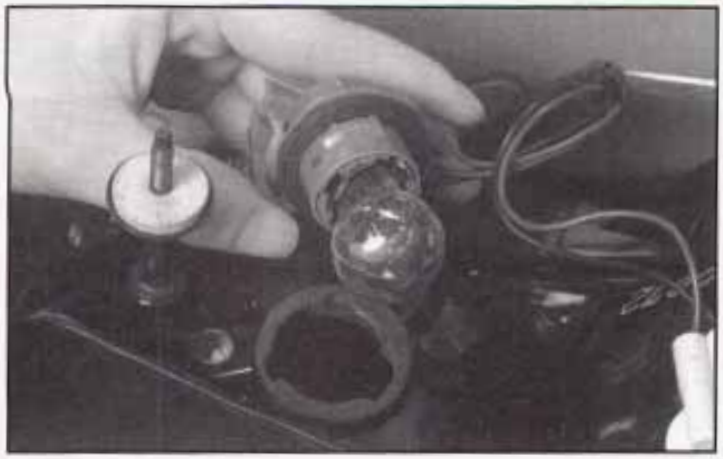


5. Carefully remove the taillamp assembly. Be careful to avoid scratching or chipping the paint on the vehicle.



6. Turn the lamp socket 1/4 turn counterclockwise to remove.

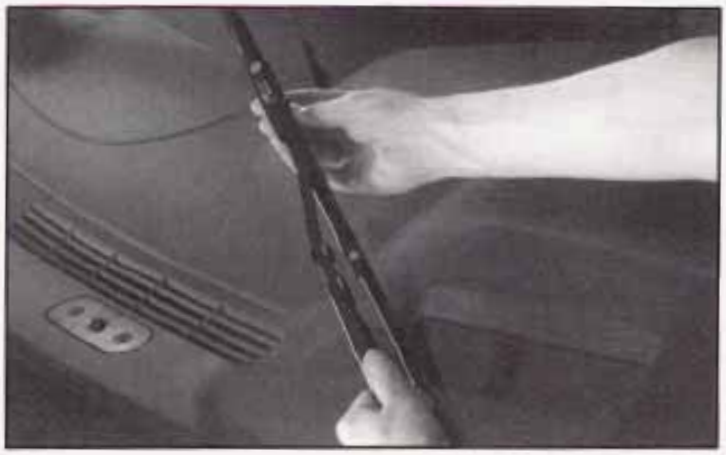
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7. Remove the bulb.
8. Place the new bulb into the socket.
9. Turn the lamp socket 1/4 turn clockwise to replace it.
10. Carefully replace the taillamp assembly. Be careful to avoid scratching or chipping the vehicle paint.
11. Reverse Steps 1 through 4.
12. Close the rear compartment.

Windshield Wiper Blade Replacement

1. Pull the windshield wiper arm away from the windshield.



2. Lift the release clip with a screwdriver and pull the blade off the wiper arm.
3. Push the new wiper blade securely onto the wiper arm.

For wiper blade replacement length and type, see "Normal Maintenance Replacement Parts" in the Index.

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Tires

Your new Pontiac comes with high-quality tires made by a leading tire manufacturer. If you ever have questions about your tire warranty and where to obtain service, see your Pontiac Warranty booklet for details.

⚠ 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.**
- **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.**

CAUTION: (Continued)

CAUTION: (Continued)

- **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.**

Inflation -- Tire Pressure

The Tire-Loading Information label, which is on the rear edge of the driver's 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 1 mile (1.6 km).

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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 the following:

- **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 the following:

- **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. You can't tell if your tires are properly inflated simply by looking at them. Radial tires may look properly inflated even when they're underinflated.

Be sure to put the valve caps back on the valve stems. They help prevent leaks by keeping out dirt and moisture.

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Check Tire Pressure System (If Equipped)

The check tire pressure system can alert you to a large change in the pressure in one tire. The system won't alert you before you drive that a tire is low or flat. Each time you start your Pontiac, you must drive 10 to 20 miles (15 to 30 km) before the system will work properly.

After you've driven 10 to 20 miles (15 to 30 km), the CHECK TIRE PRESS light will come on if the pressure in one tire becomes at least 10 psi (69 kPa) higher or lower than the other three tires. The check tire pressure system won't alert you if the pressure in more than one tire is low or high, or if the system is not calibrated properly.

If the anti-lock brake system warning light comes on with the CHECK TIRE PRESS light, the check tire pressure system isn't working. See your dealer for service. (Also, see "Anti-Lock Brake System Warning Light" in the Index.)

The check tire pressure system detects differences in tire rotation speeds that are caused by changes in tire pressure. It will not alert you if the pressure in more than one tire is low or high. The system can alert you about a low tire -- but it doesn't replace normal tire maintenance. See "Tires" in the Index.

When the CHECK TIRE PRESS light comes on, you should stop as soon as you can and check all your tires for damage. (If a tire is flat, see "If a Tire Goes Flat" in the Index.) Also check the tire pressure in all four tires as soon as you can. See "Inflation - Tire Pressure" in the Index.



The light will stay on until you turn off the ignition or press the CALIBRATE TIRE PRESS button.

Don't press the CALIBRATE TIRE PRESS button without first correcting the cause of the problem and checking and adjusting the pressure in all four tires. If you press the button when the tire pressures are incorrect, the check tire pressure system will not work properly and may not alert you when a tire is low or high.

Any time you adjust a tire's pressure or have a tire repaired or replaced, you'll need to calibrate the check tire pressure system. You'll also need to calibrate the system whenever you buy new tires or have tires repaired.

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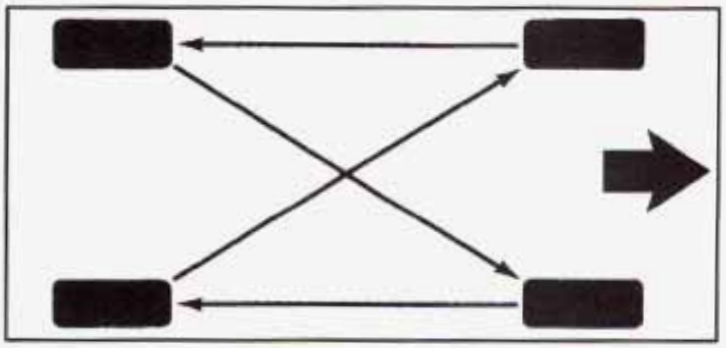
To calibrate the system:

1. Turn the ignition switch to ON.
2. The CALIBRATE TIRE PRESS button is under the instrument panel, to the right of the steering column. Press and hold the button for about three seconds. The CHECK TIRE PRESS light will flash three times and go out. If the light doesn't go out after you press the CALIBRATE TIRE PRESS button, see your dealer for service.
3. The system completes the calibration process during driving. During the first 10 to 20 miles (15 to 30 km) of driving, the system will not alert you if a tire is low or high. After 20 to 80 miles (30 to 125 km), the system will only alert you about pressure differences of 12 psi (85 kPa) or more. After 80 miles (125 km) of driving, the system will alert you if a tire is 8 psi (55 kPa) different from the other three tires.

Tire Inspection and Rotation

Tires should be rotated every 6,000 to 8,000 miles (10 000 to 13 000 km). Any time you notice unusual wear, rotate your tires as soon as possible and check wheel alignment. Also check for damaged tires or wheels. See "When It's Time for New Tires" and "Wheel Replacement" later in this section for more information.

The purpose of regular rotation is to achieve more uniform wear for all tires on the vehicle. The first rotation is the most important. See "Scheduled Maintenance Services" in the Index for scheduled rotation intervals.



When rotating your tires, always use the correct rotation pattern shown here.

Don't include the compact spare tire in your tire rotation.

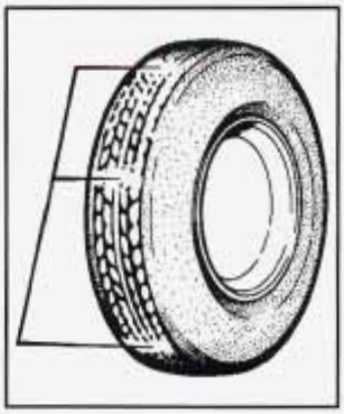
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After the tires have been rotated, adjust the front and rear inflation pressures as shown on the Tire-Loading Information label. Make certain that all wheel nuts are properly tightened. See "Wheel Nut Torque" in the Index.

⚠ 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 1/16 inch (1.6 mm) or less of tread remaining.

You need a new tire if any of the following statements are true:

- 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.

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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 an "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. Reset Tire Inflation Monitor (TIM).

⚠ 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. Using tires of different sizes may also cause damage to your vehicle. Be sure to use the same size and type tires on all wheels.

It's all right to drive with your compact spare, though. It was developed for use on your vehicle.

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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.) The grades are molded on the sidewalls of most passenger car tires. The Uniform Tire Quality Grading system does not apply to deep tread, winter-type snow tires, space-saver or temporary use spare tires, tires with nominal rim diameters of 10 to 12 inches (25 to 30 cm), or to some limited-production tires.

While the tires available on General Motors passenger cars and light trucks may vary with respect to these grades, they must also conform to Federal safety requirements and additional General Motors Tire Performance Criteria (TPC) standards.

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, and 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 (straightahead) traction tests and does not include cornering (turning) traction.

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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.

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.

Scheduled wheel alignment and wheel balancing are not needed. 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 or corroded. 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.

