1980 CHEVROLET OWNER'S MANUAL



Contains Important Operating, Safety and Maintenance Instructions.

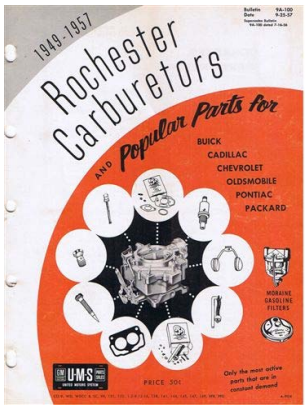
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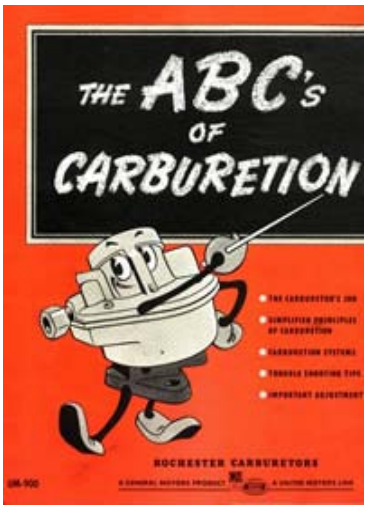
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A WORD TO CITATION OWNERS . . .

This manual has been prepared to acquaint you with the operation and maintenance of your 1980 Citation, and to provide important safety information. It is supplemented by a Maintenance Schedule and a Warranty Information folder. We urge you to read these three publications carefully. Follow the recommendations to help assure the most enjoyable, safe and troublefree operation of your vehicle.

While reading this manual, you will notice that specifications are given in both metric and customary measures. Where precise accuracy is not needed, some conversions have been rounded to even numbers for your handy use.

When it comes to service, remember that your Chevrolet dealer knows your vehicle best and is interested in your complete satisfaction.

Be sure to discuss the GM Continuous Protection Plan with your dealer, if you haven't already done so. The Plan is an optional service contract which goes beyond the New Vehicle Limited Warranty and gives you added mechanical and electrical protection for a total of 36 months or 36,000 miles (60 000 kilometers in Canada), whichever comes first. In the U.S., the Plan is also available at extra cost for a total of 36 months or 50,000 miles, whichever comes first. See your dealer for the full details. The Plan is available for up to 60 days after you take delivery of your new vehicle.

To help dealers handle your needs, Chevrolet has a number of Zone Offices throughout the country. If you have a problem that has not been handled to your satisfaction, follow the steps in "Owner Assistance," Section 6 of this manual.

We thank you for choosing a Chevrolet product, and want to assure you of our continuing interest in your motoring pleasure and satisfaction.

CHEVROLET MOTOR DIVISION

FOR CONTINUING SATISFACTION, KEEP YOUR GM CAR ALL GM. GENERAL MOTORS PARTS ARE IDENTIFIED BY ONE OF THESE TRADEMARKS:



NOTE TO CANADIAN OWNERS:

If preferred, a French Owner's Manual can be obtained either from your Dealer or by writing to General Motors of Canada Limited, Technical Publications Department, Oshawa, Ontario L1J 5Z6.

Aux propriétaires canadiens

On peut se procurer un exemplaire de ce guide en francais aupres du concessionnaire ou du service des publications techniques, General Motors of Canada Limited, Oshawa, Ontario L1J 5Z6.

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1980 CHEVROLET CITATION
OWNER'S MANUAL

THIS MANUAL SHOULD BE CONSIDERED A PERMANENT PART OF THIS CAR. IT SHOULD STAY WITH THE CAR WHEN SOLD, TO PROVIDE THE NEXT OWNER WITH IMPORTANT OPERATING, SAFETY, AND MAINTENANCE INFORMATION.

CHEVROLET MOTOR DIVISION
GENERAL MOTORS CORPORATION
DETROIT, MICHIGAN 48202

All information, illustrations and specifications in this manual are based on the latest product information available at the time of printing. The right is reserved to make changes at any time without notice.

For cars sold in Canada, substitute the name General Motors of Canada Limited wherever the name Chevrolet Motor Division appears in this manual.

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SECTION 1

BEFORE DRIVING YOUR CHEVROLET

DRIVER DAILY CHECKLIST

Be sure you know your vehicle and its equipment and how to use it safely.

Before Entering the Vehicle

1. See that windows, mirrors, and lights are clean and unobstructed.
2. Check whether any tire is low or flat. (If any tire looks different from normal, we recommend you check it with a tire pressure gage.)
3. Check that all lights work.
4. Look for fluid leaks.
5. Be sure everything is properly stowed.
6. Check the area behind the vehicle if you are about to back up.

Before Driving Off

1. Lock all doors.
2. Adjust seat.
3. Adjust inside and outside mirrors.
4. Fasten seat belts.
5. Check that all the warning lights work as the key is turned to "Start."
6. Check all gages (including the fuel gage).
7. Release the parking brake (and see that the "Brake" light turns off).

See related topics in this manual, or the Maintenance Schedule folder, if problems are found.

Guard Against Theft

For tips on how to protect your vehicle and its contents, see "Starting and Operating" in section 2 of this manual.

KEYS

Two different keys are provided for the locks on your vehicle. The key code is stamped on the "knock out" plug in each key head.

- **Key with square head (letter "A" or "C")** - for ignition lock only.
- **Key with oval head (letter "B" or "D")** - for all other locks.

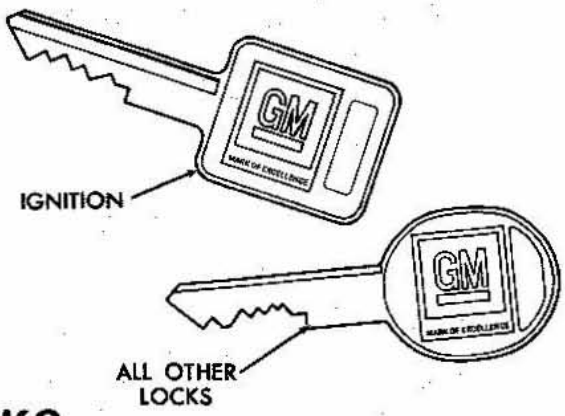
For vehicle security:

- Record the key code numbers; then knock the plugs out of the keys.
- Keep the key codes in a safe place (such as your wallet), NOT IN THE VEHICLE.

If the original keys are lost, duplicates can be made using the key codes. Contact any GM dealer or a locksmith.

If you park in an attended lot, leave only your square-head ignition key.

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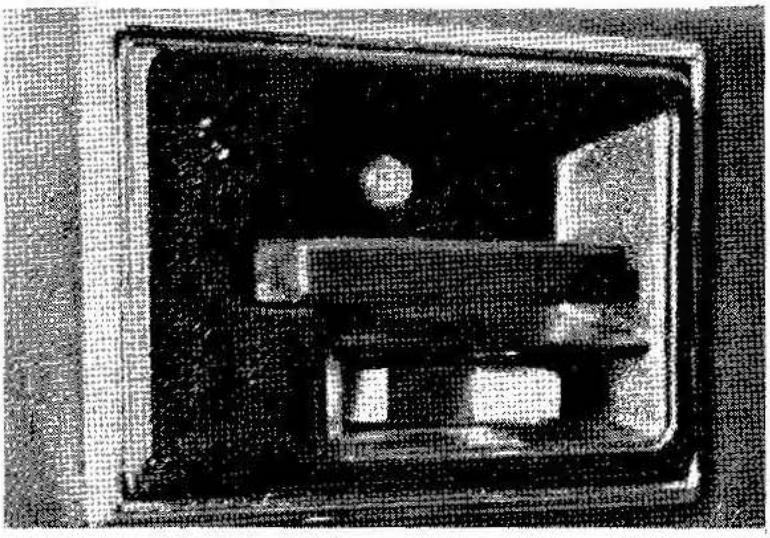


DOOR LOCKS

Front and rear side doors can be locked from the inside by sliding rearward the passenger guard door lock lever located just below the inside door handle. If the red tab on the door lock lever is visible the door is unlocked. All doors can be locked from the outside by first sliding the door lock lever rearward and closing the door.

The front doors can also be locked by using the key.

All models have as a standard safety feature overriding door locks. When the doors are locked, the door latch mechanism is inoperative, preventing inadvertant opening of the door by movement of the inside handle.



Power Door Locks

The optionally available power door locks allow you to unlock or lock your doors by operating the switch marked **LOCK** located on either front door arm rest. The automatic locking mechanism does not interfere with manual operation of any door lock lever. The doors will not unlock or open with the inside door handle when the lock lever is in the lock position, but can be unlocked individually by sliding the lock lever forward.

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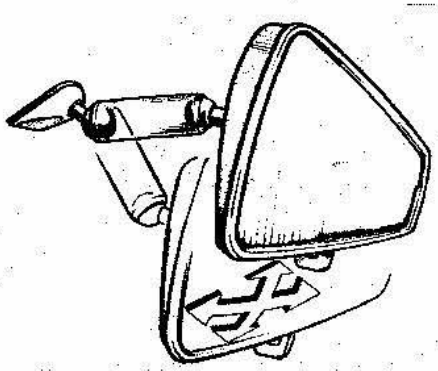
CAUTION: For safety's sake, always lock the doors and any hatchback when driving. Along with using the seat belts properly, locking the doors, etc. helps prevent occupants from being thrown from the vehicle during accidents. It also helps prevent unintended opening of the doors and helps keep out intruders when stopped.

STOWING THINGS IN (OR ON) THE CAR

CAUTION: Luggage or other cargo should not be piled higher than the seatbacks. When at all possible, luggage or cargo should be carried in the trunk area. The filler panel or cargo cover, between the rear seatback and the rear window should not be used to carry objects--even those that are small and light. All items should be secured in place. This will help keep such things from being thrown about and injurying people in the car during an accident. Cargo weight, whether inside or on the roof, should be positioned as evenly as possible from front to rear.

INSIDE REARVIEW MIRROR

The mirror can be adjusted up, down, or sideways to obtain the best view to the front and rear. Move the optional mirror lever to the night position to reduce glare from headlights of vehicles behind you.



OUTSIDE REARVIEW MIRROR

Adjust the outside mirror so you can just see the side of your vehicle in the portion of the mirror closest to the vehicle. This helps you determine your relation to objects seen in the mirror.

CONVEX MIRROR

Your vehicle may have an optional convex outside rearview mirror. (A convex mirror has a curved surface.) Adjust the convex mirror so you can just see the side of your vehicle in the portion of the mirror closest to the vehicle. This type of mirror is designed to give a much wider view to the rear, and especially of the lane next to your vehicle. This may be most helpful when you want to change lanes, or in some cases when you want to back up. However, cars and other objects seen in a convex mirror will **LOOK** smaller and farther away than when seen in a flat mirror. Therefore, use care when judging the size or distance of a car or object seen in this convex mirror. Use your inside mirror (or glance rearward) to determine the size and distance of objects seen in the convex mirror.

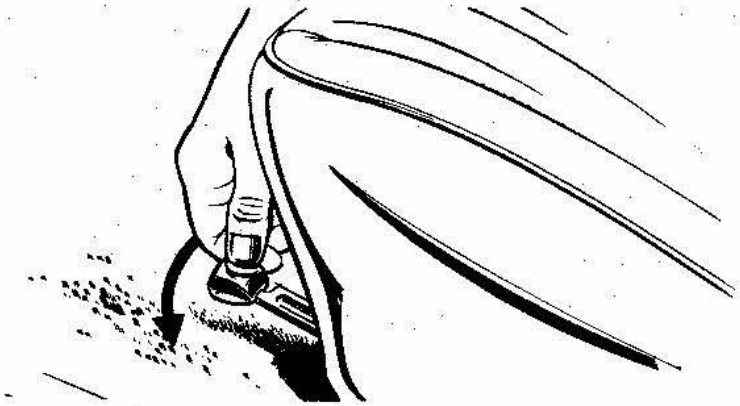
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SEAT CONTROLS

ADJUSTMENT OF SEAT POSITION

Manually Operated Front Seats

The front seats may be adjusted forward or rearward by moving the control lever at the front of the seat and exerting slight body pressure in the direction desired. The seat is locked in position when the lever is released.



After adjusting a manually operated seat, push forward and rearward on the seat to be sure the seat adjusters have latched. Take the vehicle to your dealer for service if you find that either seat adjuster does not latch.

NOTICE: Do not adjust a manually operated driver's seat while the car is moving. The seat could move suddenly and unexpectedly and could cause the driver to lose control of the car.

Bucket Seats

The front seats may be adjusted forward or rearward by moving the control lever at the front of the seat. Move the control lever to release the locking mechanism; then exert slight body pressure to move seat to desired position. Release lever to lock seat into position.

After adjusting a manually operated seat, push forward and rearward on the seat to be sure the seat adjusters have latched. Take the vehicle to your dealer for service if you find that either seat adjuster does not latch.

NOTICE: Do not adjust a manually operated driver's seat while the car is moving. The seat could move suddenly and unexpectedly and could cause the driver to lose control of the car.

MULTI-POSITION RECLINING SEAT

The optional reclining seatback can be tilted forward or rearward of the normal position by first pushing on the seatback, then lifting the control lever on the outer side of the seat. Release the lever to lock the seatback in place.

To return the seatback to an upright position, push rearward slightly on the seatback, then move the control lever. Release the seatback to allow it to move forward. If you do not first push on the seatback before moving the lever, the seatback may jam. To release it, you must push firmly rearward on the seatback before moving the lever, then move the control lever.

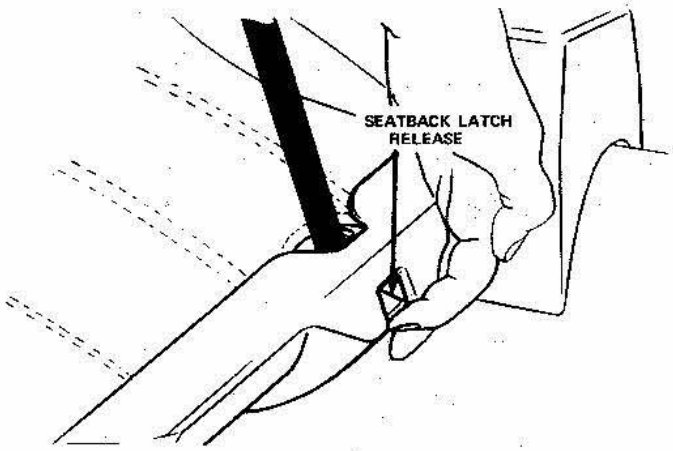
CAUTION: For the optional reclining seat, to reduce the risk of sliding under the belt during an accident, do not recline any more than needed for comfort while the vehicle is moving. The seats and seat belts provide best restraint only when the rider is sitting up straight and well back in the seat; and, General Motors urges that people riding in the vehicle be properly restrained at all times. In the event of a

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frontal collision, the chance and/or severity of injury may increase with increasing recline of the seatback. The lap belt is designed to spread the force of a collision over the strong hip bone instead of across the abdomen. However, if the hips are reclined, the lap belt may slide past the hips and apply restraint forces directly to the abdominal region.

Front Seatback Latches

Vehicles with folding front seats have inertial seatback latches. The latches are designed to prevent forward movement of the front seatback **only** during a sudden slowing of the vehicle. Normally, the seatback can be tilted forward without unlatching, to get in or out of the rear seat. But when the vehicle is "nose down" such as on a very steep hill, the inertial latch may keep the seatback from being moved forward. If this happens, there is a latch release lever at the bottom, in the center rear of each front seatback. Pull rearward slightly on the seatback while pulling up on the seatback latch release lever. This will release the latch and allow the seatback to be moved forward.



The latch release lever must be in the "down" position for the inertial latch to work properly during a sudden slowing of the vehicle. Check now and then to see if each seatback latch release lever moves up and down freely. If the lever does not move freely, take the vehicle to your dealer for service. There is no convenient owner test of the inertial seatback latch. If you suspect the latch is not working, ask the dealer to inspect it.

Keep seat belt webbing and hardware clear of seat parts when you tilt folding seats forward or rearward. This helps prevent damage to these belt systems.

Manual Window Controls

Crank type handles located in the door panels allow the side windows to be manually raised or lowered.

Power Windows (Optional)

Power windows have an ignition interlock so the windows cannot be operated unless the ignition switch is in the "run" position.

A master control for all windows is provided at the driver's position. Individual switches are provided under each window for passenger use.

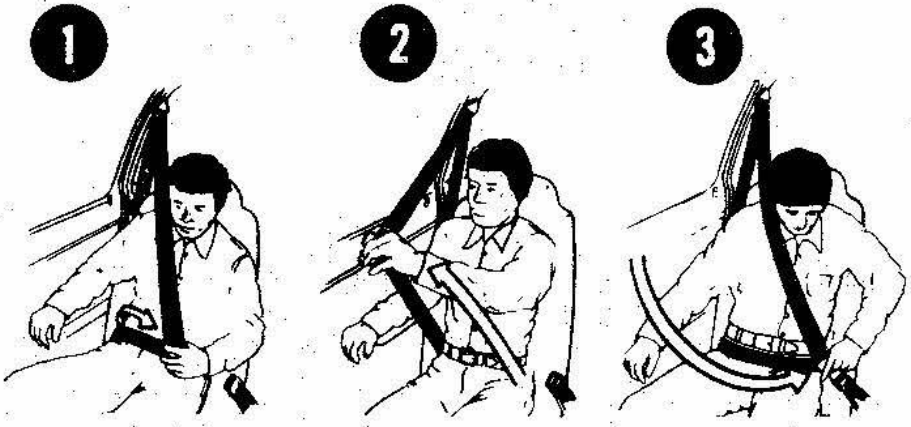
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SEAT BELTS

To help lessen the chance of injury and/or the severity of injury in accidents or sudden stops, General Motors urges that people riding in the car be properly restrained at all times, using the seat belts provided. This includes women who are pregnant, and children of all ages. (See the following pages for the use of restraints by children and pregnant women). General Motors provides a seat belt at each position designed for occupant seating. Thus the front seat of this vehicle is equipped with seat belts for two occupants, and the rear seat for three occupants.