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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.

⚠ 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 or odometer calibration, headlamp aim, bumper height, vehicle ground clearance and tire or tire chain clearance to the body and chassis.

See "Changing a Flat Tire" in the Index for more information.

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Used Replacement Wheels

⚠ CAUTION:

Putting a used wheel on your vehicle is dangerous. You can't know how it's been used or how far 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 P225/60R16 size tires, don't use tire chains. They can damage your vehicle because there's not enough clearance.

NOTICE: (Continued)

NOTICE: (Continued)

Use another type of traction device only if its manufacturer recommends it for use on your vehicle and tire size combination and road conditions. Follow that manufacturer's instructions. To help avoid damage to your vehicle drive slowly, readjust or remove the device if it's contacting your vehicle and don't spin your wheels.

If you do find traction devices that will fit, install them on the front tires.

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 or spinning the wheels with chains on will damage your vehicle.

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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 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:

1. Always read the instructions on the cleaner label.
2. Clean up stains as soon as you can -- before they set.
3. Use a clean cloth or sponge, and change to a clean area often. A soft brush may be used if stains are stubborn.
4. Use solvent-type cleaners in a well-ventilated area only. If you use them, don't saturate the stained area.
5. If a ring forms after spot cleaning, clean the entire area immediately or it will set.

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Using Foam-Type Cleaner on Fabric

1. Vacuum and brush the area to remove any loose dirt.
2. Always clean a whole trim panel or section. Mask surrounding trim along stitch or welt lines.
3. Mix Multi-Purpose Powdered Cleaner following the directions on the container label.
4. Use suds only and apply with a clean sponge. Don't saturate the material and don't rub it roughly.
5. As soon as you've cleaned the section, use a sponge to remove the suds.
6. Rinse the section with a clean, wet sponge.
7. Wipe off what's left with a slightly damp paper towel or cloth.
8. Dry it immediately with a blow dryer.
9. 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:

1. Gently scrape excess soil from the trim material with a clean, dull knife or scraper.
2. Use very little cleaner, light pressure and clean cloths (preferably cheesecloth). Cleaning should start at the outside of the stain, "feathering" toward the center.
3. Keep changing to a clean section of the cloth.
4. When you clean a stain from fabric, immediately dry the area with a blow dryer to help prevent a cleaning ring.

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Special Cleaning Problems

Greasy or Oily Stains

Stains caused by grease, oil, butter, margarine, shoe polish, coffee with cream, chewing gum, cosmetic creams, vegetable oils, wax crayon, tar and asphalt can be removed as follows:

1. Carefully scrape off excess stain.
2. Follow the solvent-type instructions described earlier.

Shoe polish, wax crayon, tar and asphalt will stain if left on a vehicle's 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

Stains caused by catsup, coffee (black), egg, fruit, fruit juice, milk, soft drinks, wine, vomit, urine and blood can be removed as follows:

1. Carefully scrape off excess stain, then sponge the soiled area with cool water.
2. If a stain remains, follow the foam-type instructions described earlier.
3. 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.
4. If needed, clean lightly with solvent-type cleaner.

Combination Stains

Stains caused by candy, ice cream, mayonnaise, chili sauce and unknown stains can be removed as follows:

1. Carefully scrape off excess stain.
2. Clean with cool water and allow to dry.
3. 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 vinyl/leather cleaner. See your dealer for this product.

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Cleaning Leather

Use a soft cloth with lukewarm water and a mild soap or saddle soap and wipe dry with a soft cloth. Then, let the leather dry naturally. Do not use heat to dry.

- For stubborn stains, use a leather cleaner. See your dealer for this product.
- *Never* use oils, varnishes, solvent-based or abrasive cleaners, furniture polish or shoe polish on leather.
- Soiled or stained leather should be cleaned immediately. If dirt is allowed to work into the 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.

Cleaning the Built-In Child Restraint

Your built-in child restraint may be cleaned with mild soap and lukewarm water. Don't use household cleaners. They may weaken the harness or damage plastic parts.

The built-in child restraint pad is attached to the child restraint cushion and seatback with fastener strips. You can remove the pad, machine wash it in cold water on a gentle cycle and tumble dry it on a low heat setting. Never bleach or iron the pad, and don't dry clean it.

Care of Safety Belts and Built-in Child Restraint Harness

Keep the safety belts and the built-in child restraint harness clean and dry.

⚠ CAUTION:

Do not bleach or dye safety belts or the built-in child restraint harness. If you do, they may be severely weakened. In a crash, they might not be able to provide adequate protection. Clean the safety belts and the child restraint harness only with mild soap and lukewarm water.

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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 film on interior glass.

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.

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, sap, or other material may be on the blade or windshield.

Clean the outside of the windshield with GM Windshield Cleaner, Bon Ami® Powder (non-scratching glass cleaning powder), GM Part No. 1050011. The windshield is clean if beads do not form when you rinse it with water.

Grime from the windshield will stick to the wiper blades and affect their performance. Clean the blade by wiping vigorously with a cloth soaked in full-strength windshield washer solvent. Then rinse the blade with water.

Check the wiper blades and clean them as necessary; replace blades that look worn.

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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 and Lubricants" in the Index.)

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 an all-cotton towel to avoid surface scratches and water spotting.

High pressure vehicle washes may cause water to enter your vehicle.

Cleaning Exterior Lamps/Lenses

Use lukewarm or cold water, a soft cloth and a liquid hand, dish or vehicle washing (mild detergent) soap to clean exterior lamps and lenses. Follow instructions under "Washing Your Vehicle."

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Finish Care

Occasional waxing or mild polishing of your Pontiac by hand 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.

Foreign materials such as calcium chloride and other salts, ice melting agents, road oil and tar, tree sap, bird droppings, chemicals from industrial chimneys, etc., can damage your vehicle's finish if they remain on painted surfaces. Wash the vehicle as soon as possible. If necessary, use non-abrasive cleaners that are marked safe for painted surfaces to remove foreign matter.

Exterior painted surfaces are subject to aging, weather and chemical fallout that can take their toll over a period of years. You can help to keep the paint finish looking new by keeping your Pontiac garaged or covered whenever possible.

Aluminum Wheels (If Equipped)

Keep your wheels clean using a soft clean cloth with mild soap and water. Rinse with clean water. After rinsing thoroughly, dry with a soft clean towel. A wax may then be applied.

The surface of these wheels is similar to the painted surface of your vehicle. Don't use strong soaps, chemicals, abrasive polishes, abrasive cleaners or abrasive cleaning brushes on them because you could damage the surface.

Don't take your vehicle through an automatic vehicle wash that has silicon carbide tire cleaning brushes. These brushes can also damage the surface of these wheels.

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Tires

To clean your tires, use a stiff brush with a tire cleaner.

NOTICE:

When applying a tire dressing always take care to wipe off any overspray or splash from all painted surfaces on the body or wheels of the vehicle. Petroleum-based products may damage the paint finish.

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.

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.

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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.

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 occurs first.

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Appearance Care Materials Chart

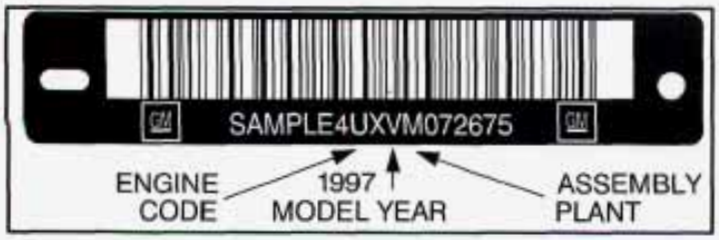
PART NUMBER	SIZE	DESCRIPTION	USAGE
994954	23 in. x 25 in.	Polishing Cloth – Wax Treated	Exterior Polish
1050004	2.75 sq. ft.	Chamois	Shines vehicle without scratching
1050172	16 oz. (0.473 L)	Tar and Road Oil Remover	Also removes old waxes and polishes
1050173	16 oz. (0.473 L)	Chrome Cleaner and Polish	Removes rust and corrosion
1050174	16 oz. (0.473 L)	White Sidewall Tire Cleaner	Removes soil and black marks
1050200	1 gal. (3.785 L)	Magic Mirror Cleaner Polish	Exterior cleaner and polish
1050214	32 oz. (0.946 L)	Vinyl and Leather Cleaner	Spot and stain removal
1050427	23 oz. (0.680 L)	Glass Cleaner	Cleans grease, grime and smoke film
1051398*	6 oz. (0.177 L)	Spot Lifter	For cloth
1052870	16 oz. (0.473 L)	Wash and Wax Concentrate	Exterior wash
1052918**	8 oz. (0.237 L)	Armor All™ Protector	Protects vinyl, leather and rubber
1052925	16 oz. (0.473 L)	Multi-Purpose Powdered Cleaner	Cleans vinyl, cloth, tires and mats
1052929	16 oz. (0.473 L)	Wheel Cleaner	Spray on wheel cleaner
1052930	8 oz. (0.237 L)	Capture Dry Spot Remover	Attracts and absorbs soils
12345002**	16 oz. (0.473 L)	Armor All™ Cleaner	Cleans vinyl, leather and rubber
12345725	12 oz. (0.354 L)	Silicone Tire Shine	Shines tires

See your General Motors Parts Department for these products.
See "Fluids and Lubricants" in the Index.

* Not recommended for pigskin suede leather.
** Not recommended for use on instrument panel vinyl.