Front Seat Lap-Shoulder Belt

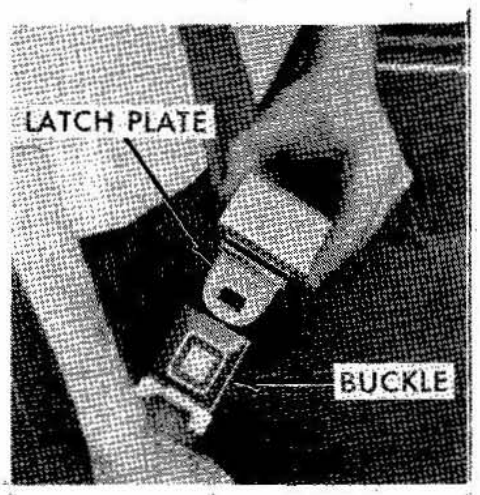
- Close the front door fully (this activates the tension reliever).
- Adjust the front seat as needed and sit up straight and well back in the seat.
- There are a number of ways the lap-shoulder belt may be put on easily. For example...
  - The lap-shoulder belt may be put on using one hand by: (1) Holding the latch plate and pulling the belt as far as it will reach across your waist (see illustration). (2) Then, hold the latch plate at a right angle to the webbing. At the same time slide it up the belt by raising it toward the upper outside corner of the windshield. (3) Finally, pull the latch plate down across your body and push it into the buckle until it clicks.

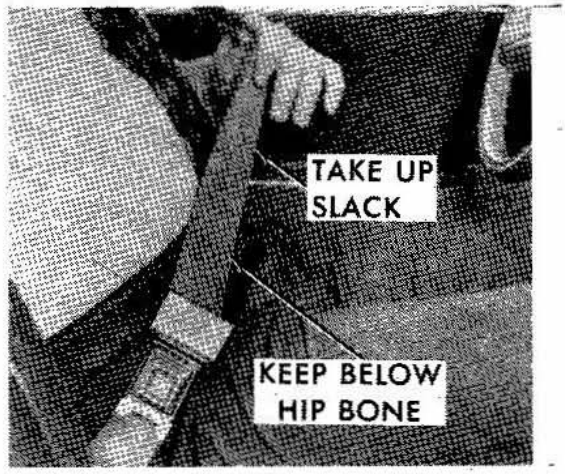


  - One easy two-handed method is to hold the webbing just behind the latch plate using the hand nearest the belt. Then bring it down across your body. While holding the webbing taut with one hand, slide the latch plate up the belt with the other hand. Finally, hold the latch plate and push it into the buckle until it clicks.
- Position the "lap" portion of the belt across your lap as LOW ON THE HIPS as possible. If the lap portion did not snug itself to your satisfaction, adjust it to a SNUG FIT by grasping the "shoulder" portion of the belt and pulling it UPWARD through the latch plate, until the lap portion is snug across your lap. This reduces the risk of sliding under the belt during an accident.

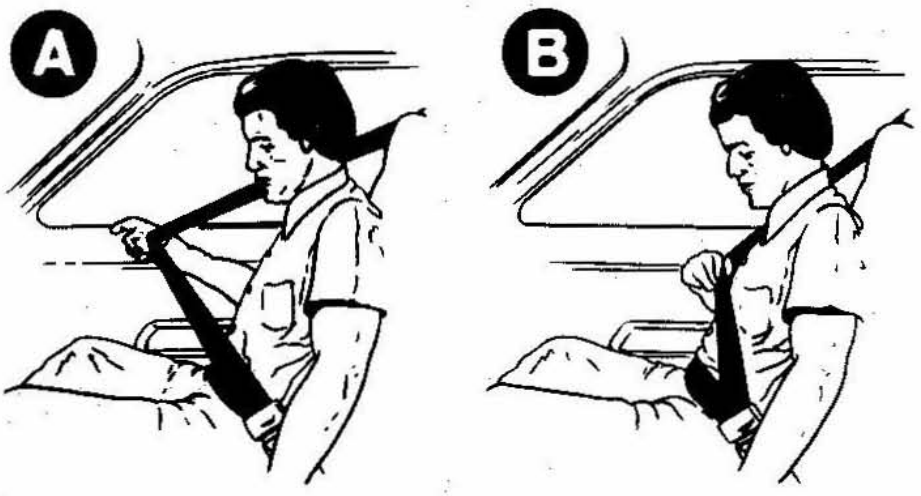
CAUTION: A snug fit with the lap belt positioned low on the hips is necessary to help lessen the chance and/or severity of injury in an accident. This spreads the force of the lap belt over the strong hip bone instead of across the soft abdomen. To help lessen the chance and/or severity of injury in an accident: never use the same belt for more than one person at a time; do not wear belts twisted; and do not let belts or belt hardware become damaged by pinching them in the seat or door.

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- The shoulder portion of the front seat belt is designed to lock **only** during a sudden stop or impact. At other times it is designed to move freely with the person.
- For those who find the shoulder belt too snug, belt pressure against the chest can be reduced by using the tension reliever built into the retractor. To use this feature: (A) Start by pulling the shoulder belt outward far enough so that when you let go, it returns to the chest (Step "A" in the figure). (B) Then adjust the belt tension by pulling down slightly on the shoulder portion of the belt and letting go (Step "B" in the figure). The **least** amount of belt possible should be pulled from the retractor (about 25 millimeters or one inch) to minimize belt pressure.



- To release the tension reliever and get rid of slack, pull the shoulder belt out and let it retract. Or lean far forward and then back.

CAUTION: Use the least amount of shoulder belt slack to minimize belt pressure. Too much belt slack could reduce the amount of protection because the belt may not be able to properly restrain you in an accident.

Do not wear the shoulder portion of the belt under your arm nearest the door or otherwise out of position. Such use could increase the chance and/or the severity of injury in an accident.

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- To unfasten the belt, push in the button in the center of the buckle.
- To stow the belt, pull it out about 150 millimeters (six inches) and let go. Hold the latch plate as it retracts to keep it from possibly striking people or things nearby. If you forget, the retractor is designed to rewind the belt when the front door is opened. If needed, slide the latch plate down the webbing to let the belt retract fully. Be sure that the belt is fully retracted and the latch plate is out of the way before closing the door to help prevent damage to interior trim and the seat belt assembly.

Restraint Of Pregnant Women

General Motors urges that pregnant women use a lap-shoulder belt whenever one is present. This will help lessen the chance of a pregnant woman and her unborn child being injured and/or will help reduce the severity of their injury in an accident. The lap belt should be used alone if a shoulder belt is not present. In either case, the lap belt should be worn as low and snug over the hips as possible, as advised for regular seat belt use (see the preceding instructions).

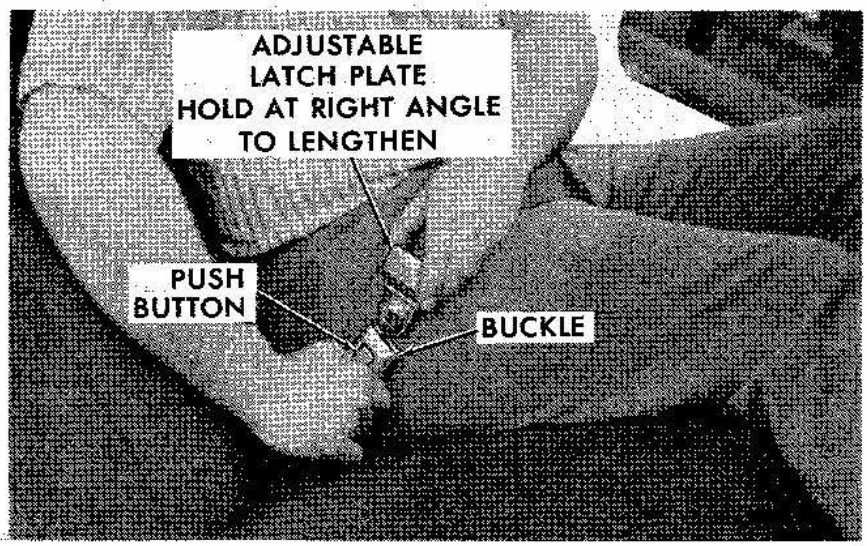
Seat Belt Light/Buzzer Reminder

- When the key is turned to "Run" or "Start," a reminder light is designed to come on for four to eight seconds. It is to remind riders to fasten their seat belts.
- If the driver's seat belt has not been buckled before turning the key to "Run" or "Start," a buzzer is designed to sound for four to eight seconds (or until buckled) as a reminder.

If the seat belt or reminder system does not work as described, see your dealer for service.

LAP BELTS For Rear Seat Passengers

- To enter the rear seat area in 2-door cars:
  - Push the front seat belt "sleeve" rearward out of the door opening, and enter the vehicle.
  - After entering, push the sleeve forward so it will be easy for the person in the front seat to reach the belt.
- Rear seat lap belts next to side windows have retractors which are designed to take up extra webbing automatically.



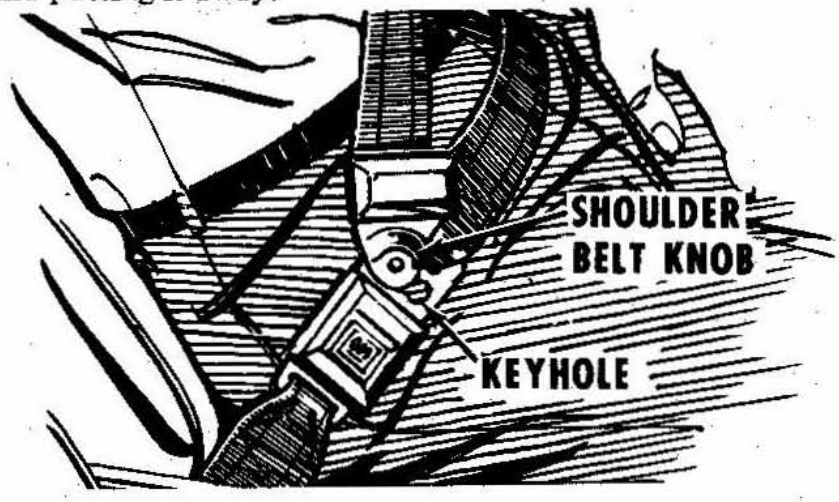
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- In a single motion, pull the rear seat outboard lap belt across your lap far enough to push the latch plate into the buckle, until it clicks. If the belt is not pulled out far enough to reach the buckle, let the lap belt rewind fully into its retractor. This unlocks it so the belt can be pulled out to the proper length.
- These belts should be positioned, worn, and released as described above under "Front Seat Lap-Shoulder Belt." After fastening, check that the belt is SNUG by pulling the belt firmly across your lap toward the lap belt retractor. This will allow the retractor to take up slack.
- The lap belt at the center seat also should be positioned, worn, and released as described above-- however, it does not have a retractor. It should be adjusted to a SNUG FIT by pulling on the end of the belt coming from the adjustable latch plate.
- To lengthen the center seat lap belt, place the latch plate at a right angle to the belt webbing and pull on the latch plate. The belt should then slide easily.

Additional Rear Seat Shoulder Belts--Offered as an Accessory by Your Dealer

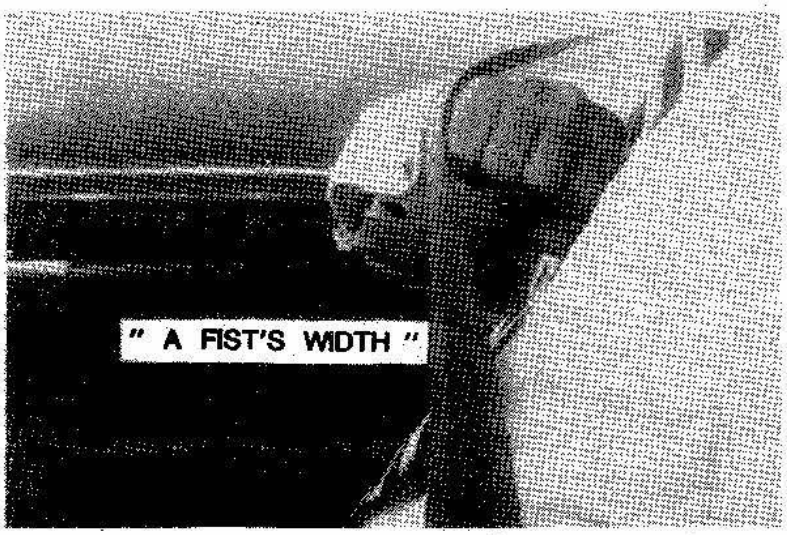
- When properly worn with a lap belt, a shoulder belt can give riders added protection. It can prevent or reduce impact with the insides of the vehicle by restraining the upper body in a collision. This is especially true in a frontal impact.

- To use the detachable shoulder belt, place the knob on the shoulder belt end in the "keyhole" on the lap belt latch plate **(before** fastening the lap belt.) Tilt the knob as needed to pass it through the slot. Pull the knob firmly upward to seat it at the narrow end of the keyhole. Then fasten the lap belt. Do this in reverse when taking off the shoulder belt and putting it away.



- The detachable shoulder belts can be made shorter and longer in the same way as center seat lap belts.
- The **detachable** shoulder belt should have enough slack to put a fist's width between your chest and the belt. This can be checked by putting a clenched fist between the belt and your chest. (Place the thumb side of your fist against your chest with the back of your hand facing up.)

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CAUTION: **Use the least amount of shoulder belt slack to minimize belt pressure. Too much belt slack could reduce the amount of protection because the belt may not be able to properly restrain you in an accident.**

Do not wear the shoulder belt under your arm nearest the door or otherwise out of position. Such use could increase the chance and/or the severity of injury in an accident.

Seat Belt Inspection

- Now and then check that belts, buckles, latch plates, retractors, reminder systems, and guide loops work properly. Also check for loose parts or damage that could keep the restraint system from doing its job.
- Keep sharp edges and damaging objects away from the belts and other parts of the restraint system.
- Do not put anything into the opening where the seat belt webbing passes through the trim panel. This may jam the retractor and/or damage the belt.
- Replace belts if they are cut, weakened, or frayed. Also have belts replaced if they have been worn in a collision.
- If there is any question, have parts replaced.
- Keep belts clean and dry.
- Clean only with mild soap and lukewarm water.
- Do not bleach or dye belts since this may greatly weaken them.

Child Restraint

Children in cars should be restrained to help lessen the chance and/or severity of injury in accidents or sudden stops. General Motors dealers offer restraint systems designed by GM for use with infants and small children. For babies up to 9 kilograms (20 pounds), General Motors recommends use of the GM "Infant Love Seat." For children weighing 9 to 18 kilograms (20 to 40 pounds), up to 1 meter (3 feet-4 inches) in height, and who are able to sit up alone, General Motors recommends use of the GM "Child Love Seat."

In using any infant or child restraint system, be sure to read and follow all instructions on installation and use that come with the restraint system.

If a child is riding in the car without a General Motors (or other) infant or child restraint system, take care as follows:

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1. Infants who cannot sit up by themselves should be restrained by placing them in a bassinet, preferably covered and padded. Place it crossways in the car (widthwise) on the rear seat. The bassinet should be securely restrained with the car's regular seat belts. Another method is to place the bassinet so that it rests against the back of the driver's seat, again crossways in the car.
2. Never let a child stand or kneel on any seat. Children who can sit up by themselves should be placed on a seat and restrained with the seat belts provided. When children ride in a rear seat, they should be restrained with a lap belt. When children ride in the front seat, they should wear both lap and shoulder belt. If the shoulder belt irritates the neck or face due to the child's size, this may be reduced by placing the child closer to the center of the car. If irritation is not reduced, place the child in the rear seat.
3. General Motors advises that children should be restrained properly when riding. However, unusual conditions may prevent use of restraints, and require that a small child stand. If that happens, the child should stand on the floor behind the **driver's** seat. This will help reduce the chance of being hurt by a frontal force impact in case of an accident.

TRAILER TOWING

This car is designed and intended to be used mainly to carry people. Towing a trailer will affect handling, durability and economy. Your safety and satisfaction depend upon proper use of correct equipment. Also, you should avoid overloads and other abusive use.

The maximum loaded trailer weight you can pull with your car depends on what special equipment has been installed on it. We do not recommend towing any trailer more than 450 kilograms (1,000 pounds) gross trailer weight unless your car has the required equipment.

CAUTION: Do not try to tow any trailer more than 900 kilograms (2,000 pounds) gross trailer weight (450 kilograms (1,000 pounds) for California emission equipped cars with air conditioning) no matter what trailer towing equipment is installed. This could seriously affect your car's performance, durability or handling, which could result in personal injury.

Information on trailer towing ability, special equipment required, and optional equipment available should be obtained from your dealer. (Ask for the trailering brochure.) Or, write: Consumer Relations Department, Chevrolet Motor Division, Detroit, Michigan 48202. (In Canada, write to General Motors of Canada Limited, Customer Services Department, Oshawa, Ontario L1J 5Z6.)

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Tires

When towing trailers using a dead-weight hitch, inflate tires to the "Cold Tire Pressure" for "Max. Load" shown on the Tire Placard on the left front door.

The allowable passenger and cargo load for this car, also shown on the Tire Placard, is reduced by the trailer tongue weight whenever the trailer is attached to the car.

Maintenance

More frequent service is required when using your car to pull a trailer. See Section A of the Maintenance Schedule folder for Transaxle Fluid and Engine Oil change requirements for trailering.

Now and then, check that all trailer hitch bolts and nuts are tight. Also see the Maintenance Schedule folder, and the Index in this manual, for important facts on belts, cooling system care and brake adjustment.

Break-In Schedule

See the new car break-in instructions in this manual. Also, we recommend you drive your new car for 500 miles (800 kilometers) before trailer towing. At the end of this 500 mile (800 kilometer) break-in period, avoid speeds over 50 mph (80 km/h) and full throttle starts during the first 500 miles (800 kilometers) of trailer towing. If a new engine or transaxle is installed in your car, observe the same care .

CAUTIONS:

Brakes - To help avoid personal injury due to poor braking action:

- Trailer brakes of adequate size are required on trailers over 450 kilograms (1,000 pounds) loaded weight.
- If you use trailer brakes with this car, follow the installation and balance instructions of the trailer brake maker.
- Do not tap into the car's brake system if the trailer brake system uses more than 0.3 cubic centimeter (0.02 cubic inch) of fluid from the car's master cylinder. In this case, the car's brake fluid capacity will not be enough to operate both the car and trailer brakes under all kinds of use.
- All brake fluid parts must be able to stand 20 685 kPa (3,000 psi). The brake fluid tap must be made at the upper rear master cylinder port. Copper tubing is subject to fatigue failure and must not be used.
- Before going down a steep or long grade, reduce speed and shift the transaxle into a lower gear to control your car's speed. Try not to hold the brake pedal down too long or too often. This could cause the brakes to get hot and not work as well.