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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 8th character in your VIN is the engine code. This code will help you identify your engine, specifications and replacement parts.

Service Parts Identification Label

You'll find this label on the underside of your trunk lid. 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.

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Electrical System

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 and 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.

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. Spare fuses are located in the Instrument Panel Electrical Center. See "Underhood Electrical Center" in the Index.

Headlamp Wiring

The headlamp wiring is protected by a circuit breaker in the underhood electrical center. An electrical overload will cause the lamps to go on and off, or in some cases to remain off. If this happens, have your headlamp system checked right away.

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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 panel 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.

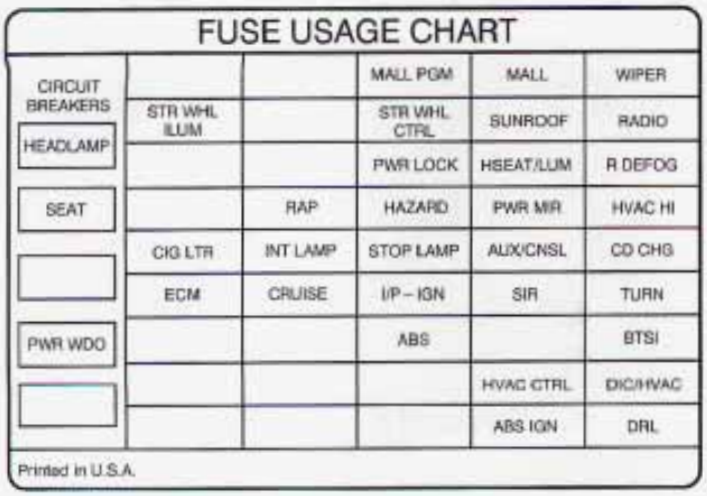
Instrument Panel Fuse Block



Some fuses are in a fuse block located inside of the glove box behind a small bin, on the right side. To open, pull on the plastic strap and pull the part out. The fuse block is inside. On the back edge of this part is a fuse puller and a fuse usage chart. To use the fuse puller, place the wide end of the fuse puller over the plastic end of the fuse. Squeeze the ends over the fuse and pull it out.

To reinstall the bin, position the lower end and rotate the top into position. Press on the sides until it snaps into place.

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Circuit Breaker	Description
HEADLMP	Headlamps
PWR SEAT	Power Seat, Power Lumbar
PWR WDO	Power Windows
Fuse	**Description**
MALL PGM	Mall Module -- Program
MALL	Mall Module

Fuse	Description
WIPER	Wipers
STR WHL ILUM	Steering Wheel Illumination
STR WHL CTRL	Steering Wheel Control
SUNROOF	Sunroof
RADIO	Radio, Antenna
PWR LOCK	Mall Module -- Power Locks
HSEAT/LUM	Heated Seats, Power Lumbar
R DEFOG	Rear Defog
RAP	Retained Accessory Power, Mall Module
HAZARD	Hazard Flashers
PWR MIR	Power Mirrors
HVAC HI	HVAC Blower -- Hi
CIG LTR	Cigarette Lighter, ALDL, Floor Console Auxiliary Outlet
INT LAMP	Mall Module-Interior lamps
STOP LP	Stoplamp
AUX/CNSL	Auxiliary Power, Overhead Console
CD CHGR	CD Changer

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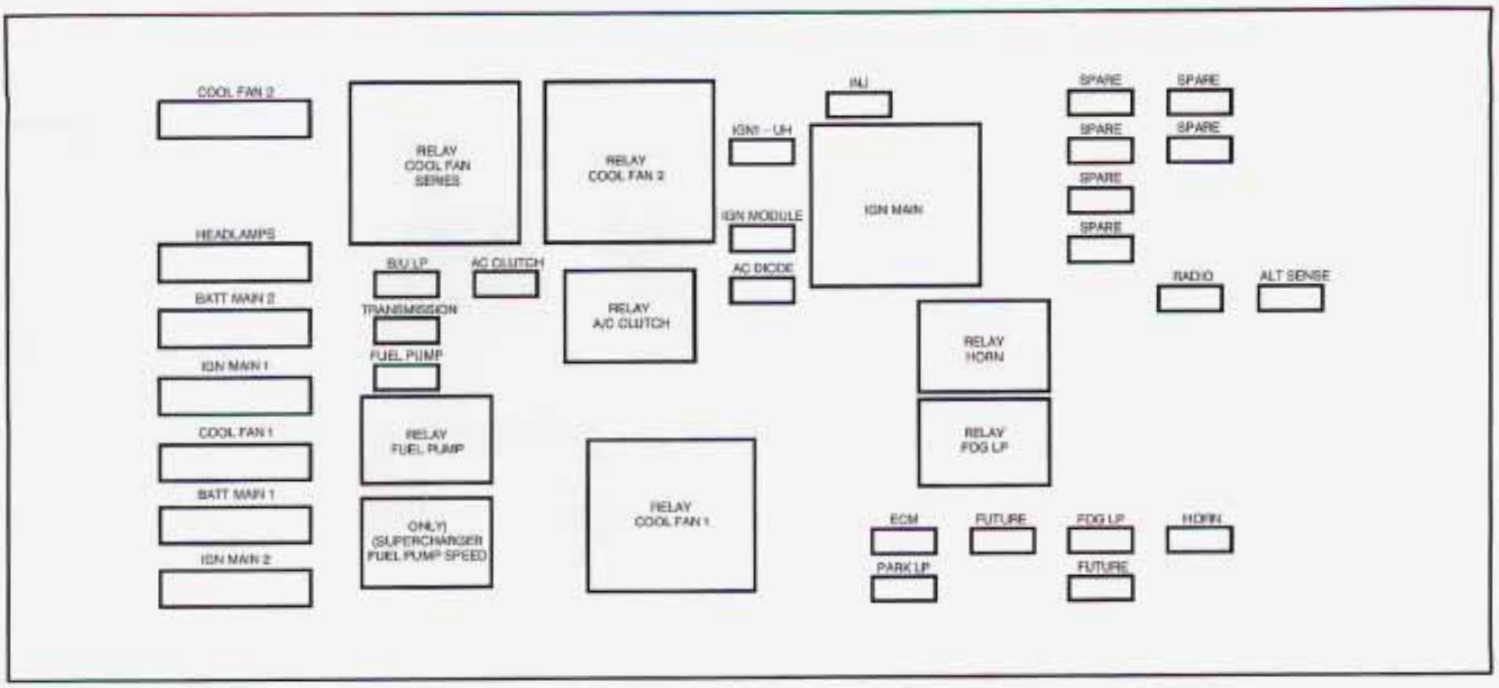
Fuse	Description
ECM	ECM
CRUISE	Cruise Control
I/P-IGN	Chime/Mall Module, Cluster, Trip Computer, Head-Up Display, Brake-Transaxle Shift Interlock
SIR	Supplemental Inflatable Restraint (Air Bag)
TURN	Turn Signal
ABS	Anti-Lock Brakes
BTSI	PRNDL, Brake-Transaxle Shift Interlock
HVAC CTRL	Blower Control, HVAC
DIC/HVAC	Rear Defog, HVAC, Driver Information Center, Daytime Running Lamps, Heated Seats
ABS IGN	Anti-Lock Brakes Ignition
DRL	Daytime Running Lamps

Underhood Electrical Center -- Passenger's Side



Some fuses are in a fuse block on the passenger's side of the engine compartment. Pull off the cover labeled FUSES to expose the fuses.

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Fuse	Description
FUTURE	Spare
PARK LP	Chime/Mall Module, Taillamps, Park Lamps, Sidemarker Lamps, Dimmable Lamps
FOG LP	Fog Lamps
FUTURE	Spare
ECM	ECM/PCM
FUEL PMP	Fuel Pump
TCC	Automatic Transaxle: Enable, Switch, Shift, PWM
ALT	Alt Sense

Fuse	Description
RADIO	Radio, Remote Lock Control, Theft Shock Sensor, Trip Computer, HVAC Module, ABS Module, Security LED
AC CLU	AC Clutch
B/U LP	Trunk Release, Back-Up Lamps
IGN MODULE	Ignition Module
IGNI-UH	MAF, Heated Sensors, Canister Prg, Boost Solenoid
INJ	Fuel Injectors

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Replacement Bulbs

Exterior Lamps	Bulb Number
Back-Up	3156
Center High-Mounted Stop	1141
Front Parking/Turn Signal	3357NA
Headlamps	9007
Stop/Tail/Turn Signal	3057
Front/Rear Side Marker	194

Capacities and Specifications

Please refer to "Recommended Fluids and Lubricants" in the Index for more information.

Automatic Transaxle with Overdrive

Pan Removal and Replacement ... 7.4 quarts (7.0 L)
After Complete Overhaul ..... 10 quarts (9.5 L)

When draining/replacing converter or auxiliary cooler, more fluid may be needed.