Hitches - To help avoid personal injury due to sway caused by such things as crosswinds, big trucks passing or road roughness, or due to separation of the trailer:

- Keep the trailer tongue load at 10% of the loaded trailer weight for dead-weight hitches. Tongue loads can be adjusted by proper distribution of the load in the trailer. This can be checked by weighing separately the loaded trailer and then the tongue.
- When you remove a trailer hitch, be sure to seal any mounting holes in the body. This will help prevent entry of exhaust fumes, dirt or water. (See "Engine Exhaust Gas Caution (Carbon Monoxide)" at the beginning of "Starting and Operating," Section 2 of this manual.)

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NOTICE: Use only trailer hitches which permit normal operation of the Energy Absorbing Bumper System, if so equipped. For example, a rigid fore and aft connection between the bumper and any other part of the car may increase damage in the event of a collision.

TRAILER TOWING TIPS

Getting Started

Before entering traffic with a trailer that has electric brakes, start the car and trailer moving and apply the trailer brakes by hand to be sure the trailer brakes are working and the trailer electrical system is connected.

Engine Cooling

If your engine overheats, see "Engine Cooling System" in "In Case of Emergency," Section 3 of this manual.

Long Uphill Grades

When going up long grades, you can reduce the chance of engine overheating by turning off the air conditioner, if so equipped.

Transaxle

See the method for checking the transaxle fluid level in "Service and Maintenance," Section 5 of this manual.

Parking

You should not park cars with trailers on a grade (hill). However, if you must park on a grade, these steps must be followed:

1. Apply the regular brakes.
2. Have someone place wheel chocks under the trailer wheels.
3. When the wheel chocks are in place, release the regular brakes until the chocks absorb the load.
4. Apply the parking brake.
5. Shift the transaxle to "P"(Park).

If the car is parked on a grade, don't shift the transaxle to "P"(Park) until the trailer wheels are chocked and the parking brake is set. If you do, the weight of the car and trailer may put so much force on the parking pawl in the transaxle that it may be hard to shift out of "P"(Park).

When starting, after being parked on a grade:

1. Apply the regular brakes and hold.
2. Start the engine in "P"(Park).
3. Shift into gear and release the parking brake.
4. Release the regular brakes and drive until the chocks are free.
5. Apply the regular brakes and have your helper remove the chocks.

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SECTION 2

STARTING AND OPERATING

ENGINE EXHAUST GAS CAUTION

(CARBON MONOXIDE)

Do not breathe exhaust gas because it contains carbon monoxide, which by itself has no color or odor. Carbon monoxide is a dangerous gas. It can cause unconsciousness and can be lethal.

If at any time you think that exhaust fumes are entering the vehicle, have the cause determined and corrected as soon as possible. If you must drive under these conditions, drive only with ALL windows fully OPEN.

Protect against carbon monoxide entry into the vehicle body. The best way is to keep the engine exhaust system, vehicle body, and body ventilation system properly maintained. We recommend that the exhaust system and body be inspected by a competent mechanic:

- each time the vehicle is raised for an oil change;
- whenever a change is noticed in the sound of the exhaust system;
- whenever the exhaust system, underbody, or rear of the vehicle is damaged.

See your Maintenance Schedule folder for parts requiring inspection.

To allow proper operation of the vehicle's ventilation system, keep the air inlet grille in front of the windshield clear of snow, leaves or other obstructions at all times.

SITTING IN A PARKED VEHICLE WITH THE ENGINE RUNNING FOR A LONG TIME IS NOT RECOMMENDED.

Do not run the engine in confined areas (such as garages or next to a building) any more than needed to move the vehicle. When the vehicle is stopped in an UNCONFINED area with the engine running for any more than a short time, take the following steps:

A. Adjust the heating or cooling system to force outside air into the vehicle as follows:
   1. On cars not equipped with air conditioning, set the fan to medium or high speed.
   2. On cars equipped with air conditioning, set the fan to medium or high speed and right hand control lever to any position except "Off" or "Max."

B. Keep the exhaust tailpipe area clear of snow and other material to help reduce the buildup of exhaust gases under the vehicle.

The trunk lid or hatchback should be closed while driving to help prevent drawing exhaust gas into the car. If the trunk lid or hatchback must remain open for some reason while moving, or if electrical wiring or other cable connections to a trailer must pass through the seal between the trunk lid or hatchback and the body, follow these precautions:

- Close all windows.

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- Adjust the heating or cooling system to force outside air into the car as described above but set the fan to high speed.
- On cars with outside air vents in or under the instrument panel, open the vents fully.

New Car "Break-In" Period

You can drive your new car from its very first mile/kilometer without following a formal "break-in" schedule. However, there are things you can do during the first few hundred miles/kilometers of driving that will add to the future performance and economy of your car.

We recommend you limit your speed during the first 500 miles (800 kilometers) to a maximum of 55 mph (90 km/h); but do not drive for long periods at any one constant speed, either fast or slow. During this time, avoid full throttle starts and, if possible, avoid hard stops especially during the first 200 miles (320 kilometers) of driving.

Always drive at moderate speed until the engine has completely warmed up.

If you plan to use your new car for trailer towing, see additional information in Section 1 under "Trailer Towing."

GUARD AGAINST THEFT

Your new Citation has many features to help prevent theft of the car itself, its equipment, and its contents. But these anti-theft features **depend upon you** to work.

THE TIME TO BE MOST ON GUARD IS WHEN LEAVING THE CAR...

- PARK IN A LIGHTED SPOT WHEN YOU CAN.
- LOCK THE STEERING COLUMN AND TAKE THE KEYS:
  - Turn the key to "Lock" and remove the key. This locks the ignition and **both** steering and shift controls unless your car has a manual transaxle. In that case, the shift control is not locked.
  - If you must leave a key with the car, leave the square-head key only. Take the oval-head key with you. This will help prevent unwanted entry into your car at a later date, or into your trunk.
- FULLY CLOSE ALL WINDOWS AND ANY ROOF PANELS, AND LOCK ALL DOORS.
- KEEP COSTLY ITEMS OUT OF SIGHT AND LOCKED UP:
  - Never leave things of value in plain sight on seats or floor.
  - The glove box offers a place to hide small items.
  - Lock larger items in the trunk or place them in the rear storage.

FUEL REQUIREMENTS

Your engine is designed to use **only unleaded** gasoline. Unleaded gasoline must be used for the emission control system to operate properly. Its use will also reduce spark plug fouling, exhaust system corrosion and engine oil deterioration.

Using leaded gasoline can damage the emission control system and could result in loss of warranty coverage. This is especially true on cars that have the C-4 System. Leaded gasoline will damage the oxygen sensor, which may affect emission control, fuel economy and drivability. See "C-4 (Computer Controlled Catalytic Converter) System" in "Service and Maintenance" Section 5 of this manual for more information.

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Federal regulations require that pumps delivering unleaded gasoline be labeled with the word UNLEADED. Only these pumps have nozzles which fit the filler neck of your vehicle gasoline tank.

In the United States, Federal law also requires that gasoline octane ratings be posted on the pumps. The octane rating shown is an average of Research octane (R) and Motor octane(M). In most parts of the United States, you should use unleaded gasoline with an octane rating of at least 87. However, you may use unleaded gasoline with an octane rating as low as 85 in these high-altitude areas: Colorado, Montana, New Mexico, Utah, Wyoming, northeastern Nevada, southern Idaho, western South Dakota, and that part of Texas which is directly south of New Mexico.

Using unleaded gasoline with an octane rating lower than stated above can cause persistent, heavy "spark knock." ("Spark knock" is a metallic rapping noise.) This can lead to engine damage. If you detect heavy spark knock even when using gasoline of the stated octane rating, or if you hear steady spark knock while holding a steady speed on level roads, have your dealer correct the problem.

However, now and then you may notice light spark knock for a short time while accelerating or driving up hills. This is no cause for concern, because you get the greatest fuel economy benefit from the gasoline's octane rating when there is occasional light spark knock. Using gasoline with a higher octane rating than that which allows occasional spark knock is an unnecessary expense.

Gasohol

Gasohol, a mixture of unleaded gasoline and ethanol (grain alcohol), is available in some areas. You may use gasohol in your vehicle, provided it is no more than 10% ethanol. Be sure the gasohol has the same octane ratings as stated above for unleaded gasoline. If drivability problems are encountered because of the use of gasohol, you should switch back to unleaded gasoline.

NOTICE: Take care to not spill gasohol on painted surfaces. Gasohol can cause paint damage, which may not be covered under the New Vehicle Warranty.

OPERATION IN FOREIGN COUNTRIES

Your engine is designed to run on unleaded gasoline with the octane ratings given under "Fuel Requirements" above.

If you plan to drive your vehicle outside the United States and its jurisdictions or Canada, there is a chance the gasolines available in some countries will not meet the needs of your engine. Low octane rated gasolines may cause engine knocking or serious engine damage, for which Chevrolet is not responsible.