Cooling System Including Reservoir

3100 (Code M) ..... 11.0 quarts (10.42 L)
3800 (Code K) ..... 10.2 quarts (9.63 L)
3800 Supercharged (Code 1) ... 10.2 quarts (9.63 L)

*Refrigerant (R-134a), Air Conditioning** ..... 1.9 pounds (0.85 kg)

Engine Crankcase (Oil Change with Filter Change)

3100 (Code M) ..... 4.5 quarts (4.3 L)
3800 (Code K) ..... 4.5 quarts (4.3 L)
3800 Supercharged (Code 1) ..... 5 quarts (4.7 L)
Fuel Tank ..... 18.0 gallons (68.0 L)

**See "Air Conditioning Refrigerants" later in this section.*

3100 (Code M) Engine Specifications

Type V6
Displacement ..... 191 CID (3.1L L82)
Firing Order 1-2-3-4-5-6
Thermostat Temperature ..... 195°F (91°C)
Horsepower 160

3800 (Code K) Engine Specifications

Type V6
Displacement ..... 231 CID (3.8L L36)
Firing Order 1-6-5-4-3-2
Thermostat Temperature ..... 195°F (91°C)
Horsepower 195

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3800 Supercharged (Code 1) Engine Specifications

Type V6
Displacement ..... 231 CID (3.8L L67)
Firing Order 1-6-5-4-3-2
Thermostat Temperature ..... 195°F (91°C)
Horsepower 240

Vehicle Dimensions

Wheelbase ..... 110.5″ (280.7 cm)
Tread Width
- Front ..... 61.7″ (156.8 cm)
- Rear ..... 61.1″ (155.2 cm)
- Overall Length ..... 196.5″ (499.1 cm)
- Overall Width ..... 72.7″ (184.5 cm)
- Overall Height ..... 54.7″ (139.0 cm)

Normal Maintenance Replacement Parts

Air Cleaner Filter
- All Engines A1208C

Battery
- 3100 (Code M) ..... 600 CCA
- 3800 (Code K) ..... 690 CCA
- 3800 Supercharged (Code 1) ..... 770 CCA

Engine Oil Filter
- All Engines ..... AC Type PF47

PCV Valve
- All Engines CV892C

Radiator Cap
- All Engines ..... AC Type RC27

Spark Plugs
- 3100 (Code M) ..... AC Type 41-940
  Gap: 0.060″ (1.52 mm)
- 3800 (Code K) ..... AC Type 41-921
  Gap: 0.060″ (1.52 mm)
- 3800 Supercharged (Code 1) ..... AC Type 41-921
  Gap: 0.060″ (1.52 mm)

Wiper Blades
- Type ..... Hook
- Length ..... 20″ (50.8 cm)

Air Conditioning Refrigerants

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.

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NOTES

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Section 7 Maintenance Schedule

This section covers the maintenance required for your Pontiac. Your vehicle needs these services to retain its safety, dependability and emission control performance.

7-2	Introduction to Your Maintenance Schedule
7-2	Your Vehicle and the Environment
7-3	How this Section is Organized
7-4	Using Your Maintenance Schedule
7-4	Selecting the Right Schedule for Your Vehicle
7-5	Short Trip/City Definition
7-5	Short Trip/City Intervals
7-6	Long Trip/Highway Definition
7-6	Long Trip/Highway Intervals
7-39	Owner Checks at Each Fuel Fill-up
7-39	What to Check at Least Once a Month
7-40	What to Check at Least Twice a Year
7-40	What to Check at Least Once a Year
7-43	Periodic Maintenance Inspections
7-44	Recommended Fluids and Lubricants
7-46	A Place to Record Maintenance Procedures

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IMPORTANT:
KEEP ENGINE OIL AT THE PROPER LEVEL AND CHANGE AS RECOMMENDED

GM **Protection Plan**

Have you purchased the GM Protection Plan? The Plan supplements your new vehicle warranties. See your Warranty and Owner Assistance booklet, or your Pontiac dealer for details.

Introduction

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 can even affect the quality of the air we breathe. Improper fluid levels or the wrong tire inflation can increase the level of emissions from your vehicle. To help protect our environment, and to keep your vehicle in good condition, please maintain your vehicle properly.

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How This Section is Organized

The remainder of this section is divided into five parts:

"Part 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. See "Service and Owner Publications" in the Index.

"Part B: Owner Checks and Services" tells you what should be checked and when. It also explains what you can easily do to help keep your vehicle in good condition.

"Part C: Periodic Maintenance Inspections" explains important inspections that your Pontiac dealer's service department or another qualified service center should perform.

"Part 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.

"Part 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 part. 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.

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Part A: Scheduled Maintenance Services

Using Your Maintenance Schedule

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'll find in the schedules in this section. So please read this section and note how you drive. If you have any questions on how to keep your vehicle in good condition, see your Pontiac dealer.

This part tells you the maintenance services you should have done and when you should schedule them. 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.

The proper fluids and lubricants to use are listed in Part 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.

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 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:

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Maintenance Schedule

Short Trip/City Definition

Follow the Short Trip/City Maintenance Schedule if any one of these conditions is true for your vehicle:

- Most trips are less than 5 to 10 miles (8 to 16 km). This is particularly important when outside temperatures are below freezing.
- Most trips include extensive idling (such as frequent driving in stop-and-go traffic).
- Most trips are through dusty areas.
- You frequently tow a trailer or use a carrier on top of your vehicle.
- If the vehicle is used for delivery service, police, taxi or other commercial application.

One of the reasons you should follow this schedule if you operate your vehicle under any of these conditions is that these conditions cause engine oil to break down sooner.

Short Trip/City Intervals

Every 3,000 Miles (5 000 km): Engine Oil and Filter Change (or 3 months, whichever occurs first).

Every 6,000 Miles (10 000 km): Tire Rotation.

Every 15,000 Miles (25 000 km): Air Cleaner Filter Inspection, if driving in dusty conditions.

Every 30,000 Miles (50 000 km): Air Cleaner Filter Replacement. Fuel Tank, Cap and Lines Inspection. Supercharger Oil Check (or every 36 months, whichever occurs first) (3.8L Code 1 engine only).

Every 50,000 Miles (83 000 km): Automatic Transaxle Service (severe conditions only).

Every 60,000 Miles (100 000 km): Engine Accessory Drive Belt Inspection.

Every 100,000 Miles (166 000 km): Spark Plug Wire Inspection. Spark Plug Replacement.

Every 150,000 Miles (240 000 km): Cooling System Service (or every 60 months, whichever occurs first).

These intervals only summarize maintenance services. Be sure to follow the complete maintenance schedule on the following pages.

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Maintenance Schedule

Long Trip/Highway Definition

Follow this maintenance schedule *only* if none of the conditions from the Short Trip/City Maintenance Schedule is true. Do not use this schedule if the vehicle is used for trailer towing, driven in a dusty area or used off paved roads. Use the Short Trip/City schedule for these conditions.

Driving a vehicle with a fully warmed engine under highway conditions causes engine oil to break down slower.

Long Trip/Highway Intervals

Every 7,500 Miles (12 500 km): Engine Oil and Filter Change (or every 12 months, whichever occurs first). Tire Rotation.

Every 30,000 Miles (50 000 km): Supercharger Oil Check (or every 36 months, whichever occurs first) (3.8L Code 1 engine only). Air Cleaner Filter Replacement. Fuel Tank, Cap and Lines Inspection.

Every 50,000 Miles (83 000 km): Automatic Transaxle Service (severe conditions only).

Every 60,000 Miles (100 000 km): Engine Accessory Drive Belt Inspection.

Every 100,000 Miles (166 000 km): Spark Plug Wire Inspection. Spark Plug Replacement.

Every 150,000 Miles (240 000 km): Cooling System Service (or every 60 months, whichever occurs first).

These intervals only summarize maintenance services. Be sure to follow the complete maintenance schedule on the following pages.

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Short Trip/City Maintenance Schedule

The services shown in this schedule up to 100,000 miles (166 000 km) should be performed after 100,000 miles (166 000 km) at the same intervals. The services shown at 150,000 miles (240 000 km) should be performed at the same interval after 150,000 miles (240 000 km).

See "Owner Checks and Services" and "Periodic Maintenance Inspections" following.

Footnotes

† 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 the vehicle's useful life. We, however, urge that all recommended maintenance services be performed at the indicated intervals and the maintenance be recorded.

+ A good time to check your brakes is during tire rotation. See "Brake System Inspection" under "Periodic Maintenance Inspection" in Part C of this schedule.

3,000 Miles (5 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

DATE	ACTUAL MILEAGE	SERVICED BY:

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Short Trip/City Maintenance Schedule

6,000 Miles (10 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

9,000 Miles (15 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

DATE	ACTUAL MILEAGE	SERVICED BY:

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Short Trip/City Maintenance Schedule

12,000 Miles (20 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

15,000 Miles (25 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

☐ Inspect air cleaner filter if you are driving in dusty conditions. Replace filter if necessary. *An Emission Control Service.* (See footnote†.)

DATE	ACTUAL MILEAGE	SERVICED BY:

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Short Trip/City Maintenance Schedule

18,000 Miles (30 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

21,000 Miles (35 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

DATE	ACTUAL MILEAGE	SERVICED BY:

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Short Trip/City Maintenance Schedule

24,000 Miles (40 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

27,000 Miles (45 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

DATE	ACTUAL MILEAGE	SERVICED BY:

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Short Trip/City Maintenance Schedule

30,000 Miles (50 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
  An Emission Control Service.
- ☐ Replace air cleaner filter.
  An Emission Control Service.
- ☐ Inspect fuel tank, cap and lines for damage or leaks. Inspect fuel cap gasket for any damage. Replace parts as needed.
  An Emission Control Service. (See footnote †.)
- ☐ For supercharged engines only: Check the supercharger oil level and add oil as needed (or every 36 months, whichever occurs first). See "Recommended Fluids and Lubricants" in this section.
  An Emission Control Service. (See footnote †.)
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

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Short Trip/City Maintenance Schedule

33,000 Miles (55 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

DATE	ACTUAL MILEAGE	SERVICED BY:

36,000 Miles (60 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

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Short Trip/City Maintenance Schedule

39,000 Miles (65 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

DATE	ACTUAL MILEAGE	SERVICED BY:

42,000 Miles (70 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

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Short Trip/City Maintenance Schedule

45,000 Miles (75 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.*

☐ Inspect air cleaner filter if you are driving in dusty conditions. Replace filter if necessary. *An Emission Control Service.* (See footnote†.)