Using leaded gasoline in a vehicle equipped with a catalytic converter may cause the converter to lose its effectiveness as an emission control. It could also affect the emission warranty. If you must use leaded gasoline in a vehicle designed for unleaded fuel, converter modification and different maintenance intervals will be required. For gasoline information and a maintenance schedule for the countries in which you plan to travel, write to: Chevrolet Motor Division, Consumer Relations Department, Detroit, Michigan 48202, (in Canada, write to General Motors of Canada Limited, Customer Service Department, Oshawa, Ontario L1J 5Z6).

When writing, please include:

- the Vehicle Identification Number and
- the countries in which you plan to travel.

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Tires

If you plan to use your vehicle in countries where speeds over 75 mph (120 km/h) are allowed, see Item 3 on page 5-12.

IMPORTANT FACTS YOU SHOULD KNOW ABOUT FUEL ECONOMY AND HOW TO IMPROVE IT

How you drive, where you drive and when you drive all affect how many miles/kilometers you can get from a gallon/liter of fuel. The careful attention you give your vehicle as far as maintenance and repairs are concerned will also help fuel economy.

Fuel Selection

Use **only unleaded** gasoline meeting the octane ratings given under "Fuel Requirements" in "Starting and Operating," Section 2 of this manual. Unleaded gasoline must be used for the emission control system to operate properly. Its use will also reduce spark plug fouling, exhaust system corrosion and engine oil deterioration. Using leaded gasoline can damage the emission control system and could result in loss of emission warranty coverage.

"Jackrabbit" Starts

You can save fuel (and prolong engine and tire life) by avoiding fast starts away from lights and stop signs.

Stop-And-Start Driving

Frequent stops and starts while driving cut down on your miles per gallon (kilometers per liter). Plan even your short shopping trips to take advantage of through streets to avoid traffic lights. Pace your driving like the expert drivers to avoid unneeded stops and braking.

Sudden Stops

Sudden stops can also waste fuel; instead of moving the vehicle, the energy of fuel is wasted as heat in braking. Energy in the form of fuel is also needed to accelerate back to driving speed.

Excessive Idling

An idling engine uses fuel, too. If you're faced with more than a minute wait, and you're not in traffic, it may be better to turn off the engine and start again later.

Lubricants

A well-lubricated vehicle means less friction between moving parts. See the Maintenance Schedule folder for the proper lubrication intervals.

Air Cleaner

Your vehicle receives its power from a mixture of gasoline and air. The air enters the engine through the air cleaner. A dirty air cleaner element lessens engine performance and can waste fuel. So, it's important to replace the air cleaner element (filter) at required intervals. (See the Maintenance Schedule folder.)

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Air Conditioner

If your vehicle has an optional air conditioner, use the "Economy," ("Vent" or "Heater") positions whenever possible. The air conditioner compressor is not on in these positions and the reduced engine load can improve fuel economy.

Engine Maintenance

An engine that is properly maintained will provide better fuel economy than one that is not. One misfiring spark plug will cut fuel economy quite a bit, and will make a difference in the amount of pollution emitted from your vehicle.

Excess Weight

Fuel economy is related to the work the engine must do. The heavier the load, the more fuel it takes to run your vehicle. Keep weight to a minimum by taking out any luggage or cargo when it is not needed.

Tire Inflation

Underinflation not only causes needless wear of the tires, but can also waste fuel. It's a good idea to check tire pressures often and, for the best fuel economy, keep your tires inflated to the highest pressures shown on the Tire Placard on the left front door of your car.

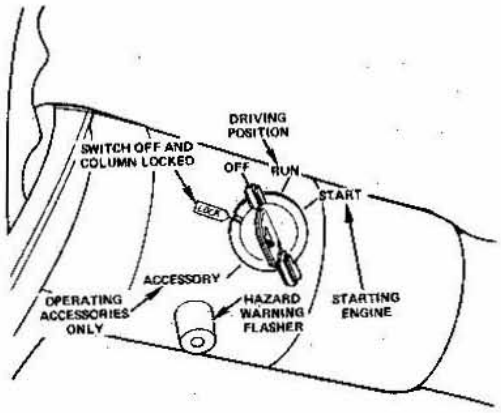
Wheel Alignment

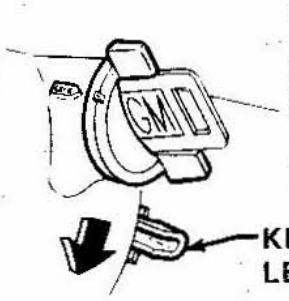
Improper toe alignment will cause the tires to roll at an angle, which will result in faster tire wear. It takes power to overcome this improper alignment which, in turn, wastes fuel.

STEERING COLUMN CONTROLS

ANTI-THEFT STEERING COLUMN LOCK

The anti-theft lock (ignition) on the right side of the steering column has five positions:





- **Accessory** - You can use some electrical accessories when the engine is not running. To engage this position, push in the square-head key and turn the top of the key towards you.
- **Lock** - Normal parking position. It locks the ignition and prevents normal use of the steering wheel on all models, and the shift controls on automatic transaxle models. The ignition key cannot be turned to "Lock" and removed until the shift lever is moved to "P"(Park) on automatic transaxle models. If you have a manual transaxle model, the ignition key cannot be turned to "Lock" without pressing down the key release lever.

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- **Off** - You can turn off the engine without locking the steering wheel and shift controls on automatic transaxle models, or steering wheel only on manual transaxle models.
- **Run** - Normal operating position.
- **Start** - Cranks the engine.

If you have trouble turning the key to unlock the ignition, first be sure the key is pushed in all the way. Then try to turn the steering wheel as hard as you can in the direction the wheels are turned. At the same time, turn the ignition key with as much effort as you can apply with your hand. Do not try to use a tool of any kind to apply more force on the lock knob, as this could break the knob.

CAUTION: On manual transaxle cars, if you need to turn off the engine while the car is moving, turn the key only to "Off." DO NOT press down on the key release lever while turning the ignition off. This will result in locking the steering wheel and loss of steering control.

NOTICE: Do not drive through, idle or park your vehicle over combustible materials, such as grass or leaves. They could touch the hot exhaust system and ignite.

Parking

When leaving your car unattended:

- Firmly apply the parking brake. Do not use the transaxle as a substitute for the parking brake.
- Move the automatic transaxle shift lever to "P"(Park) ("Reverse" for manual transaxle).
- Turn the key to "Lock." On manual transaxle cars, press down the key release lever and turn the key to "Lock."
- Close all windows.
- Remove the key (the buzzer is designed to remind you).
- Lock all doors.

TURN SIGNAL AND MULTI-FUNCTION LEVER

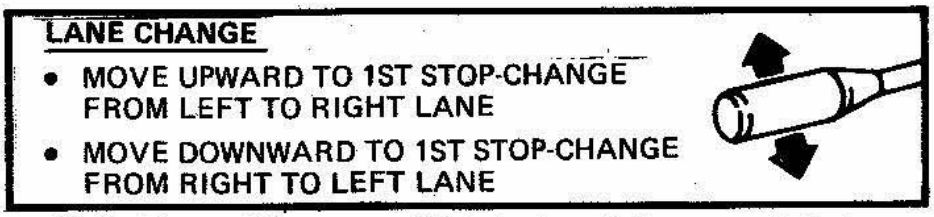
The turn signal lever on the left side of the steering column also controls headlight low-beam or high-beam, and the windshield wiper/washer.

- **Turn Signal** - Move the lever up to the second stop to signal a right turn. Move it down to the second stop to signal a left turn. When the turn is completed, the signal will cancel and the lever will return to horizontal.
- **Lane Change Signal** - In some turns, such as changing lanes, the steering wheel is not turned far enough to cancel the turn signal. For convenience, you can flash the turn signal by moving the lever part way (to the first stop) and holding it there. The lever will return to horizontal when you release it.

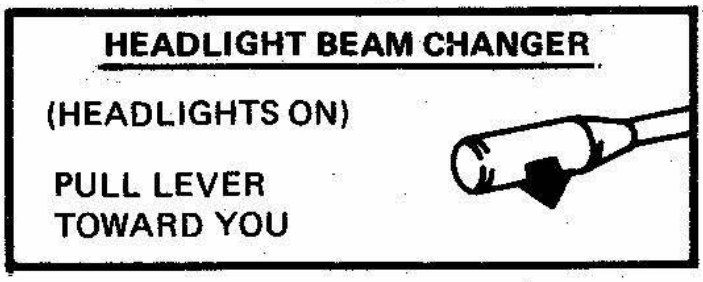
Two green lights on the instrument panel are designed to flash to tell you that the front and rear turn signal lights are working. If the light stays on, but does not flash, check for burned-out turn signal bulbs. If the green light does not come on when you move the lever, check the fuse and indicator bulb. However, if you ordered a trailer towing option in which extra wiring was added to attach the trailer lighting, a different type of flasher was installed. In this case, the green light will continue to flash even if a turn signal bulb burns out. Therefore, you must regularly look at the front and rear turn signal lights to be sure they are working.

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- **Headlight Beam Changer** - With the headlights on, pull the lever toward you until you hear a click, then release it. The lights will change from low-beam to high-beam or from high-beam to low-beam. When the high-beams are on, a blue light will appear on the instrument panel.