DATE	ACTUAL MILEAGE	SERVICED BY:

48,000 Miles (80 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.*

☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

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Short Trip/City Maintenance Schedule

50,000 Miles (83 000 km)

☐ Change automatic transaxle fluid and filter 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 or delivery service.

If you do not use your vehicle under any of these conditions, the fluid and filter do not require changing.

DATE	ACTUAL MILEAGE	SERVICED BY:

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Short Trip/City Maintenance Schedule

51,000 Miles (85 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

DATE	ACTUAL MILEAGE	SERVICED BY:

54,000 Miles (90 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

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Short Trip/City Maintenance Schedule

57,000 Miles (95 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

DATE	ACTUAL MILEAGE	SERVICED BY:

60,000 Miles (100 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

☐ Inspect engine accessory drive belt.
An Emission Control Service.

☐ Inspect camshaft timing belt.
An Emission Control Service. (See footnote†.)

☐ Replace air cleaner filter.
An Emission Control Service.

☐ Inspect fuel tank, cap and lines for damage or leaks. Inspect fuel cap gasket for any damage. Replace parts as needed.
An Emission Control Service. (See footnote†.)

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Short Trip/City Maintenance Schedule

☐ For supercharged engines only: Check the supercharger oil level and add oil as needed (or every 36 months, whichever occurs first). See "Recommended Fluids and Lubricants" in this section.
An Emission Control Service. (See footnote †.)

☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

63,000 Miles (105 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

DATE	ACTUAL MILEAGE	SERVICED BY:

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Short Trip/City Maintenance Schedule

66,000 Miles (110 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

69,000 Miles (115 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

DATE	ACTUAL MILEAGE	SERVICED BY:

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Short Trip/City Maintenance Schedule

72,000 Miles (120 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.*
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

75,000 Miles (125 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first). *An Emission Control Service.*
- ☐ Inspect air cleaner filter if you are driving in dusty conditions. Replace filter if necessary. *An Emission Control Service.* (See footnote†.)
- ☐ Inspect camshaft timing belt. *An Emission Control Service.*

DATE	ACTUAL MILEAGE	SERVICED BY:

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Short Trip/City Maintenance Schedule

78,000 Miles (130 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

81,000 Miles (135 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

DATE	ACTUAL MILEAGE	SERVICED BY:

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Short Trip/City Maintenance Schedule

84,000 Miles (140 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

87,000 Miles (145 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

DATE	ACTUAL MILEAGE	SERVICED BY:

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Short Trip/City Maintenance Schedule

90,000 Miles (150 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
  An Emission Control Service.
- ☐ Replace air cleaner filter.
  An Emission Control Service.
- ☐ Inspect fuel tank, cap and lines for damage or leaks. Inspect fuel cap gasket for any damage. Replace parts as needed.
  An Emission Control Service. (See footnote †.)
- ☐ For supercharged engines only: Check the supercharger oil level and add oil as needed (or every 36 months, whichever occurs first). See "Recommended Fluids and Lubricants" in this section.
  An Emission Control Service. (See footnote †.)
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

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Short Trip/City Maintenance Schedule

93,000 Miles (155 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

DATE	ACTUAL MILEAGE	SERVICED BY:

96,000 Miles (160 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

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Short Trip/City Maintenance Schedule

99,000 Miles (165 000 km)

☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

DATE	ACTUAL MILEAGE	SERVICED BY:

100,000 Miles (166 000 km)

☐ Inspect spark plug wires.
An Emission Control Service.

☐ Replace spark plugs.
An Emission Control Service.

☐ Change automatic transaxle fluid and filter 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.

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Short Trip/City Maintenance Schedule

- In hilly or mountainous terrain.
- When doing frequent trailer towing.
- Uses such as found in taxi, police or delivery service.

If you do not use your vehicle under any of these conditions, the fluid and filter do not require changing.

150,000 Miles (240 000 km)

☐ Drain, flush and refill cooling system (or every 60 months since last service, whichever occurs first). See "Engine Coolant" in the Index for what to use. Inspect hoses. Clean radiator, condenser, pressure cap and neck. Pressure test cooling system and pressure cap.
An Emission Control Service.

DATE	ACTUAL MILEAGE	SERVICED BY:

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Long Trip/Highway Maintenance Schedule

The services shown in this schedule up to 100,000 miles (166 000 km) should be performed after 100,000 miles (166 000 km) at the same intervals. The services shown at 150,000 miles (240 000 km) should be performed at the same interval after 150,000 miles (240 000 km).

See "Owner Checks and Services" and "Periodic Maintenance Inspections" following.

Footnotes

† 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 the vehicle's useful life. We, however, urge that all recommended maintenance services be performed at the indicated intervals and the maintenance be recorded.

+ A good time to check your brakes is during tire rotation. See "Brake System Inspection" under "Periodic Maintenance Inspection" in Part C of this schedule.

7,500 Miles (12 500 km)

☐ Change engine oil and filter (or every 12 months, whichever occurs first).
An Emission Control Service.

☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

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Long Trip/Highway Maintenance Schedule

15,000 Miles (25 000 km)

- ☐ Change engine oil and filter (or every 12 months, whichever occurs first).
  An Emission Control Service.
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

22,500 Miles (37 500 km)

- ☐ Change engine oil and filter (or every 12 months, whichever occurs first).
  An Emission Control Service.
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

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Long Trip/Highway Maintenance Schedule

30,000 Miles (50 000 km)

- ☐ Change engine oil and filter (or every 12 months, whichever occurs first).
  An Emission Control Service.
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)
- ☐ Replace air cleaner filter.
  An Emission Control Service.
- ☐ Inspect fuel tank, cap and lines for damage or leaks. Inspect fuel cap gasket for any damage. Replace parts as needed.
  An Emission Control Service. (See footnote †.)
- ☐ For supercharged engines only: Check the supercharger oil level and add oil as needed (or every 36 months, whichever occurs first). See "Recommended Fluids and Lubricants" in this section.
  An Emission Control Service. (See footnote †.)

DATE	ACTUAL MILEAGE	SERVICED BY:

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Long Trip/Highway Maintenance Schedule

37,500 Miles (62 500 km)

☐ Change engine oil and filter (or every 12 months, whichever occurs first).
An Emission Control Service.

☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

45,000 Miles (75 000 km)

☐ Change engine oil and filter (or every 12 months, whichever occurs first).
An Emission Control Service.

☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

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Long Trip/Highway Maintenance Schedule

50,000 Miles (83 000 km)

☐ Change automatic transaxle fluid and filter 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 or delivery service.

If you do not use your vehicle under any of these conditions, the fluid and filter do not require changing.

DATE	ACTUAL MILEAGE	SERVICED BY:

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Long Trip/Highway Maintenance Schedule

52,500 Miles (87 500 km)

☐ Change engine oil and filter (or every 12 months, whichever occurs first).
An Emission Control Service.

☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

60,000 Miles (100 000 km)

☐ Change engine oil and filter (or every 12 months, whichever occurs first).
An Emission Control Service.

☐ For supercharged engines only: Check the supercharger oil level and add oil as needed (or every 36 months, whichever occurs first). See "Recommended Fluids and Lubricants" in this section.
An Emission Control Service. (See footnote †.)

☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

(Continued)

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Long Trip/Highway Maintenance Schedule

60,000 Miles (100 000 km) (Continued)

☐ Inspect engine accessory drive belt.
An Emission Control Service.

☐ Inspect camshaft timing belt.
An Emission Control Service. (See footnote†.)

☐ Replace air cleaner filter.
An Emission Control Service.

☐ Inspect fuel tank, cap and lines for damage or leaks. Inspect fuel cap gasket for any damage. Replace parts as needed.
An Emission Control Service. (See footnote†.)

DATE	ACTUAL MILEAGE	SERVICED BY:

67,500 Miles (112 500 km)

☐ Change engine oil and filter (or every 12 months, whichever occurs first).
An Emission Control Service.

☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

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Long Trip/Highway Maintenance Schedule

75,000 Miles (125 000 km)

- ☐ Change engine oil and filter (or every 12 months, whichever occurs first).
  An Emission Control Service.
- ☐ Inspect camshaft timing belt.
  An Emission Control Service.
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

82,500 Miles (137 500 km)

- ☐ Change engine oil and filter (or every 12 months, whichever occurs first).
  An Emission Control Service.
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

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Long Trip/Highway Maintenance Schedule

90,000 Miles (150 000 km)

- ☐ Change engine oil and filter (or every 12 months, whichever occurs first).
  An Emission Control Service.
- ☐ Replace air cleaner filter.
  An Emission Control Service.
- ☐ Inspect fuel tank, cap and lines for damage or leaks. Inspect fuel cap gasket for any damage. Replace parts as needed.
  An Emission Control Service. (See footnote†.)
- ☐ For supercharged engines only: Check the supercharger oil level and add oil as needed (or every 36 months, whichever occurs first). See "Recommended Fluids and Lubricants" in this section.
  An Emission Control Service. (See footnote †.)
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

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Long Trip/Highway Maintenance Schedule

97,500 Miles (162 500 km)

☐ Change engine oil and filter (or every 12 months, whichever occurs first).
An Emission Control Service.

☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	ACTUAL MILEAGE	SERVICED BY:

100,000 Miles (166 000 km)

☐ Inspect spark plug wires.
An Emission Control Service.

☐ Replace spark plugs.
An Emission Control Service.

☐ Change automatic transaxle fluid and filter 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.

(Continued)

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Long Trip/Highway Maintenance Schedule

100,000 Miles (166 000 km) (Continued)

- In hilly or mountainous terrain.
- When doing frequent trailer towing.
- Uses such as found in taxi, police or delivery service.

If you do not use your vehicle under any of these conditions, the fluid and filter do not require changing.

DATE	ACTUAL MILEAGE	SERVICED BY:

150,000 Miles (240 000 km)

☐ Drain, flush and refill cooling system (or every 60 months since last service, whichever occurs first). See "Engine Coolant" in the Index for what to use. Inspect hoses. Clean radiator, condenser, pressure cap and neck. Pressure test the cooling system and pressure cap.
An Emission Control Service.

DATE	ACTUAL MILEAGE	SERVICED BY:

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Part 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 Part D.

At Each Fuel Fill

It is important for you or a service station attendant to perform these underhood checks at each fuel fill.

Engine Oil Level Check

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

Check the engine coolant level and add the proper coolant mix if necessary. See "Engine Coolant" in the Index for further details.

Windshield Washer Fluid Level Check

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

Tire Inflation Check

Make sure tires are inflated to the correct pressures. See "Tires" in the Index for further details.

Cassette Deck Service

Clean cassette deck. Cleaning should be done every 50 hours of tape play. See "Audio Systems" in the Index for further details.

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At Least Twice a Year

Restraint System Check

Make sure the safety belt reminder light and all your belts, buckles, latch plates, retractors and anchorages are working properly. If your vehicle has a built-in child restraint, also periodically make sure the harness straps, latch plates, buckle, clip, retractors and anchorages are working properly. Look for any other loose or damaged safety belt and built-in child restraint system parts. If you see anything that might keep a safety belt or built-in child restraint system from doing its job, have it repaired. Have any torn or frayed safety belts or harness straps replaced.

Also look for any opened or broken air bag coverings, and have them repaired or replaced. (The air bag system does not need regular maintenance.)

Wiper Blade Check

Inspect wiper blades for wear or cracking. Replace blade inserts that appear worn or damaged or that streak or miss areas of the windshield. Also see "Wiper Blades, Cleaning" in the Index.

Automatic Transaxle Check

Check the transaxle fluid level; add if needed. See "Automatic Transaxle" in the Index. A fluid loss may indicate a problem. Check the system and repair if needed.

At Least Once a Year

Key Lock Cylinders Service

Lubricate the key lock cylinders with the lubricant specified in Part D.

Body Lubrication Service

Lubricate all hinges and latches, including those for the hood, rear compartment, glove box door, console door and any folding seat hardware. Part D tells you what to use. More frequent lubrication may be required when exposed to a corrosive environment.

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Starter Switch Check

⚠ 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.

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.

   NOTE: Do not use the accelerator pedal, and be ready to turn off the engine immediately if it starts.
3. Try to start the engine in each gear. The starter should work only in PARK (P) or NEUTRAL (N). If the starter works in any other position, your vehicle needs service.

Brake-Transaxle Shift Interlock (BTSI) Check

⚠ 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.

1. Before you start, be sure you have enough room around the vehicle. It should be parked on a level surface.
2. Firmly apply the parking brake (see "Parking Brake" in the Index if necessary).

   NOTE: Be ready to apply the regular brake immediately if the vehicle begins to move.
3. With the engine off, turn the key to the RUN position, but don't start the engine. Without applying the regular brake, try to move the shift lever out of PARK (P) with normal effort. If the shift lever moves out of PARK (P), your vehicle's BTSI needs service.

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Ignition Transaxle Lock Check

While parked, and with the parking brake set, try to turn the ignition key to LOCK in each shift lever position.

- The key should turn to LOCK only when the shift lever is in PARK (P).
- The key should come out only in LOCK.

Parking Brake and Automatic Transaxle PARK (P) Mechanism Check

⚠ 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.

Park on a fairly steep hill, with the vehicle facing downhill. Keeping your foot on the regular brake, set the parking brake.

- To check the parking brake's holding ability: With the engine running and transaxle in NEUTRAL (N), slowly remove foot pressure from the regular brake pedal. Do this until the vehicle is held by the parking brake only.
- To check the PARK (P) mechanism's holding ability: With the engine running, shift to PARK (P). Then release all brakes.

Underbody Flushing Service

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.

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Part 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.

Proper procedures to perform these services may be found in a GM service manual. See "Service and Owner Publications" in the Index.

Steering, Suspension and Front 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 hook-up, 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.

Radiator and Heater Hose Inspection

Inspect the hoses and have them replaced if they are cracked, swollen or deteriorated. Inspect all pipes, fittings and clamps; replace as needed.

Throttle Linkage Inspection

Inspect the throttle linkage for interference or binding, and for damaged or missing parts. Replace parts as needed. Replace any cables that have high effort or excessive wear. Do not lubricate accelerator and cruise control cables.

Brake System Inspection

Inspect the complete system. Inspect brake lines and hoses for proper hook-up, 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.

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Part 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	Engine oil with the American Petroleum Institute Certified For Gasoline Engines "Starburst" symbol of the proper viscosity. To determine the preferred viscosity for your vehicle's engine, see "Engine Oil" in the Index.
Engine Coolant	50/50 mixture of clean water (preferably distilled) and use only GM Goodwrench® DEX-COOL™ or Havoline® DEX-COOL™ coolant. See "Engine Coolant" in the Index.
Hydraulic Brake System	Delco Supreme 11® Brake Fluid (GM Part No. 12377967 or equivalent DOT-3 brake fluid).
Power Steering System	GM Power Steering Fluid (GM Part No. 1052884 - 1 pint, 1050017 - 1 quart, or equivalent).
Automatic Transaxle	DEXRON®-III Automatic Transmission Fluid.
Key Lock Cylinders	Multi-Purpose lubricant, Superlube® (GM Part No. 12346241 or equivalent).
Supercharger	Supercharger Oil (GM Part No. 12345982). See "Supercharger Oil" in the Index.

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USAGE	FLUID/LUBRICANT
Chassis Lubrication	Chassis lubricant (GM Part No. 1052497 or equivalent) or lubricant meeting requirements of NLGI # 2, Category LB or GC-LB.
Windshield Washer Solvent	GM Optikleen® Washer Solvent (GM Part No. 1051515) or equivalent.
Hood Latch Assembly, Pivots, Spring Anchor and Release Pawl	Lubriplate lubricant aerosol (GM Part No. 12346293 or equivalent) or lubricant meeting requirements of NLGI # 2, Category LB or GC-LB.

USAGE	FLUID/LUBRICANT
Hood and Door Hinges	Multi-purpose lubricant, Superlube® (GM Part No. 12346241 or equivalent).
Fuel Door Hinge and Trunk Access Panel Hinges	Engine oil or Lubriplate Lubricant (GM Part No. 1050109).
Weatherstrip Conditioning	Dielectric Silicone Grease (GM Part No. 12345579 or equivalent).

See "Replacement Parts" in the Index for recommended replacement filters and spark plugs.

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Part E: Maintenance Record

After the scheduled services are performed, record the date, odometer reading and who performed the service in the boxes provided after the maintenance interval. Any additional information from "Owner Checks and Services" or "Periodic Maintenance" can be added on the following record pages. 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

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Maintenance Record

DATE	ODOMETER READING	SERVICED BY	MAINTENANCE PERFORMED

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Maintenance Record

DATE	ODOMETER READING	SERVICED BY	MAINTENANCE PERFORMED

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Section 8 Customer Assistance Information

Here you will find out how to contact Pontiac if you need assistance. This section also tells you how to obtain service publications and how to report any safety defects.

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8-3 What Makes up Pontiac Cares?
8-3 Customer Satisfaction Procedure
8-4 Customer Assistance Information
8-5 Address for Writing to Pontiac
8-5 Assistance for Text Telephone (TTY) Users
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8-6 Phone Number for Roadside Assistance
8-8 Canadian Roadside Assistance
8-8 Pontiac Courtesy Transportation
8-9 BBB Autoline Information
8-10 Warranty Information
8-10 Reporting Safety Defects to the United States
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Pontiac Cares



With PONTIAC CARES, you are never more than a phone call away from having your concern taken care of.

The PONTIAC CARES philosophy and elements are designed to make you realize that Pontiac recognizes you as a valuable customer, appreciates your purchase decision, and is dedicated to taking care of the most important person ... YOU! PONTIAC CARES is: A valuable feature that comes with every Pontiac, a feature that offers a multitude of benefits that can give you safety, security, comfort and convenience.

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What makes up Pontiac Cares?