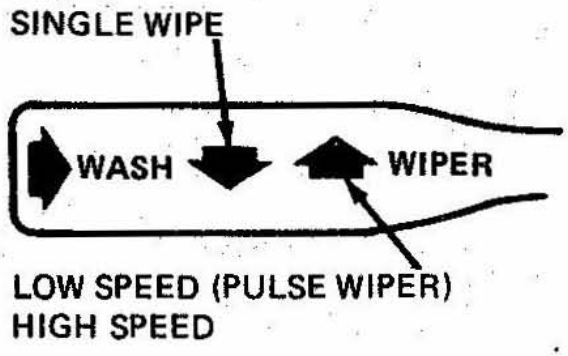


- **Standard Windshield Wiper** - The standard windshield wiper system controls are on the end of the turn signal lever.
  - For a single wiping cycle, turn the top of the knob toward you. Hold it there until the wipers begin wiping, then release it. The wipers will stop after one cycle. For several cycles, hold the knob in place as long as needed.
  - For steady wiping at low speed, turn the top of the knob away from you to the first stop. For high-speed wiping, turn the knob to the next stop. Turn the knob back to "off" to turn off the wipers.
- **Pulse Windshield Wiper** - The optional pulse windshield wiper system lets you vary the wiper speed from a 25-second delay between sweeps up to the normal low and high speeds of the standard wiper.
  - The pulse wipers work the same as the standard wipers, except for the delay feature. To use the wipers with a delay between sweeps, turn the top of the turn signal knob away from you to the first stop. Then, turn the "Wipe Delay" knob on the instrument panel to control the amount of delay.
  - Turn the "Wipe Delay" knob to the left to increase the amount of delay between sweeps. Turn it fully to the right for steady wiping at low speed.
- **Windshield Washer** - To spray washer fluid on the windshield, push in the end of the turn signal knob. (This will also turn on the low-speed wipers.) The spray will continue as long as you hold in the knob.

After using the windshield washer, turn the knob back to "off" to turn off the wipers.

With the pulse wiper system, the wipers will automatically stop (or return to the action for which they were set) after completing the wash cycle.

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- Check the washer fluid level regularly. Do it often when the weather is bad.
- Use a fluid such as GM Optikleen to help prevent freezing damage, and for better cleaning.
- Do not use radiator antifreeze in the windshield washer; it could cause paint damage.
- **In cold weather, warm the windshield with the defroster before using the washer–to help prevent icing that my block the driver's vision.**

STARTING THE ENGINE

1. **Apply the parking brake.**
2. **Automatic Transaxle- Move the transaxle shift lever to "P"(Park) or "N" (Neutral) "P" Preferred).** A starter safety device is designed to keep the starter from operating if the shift lever is in any drive position. (If you need to re-start the engine while the car is moving, move the shift lever to "N.")

   Manual Transaxle- Press the clutch pedal to the floor and shift the transaxle to Neutral. Hold the clutch pedal to the floor while you are starting the engine. A starter safety device is designed to keep the starter from operating if the clutch pedal is not fully depressed.
3. Start the engine as outlined below for different conditions.

NOTICE: Do not crank the engine for more than 15 seconds at a time. Wait 10 to 15 seconds before trying again.

- **COLD ENGINE:**
  - **L-4 Engine Press the accelerator pedal to the floor and slowly release it. With your foot off the pedal,** crank the engine by turning the ignition key to "Start." Release the key when the engine starts.

  If the engine starts, but fails to run, repeat this procedure.
  - **V-6 Engine: Press the accelerator pedal to the floor twice and slowly release it. With your foot off the pedal** , crank the engine by turning the ignition key to 'Start". Release key when engine starts. If the engine starts, but fails to run, repeat this procedure but press the accelerator pedal only ONCE to the floor. When the engine is running smoothly (about 30 seconds), you can reduce the engine idle speed by pressing down slightly on the accelerator pedal, then slowly releasing it.

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NOTICE: If the engine runs for a long time (5 minutes or more) without pressing down the accelerator pedal, overheating could cause damage to the engine and exhaust system.

Do not leave your car unattended with the engine running. If the engine should overheat, you would not be there to react to the temperature warning light or gage. This could result in costly damage to your car and its contents.

- **WARM ENGINE** - Be sure to follow the instructions which apply to your engine. (The Engine Code is the 5th digit on the VIN plate at the lower left side of your windshield. (See "Specifications," Section 7 for more details.)
  - **Engine Code 5 - Press down the accelerator pedal to 1/3 of its travel and hold.** Crank the engine by turning the ignition key to "Start." Release the key and accelerator pedal when the engine starts.
  - **Engine Code 7 - Do not press down the accelerator pedal. With your foot off the pedal,** crank the engine by turning the ignition key to "Start." If the engine does not start after 3 seconds of cranking, press down the accelerator pedal to 1/3 of its travel while cranking. Release the key (and accelerator pedal) when the engine starts.
- **Very Cold Weather (Below -18°C or 0°F Or After Car Has Been Standing Idle Several Days)** - Before cranking the engine, fully depress and release the accelerator pedal one or two times more than stated for your engine under "Cold Engine" starting. Then, **with your foot off the accelerator pedal,** crank the engine by turning the ignition key to "Start." Release the key when the engine starts.

4. Apply the regular brakes and shift into the proper gear. Release the parking brake and drive off.

If Engine Fails To Start

1. Fully depress and release the accelerator pedal several times; then take your foot off the pedal and crank the engine by turning the key to "Start."
2. If the engine still does not start, press the accelerator pedal to the floor and hold it there while cranking the engine. This should clear the engine if it is flooded.
3. If the engine has been flooded with too much fuel, it may start to run but not have enough power to keep running. In that case, continue cranking with the accelerator pedal all the way to the floor until the engine clears itself of excess gasoline and runs smoothly.

TRANSAXLE

CAUTION: Before going down a steep or long grade, reduce speed and shift the transaxle into a lower gear or lower gear range to control vehicle speed. (Do this with either an automatic or a manual transaxle). Try not to hold the brake pedal down too long or too often. This could cause the brakes to get hot and not work as well.

Driving on Slippery Surfaces

Take care when speeding up, or when shifting into a lower gear, or lower gear range while driving on slippery surfaces. Sudden acceleration or engine braking action (due to shifting to a lower gear) could cause the front wheels to skid. Normal skid correction and cautious driving are called for at these times.

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AUTOMATIC TRANSAXLES

Automatic transaxles replace the standard clutch and transaxle. After starting the engine with the selector lever in "N" (Neutral) or "P" (Park) position, select the range desired (see table) and depress the accelerator. A gradual start with a steady increase in accelerator pressure will result in best possible fuel economy. Rapid acceleration for fast starts will result in greater fuel consumption.

Automatic transaxle shift quadrants of all GM vehicles continue the uniform sequence of selector positions. Shift indicators are arranged with "P"(Park) position at one end, followed in sequence by "R"(Reverse, "N"(Neutral) and the forward driving ranges. All automatic transaxles are equipped with a starter safety switch designed to permit starting the engine only when the transaxle selector is in the "P"(Park) or "N"(Neutral) position. For additional engine braking effect, as sometimes needed in mountainous driving, place the transaxle in an intermediate or low range.

AUTOMATIC TRANSAXLE

	P – PARK	This position is used to lock the transaxle when the car is parked or while starting the engine. Never move the shift lever to Park until your car is fully stopped. Use this position together with the foot-operated "step-on" parking brake.
	R – REVERSE	This position is used for backing the car. Bring your car to a complete stop before shifting to Reverse.
	N – NEUTRAL	This is the out-of-gear position. You may restart a stalled engine while the car is still moving with the selector in neutral. This position is also used when towing the car. See the "In Case of Emergency" section for towing facts.
3	D – DRIVE	Use this position for all normal forward driving. Forced downshifts – with the selector in "D" you can get an automatic downshift at speeds under 35 mph (60 km/h) by pressing the accelerator pedal approximately halfway to the floor. You will also get a forced downshift at speeds above 35 mph (60 km/h) by pressing the pedal all the way to the floor. This will give you increased acceleration for passing maneuvers.
2	L^2 – LOW[2]	This range is used when extra performance is required for hill climbing or it can also be used to provide "engine braking" to slow the car when going down medium grades. The shift lever may be moved from "D" to "L^2" (and vice versa) under most driving conditions.
1	L^1 – LOW[1]	This position is used to provide maximum engine braking when driving down very sharp grades or when maximum performance is required to climb a steep hill or run through deep snow or mud. You may shift into L^1 at any speed but the transaxle will not lock into Low until car speed is under 40 mph (60 km/h).