- A 3 year/36,000 mile (60 000 km) Bumper to Bumper Warranty
- Customer Assistance
- Roadside Assistance
- Courtesy Transportation

All of these elements combine to make your driving experience an enjoyable one, and are discussed in greater detail further in your owner's manual. Pontiac is focusing on the changing needs of our customers and is committed to giving you an exceptional level of customer care throughout the ownership experience. Our goal is to create total customer enthusiasm in our product and our services, and make you the most satisfied customer in the world.

Customer Satisfaction Procedure



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Pontiac dealers have the facilities, trained technicians and up-to-date information to promptly address any concerns you may have. However, if a concern has not been resolved to your complete satisfaction, take the following steps:

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 Communication Centre in Oshawa by calling 1-800-263-3777 (English) or 1-800-263-7854 (French).

For help outside of the United States and Canada, call the following numbers as appropriate:

- In Mexico: (525) 625-3256
- In Puerto Rico: 1-800-496-9992 (English) or 1-800-496-9993 (Spanish)
- In the U.S. Virgin Islands: 1-800-496-9994
- In the Dominican Republic: 1-800-751-4135 (English) or 1-800-751-4136 (Spanish)
- In the Bahamas: 1-800-389-0009
- In Bermuda, Barbados, Antigua and the British Virgin Islands: 1-800-534-0122
- In all other Caribbean countries: (809) 763-1315
- In other overseas locations, call GM International Product Center in Canada at (905) 644-4112.

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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 at the top left 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 us so we can give your inquiry prompt attention. However, if you wish to write Pontiac, address your inquiry to:

Pontiac
Customer Assistance Center
One Pontiac Plaza
Pontiac, MI 48340-2952

In Canada, write to:

General Motors of Canada Limited
Customer Communication Centre, 163-005
1908 Colonel Sam Drive
Oshawa, Ontario L1H 8P7

Refer to your Warranty and Owner Assistance Information booklet for addresses of GM Overseas offices.

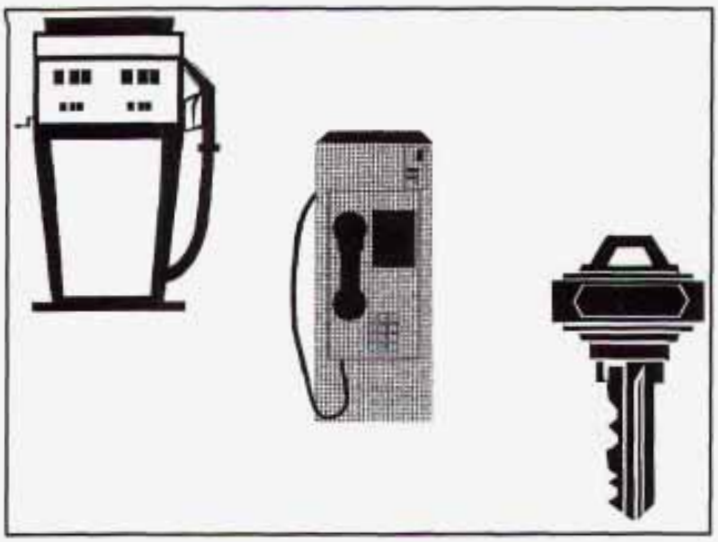
When contacting Pontiac, please remember that your concern will likely be resolved in the dealership, using the dealer's facilities, equipment and personnel. That is why we suggest you follow Step One first if you have a concern.

Customer Assistance for Text Telephone (TTY) Users

To assist customers who are deaf, hard of hearing, or speech-impaired and who use Text Telephones (TTYs), Pontiac has TTY equipment available at its Customer Assistance Center. Any TTY user can communicate with Pontiac by dialing: 1-800-833-PONT. (TTY users in Canada can dial 1-800-263-3830.)

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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.

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We will provide the following services for 3 year/36,000 miles (60 000 km), at no expense to you:

- Fuel delivery
- Keys locked in vehicle
- Tow to nearest dealership for warranty service
- Change a flat tire
- Jump starts
- Courtesy Transportation -- See Pontiac Courtesy Transportation section for details

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 (VIN)
- 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 excessive in frequency or type of occurrence.

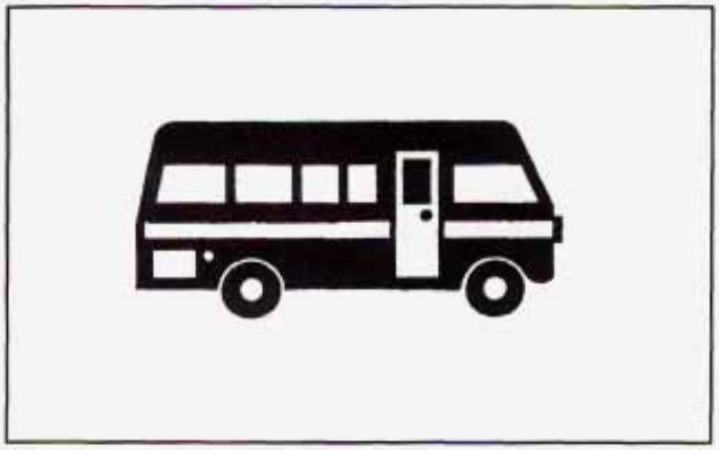
While we hope that you never have the occasion to use our service, it is added security while traveling for you and your family. Remember, we're only a phone call away. Pontiac Roadside Assistance -- 1-800-ROADSIDE or 1-800-762-3743.

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Canadian Roadside Assistance

Vehicles purchased in Canada have an extensive Roadside Assistance program accessible from anywhere in Canada or the United States. Please refer to the separate brochure provided by the dealer or call 1-800-268-6800 for emergency services.

Pontiac Courtesy Transportation



Pontiac strives to give you a worry free ownership of your vehicle, and we realize the inconvenience of being without a car. So Pontiac has come up with a way to eliminate any frustrations you might have when trying to get a ride to work, or wondering how you will get home. Well, your worries are over. Pontiac provides no-cost transportation when you bring your 1997 Pontiac in for warranty service.

It applies to any repair covered under the 3 year/36,000 mile (60 000 km) limited warranty, and to any 1997 Pontiac requiring repair as a result of product recall or special policy situations. For same day service, you are entitled to one-way shuttle service of up to 10 miles (16 km). If the vehicle requires multiple day repairs, you're entitled to either a Pontiac loaner or reimbursement for a rental car, up to $30/day, for up to five days.

Some state insurance regulations make it impractical to rent vehicles to people under 21 years of age. If you are under 21 and have difficulty renting a vehicle, Pontiac will reimburse you, up to $30/day, for any documented transportation you receive.

In Canada, please consult your GM dealer for information on Courtesy Transportation.

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GM Participation in an Alternative Dispute Resolution Program

This program is available in all 50 states and the District of Columbia. 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.

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 automotive disputes. 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 following address:

BBB AUTO LINE
Council of Better Business Bureaus, Inc.
4200 Wilson Boulevard
Suite 800
Arlington, VA 22203-1804

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.

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We prefer you utilize the Customer Satisfaction Procedure before you 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. 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 40 days from the time you file a claim until a decision is made.

Some state 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.

Warranty Information

Your vehicle comes with a separate warranty booklet that contains detailed warranty information.

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.

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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 Communication Centre
1908 Colonel Sam Drive
Oshawa, Ontario L1H 8P7

Ordering Service and Owner Publications in Canada

Service manuals, service bulletins, owner's manuals and other service literature are available for purchase for all current and past model General Motors vehicles.

The toll-free telephone number for ordering information in Canada is 1-800-668-5539.

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1997 PONTIAC SERVICE PUBLICATIONS ORDERING INFORMATION

The following publications covering the operation and servicing of your vehicle can be purchased by filling out the Service Publication Order Form in this book and mailing it in with your check, money order, or credit card information to Helm, Incorporated (address below.)

CURRENT PUBLICATIONS FOR 1997 PONTIAC

SERVICE MANUALS

Service Manuals have the diagnosis and repair information on engines, transmission, axle, suspension, brakes, electrical, steering, body, etc.
RETAIL SELL PRICE: $90.00

TRANSMISSION, TRANSAXLE, TRANSFER CASE UNIT REPAIR MANUAL

This manual provides information on unit repair service procedures, adjustments and specifications for the 1997 GM transmissions, transaxles and transfer cases.
RETAIL SELL PRICE: $40.00

SERVICE BULLETINS

Service Bulletins give technical service information needed to knowledgeably service General Motors cars and trucks. Each bulletin contains instructions to assist in the diagnosis and service of your vehicle.

OWNER'S INFORMATION

Owner publications are written directly for Owners and intended to provide basic operational information about the vehicle. The owner's manual will include the Maintenance Schedule for all models.

In-Portfolio: Includes a Portfolio, Owner's Manual and Warranty Booklet.
RETAIL SELL PRICE: $15.00

Without Portfolio: Owner's Manual only.
RETAIL SELL PRICE: $10.00

CURRENT & PAST MODEL ORDER FORMS

Service Publications are available for current and past model GM vehicles. To request an order form, please specify year and model name of the vehicle.

PLEASE COMPLETE THE ORDER FORM SHOWN ON THE FOLLOWING PAGE AND MAIL TO:

Helm, Incorporated • P.O. Box 07130 • Detroit, MI 48207

OR ORDER TOLL FREE: 1-800-782-4356

Monday-Friday 8:00 AM – 6:00 PM Eastern Time

For Credit Card Orders Only (VISA–MasterCard–Discover)

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ORDER TOLL FREE
(NOTE: For Credit Card Holders Only)
1-800-782-4356
(Monday-Friday 8:00 AM – 6:00 PM EST)
FAX Orders Only 1-313-865-5927

Orders will be mailed within 10 days of receipt. Please allow adequate time for postal service. If further information is needed, write to the address shown below or call 1-800-782-4356. Material cannot be returned for credit without packing slip with return information within 30 days of delivery. On returns, a re-stocking fee may be applied against the original order.

1997 GM

PUBLICATION FORM NUMBER	ITEM DESCRIPTION	VEHICLE MODEL NAME	VEHICLE MODEL YEAR	QTY.	PRICE EACH*	TOTAL PRICE
	Service Manual		1997		$90.00	
	Car & Light Truck Transmission Unit Repair		1997		$40.00	
	Owner's Manual In Portfolio		1997		$15.00	
	Owner's Manual Without Portfolio		1997		$10.00	

SHIP TO

NOTE: Dealers and Companies please provide dealer or company name, and also the name of the person to whose attention the shipment should be sent.
Mail completed order form to:
HELM, INCORPORATED • P.O. Box 07130 • Detroit, MI 48207
For purchases outside U.S.A. please write to the above address for quotation.

(CUSTOMER'S NAME) (ATTENTION)

(STREET ADDRESS—NO P.O. BOX NUMBERS)

(CITY) (STATE) (ZIP CODE)

DAYTIME TELEPHONE NO. ( ) AREA CODE

PAYMENT

☐ **Check or Money Order payable to Helm, Inc. (USA funds only — *do not send cash.*)**
☐ MasterCard
☐ VISA
☐ Discover

Account Number:

Expiration Date mo/yr:

Check here if your billing address is different from your shipping address shown. ☐

CUSTOMER SIGNATURE

TOTAL MATERIAL	
Michigan Purchasers add 6% sales tax	
U.S. Order Processing	$5.00
Canadian Postage (See Note Below)	
GRAND TOTAL	

GM-PON-ORD97

*(Prices are subject to change without notice and without incurring obligation. Allow ample time for delivery.)

Note to Canadian Customers: All listed prices are quoted in U.S. funds. Canadian residents are to make checks payable in U.S. funds. To cover Canadian postage, add $11.50 plus the U.S. order processing.

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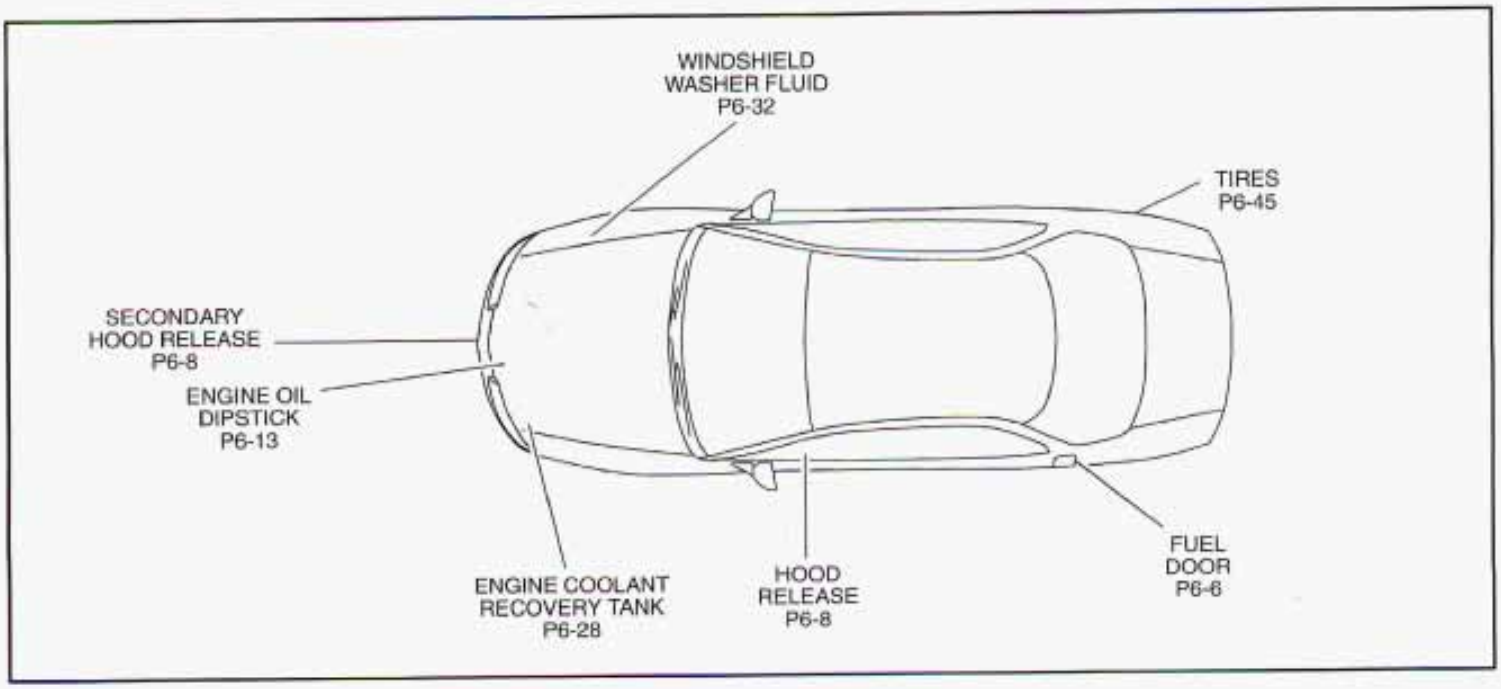
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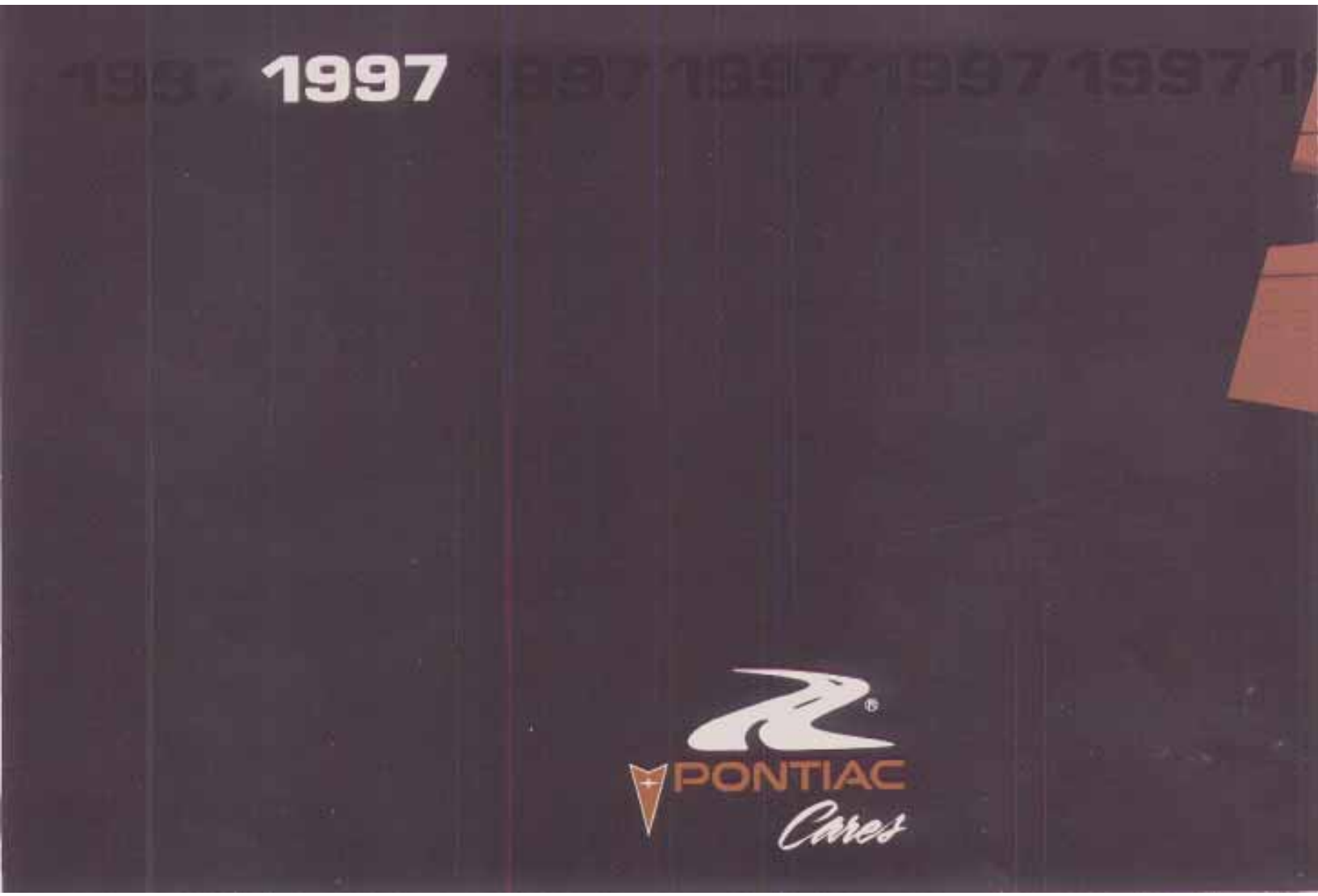
Service Station Checkpoints



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