Notice

The following practices could result in automatic transaxle failure:

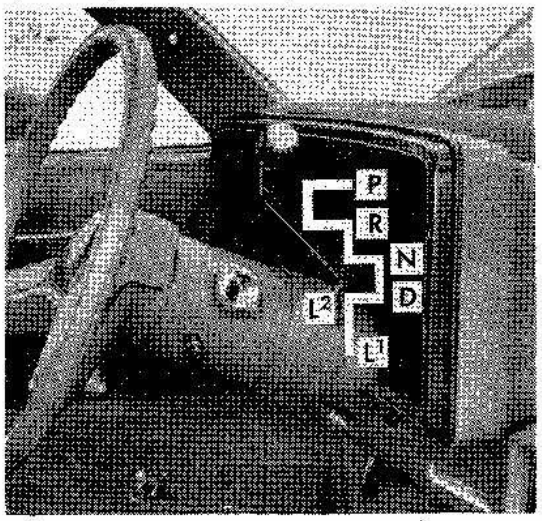
- Shifting between forward and reverse driving range while operating the engine at high speed or heavy throttle, such as when the driving wheels are on snow or ice--commonly called "rocking." (See correct method for "rocking" vehicle under "Freeing car from Sand, Mud, Snow or Ice" in "In Case of Emergency," Section 3 of this manual.
- Shifting to "R"(Reverse) or any forward range while operating the engine at high speed in "N"(Neutral).
- Shifting to "P"(Park) while the vehicle wheels are still turning.
- Operating the transaxle at or near "stall condition" for periods of more than 10 seconds. ("Stall condition" is when the engine is running at high speed while the transaxle is in a driving range and the drive wheels aren't moving, such as when stuck in deep sand or when the car is against a fixed barrier.)

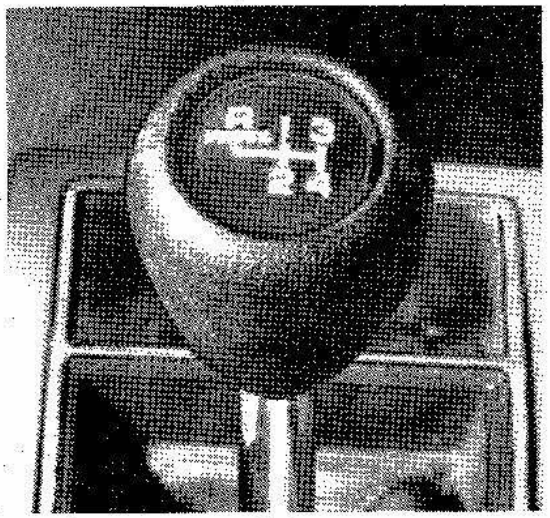
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- Holding vehicle on an upgrade with the accelerator pedal. (Use the regular brakes to hold car on an uphill grade.)

Column Shift Lever

The $PRNDL_2L_1$ pattern is located within the instrument cluster below the speedometer. The heavy line in the figure indicates the movement of the shift lever as it is lifted to shift into Reverse or Low and into or out of Park position.





4-SPEED MANUAL TRANSAXLE

The standard 4-speed manual transaxle shift pattern is shown in the figure. This transaxle is designed to be completely synchronized in all forward gears and may be downshifted into "1st" gear at any speed below 20 mph (30 km/h.) Always depress the clutch pedal **fully** before attempting to shift into any gear. In "1st" and "Reverse" gear -- slowly release the clutch pedal while at the same time pressing down on the accelerator pedal. In all other gears the clutch may be released a little faster. This helps to reduce clutch wear.

When shifting into "Reverse" gear, push clutch pedal in then press in on the button located on the top of the gear shift lever keeping the button depressed until you have moved the shift lever into "Reverse" gear.

DRIVING PRECAUTIONS - MANUAL TRANSAXLES

- Do not ride the clutch pedal; this produces a partly disengaged condition that may result in damage to the clutch.
- Use third gear at slow speeds (less than 30 mph (50 km/h)) when driving in stop-and-go traffic for improved car performance during acceleration and when descending steep grades.
- Shift to the next lowest gear for extremely hard pulls at low road speeds.
- Shift the gears with a moderate effort to allow time for the transaxle synchronizers to coordinate.
- When stopped on an upgrade, do not hold car with engine. Use your regular brake.
- Do not coast in "Neutral" (illegal in many states).
- Set parking brake firmly before leaving the car.

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Proper Shift Points for Manual Transaxle

For the best compromise between vehicle performance and fuel economy, the transaxle should be upshifted as recommended in the following chart.

MANUAL TRANSAXLE SHIFT SPEED
ACCELERATION SHIFT

ENGINE	TRANSAXLE TYPE	FIRST TO SECOND	SECOND TO THIRD	THIRD TO FOURTH
V6	4 SPEED	15 mph (24 km/h)	25 mph (40 km/h)	30-40 mph (48-64 km/h)

MANUAL TRANSAXLE SHIFT SPEED
L4 ENGINE ONLY

	TRANSAXLE TYPE	FIRST TO SECOND	SECOND TO THIRD	THIRD TO FOURTH
ACCELER-ATION	4 SPEED ▲	16 mph (24 km/h)	28 mph (45 km/h)	39 mph (63 km/h)
		SECOND	THIRD	FOURTH
CRUISE	4 SPEED ▲	12-16 mph (19-26 km/h)	21-28 mph (34-45 km/h)	34-39 mph (55-63 km/h)

▲ All except California

Shift at the highest vehicle speed listed unless you have reached cruising speed. (Cruising speed is a relatively steady speed which includes minor variations in speed to allow for road and traffic conditions.) For cruise, use the highest gear for that speed. This may mean skipping one or more gears when changing from an acceleration to a cruise.

If vehicle speed drops below 20 mph (30 km/h), or if the engine is lugging, you should downshift to the next lowest gear. You may need to downshift two or more gears to keep the engine from lugging or for satisfactory performance.

POWER STEERING

If the power steering system goes out because the engine has stalled or due to a failure, the vehicle can still be steered. However, much greater effort is needed, especially in sharp turns or at low speeds.

TILT STEERING WHEEL

The optional tilt steering wheel can be tilted up above normal position to provide additional room for entrance and exit as well as selected driving positions below normal height. The tilt mechanism is located on the left side of the steering column just behind the directional signal. To operate pull the lever towards you and move the steering wheel to your desired position then release the lever. This permits individual selection of the most comfortable positions for all driving conditions. On longer trips the steering wheel position may be changed to help minimize tension and fatigue.

CRUISE CONTROL

The optional Cruise Control System provides automatic speed control for your comfort when driving on freeways, turnpikes, or other non-congested highways. The system is designed to function above speeds of approximately 30 mph (50 km/h).

To engage the Cruise Control, proceed as follows:

- Accelerate to desired cruising speed and partially depress and release the control button on the end of the automatic transaxle column shift lever.

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- Remove your foot from the accelerator pedal and desired speed will automatically be maintained.
- To **increase** automatic speed setting, depress the accelerator pedal until the desired speed is attained, then fully depress and slowly release the control button. If control button is not fully depressed, when changing speed setting, the car will resume your previously selected speed.
- To **decrease** automatic speed setting, press the control button until it bottoms and hold until vehicle slows to the desired speed, then slowly release the control button.

To disengage system, lightly depress brake pedal.

NOTICE: To help keep the vehicle under control, do not use the Cruise Control when it may not be wise to keep the vehicle at a constant speed. A constant speed may not be advisable in conditions such as heavy or varying traffic, or on winding or slippery roads. With the Cruise Control engaged, taking your foot off the accelerator pedal does not let the vehicle slow down. Touching the brake pedal will disengage the Cruise Control and allow the vehicle to slow down.

When going up or down steep hills (particularly when towing a trailer), it is possible for the vehicle to gain or lose speed, even though the Cruise Control is engaged. In that case, you may need to disengage the Cruise Control and resume manual speed control.

HORN

The horn on your vehicle is actuated by firmly pressing on the pad in the center of the steering wheel. As a good motorist, use of the horn should be kept at a minimum. However, acquaint yourself as soon as possible with this function of your vehicle, should it ever become necessary to give a warning to a pedestrian or another motorist.

HAZARD WARNING FLASHER

The hazard flasher is covered on Page 3-1 in the "In Case of Emergency" section.

FLOOR CONTROLS

BRAKING SYSTEM

The regular brake system is designed for braking performance under a wide range of driving conditions even when the vehicle is loaded to its full rated vehicle load capacity.

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CAUTION: Driving through water deep enough to wet the brakes may cause the brakes not to work as well. As a result the vehicle will not slow down at the usual rate, and it may pull to the right or left. After checking to the rear for other vehicles, apply the brakes lightly to check whether this has happened. To dry them quickly, lightly apply the brakes. At the same time, keep a safe forward speed, with plenty of clear space ahead, to the rear, and to the sides. Do this until the brakes return to normal.

The brake system warning light is covered in the "Instrument Panel" section.

Power Brakes

- If optional power assist is lost because of a stalled engine or other reasons, the brakes can normally still be applied with power assist at least two times using reserve power.
- The system is designed to bring the vehicle to a full stop on reserve power if the brake pedal is applied once and held down. However, the reserve power is partly used up each time the brake pedal is applied and released. Do not pump the brakes when brake power assist has been lost, except when needed to maintain steering control on slippery surfaces.
- Without power assist, the vehicle can still be stopped by pushing much harder on the brake pedal. However, the stopping distance may be longer, even though the brakes themselves remain fully operational.

Self-Adjusting Brakes

- The brakes on this vehicle (except for the parking brake) are self-adjusting. They have been designed so that periodic brake adjustment is not required.
- The drum brakes adjust themselves when the brakes are firmly applied while the vehicle is moving backwards.
- The disc brakes adjust themselves each time the brakes are used.
- If the brake pedal goes down farther than normal, it may be due to a lack of adjustment. To find out if this is the case, drive backward and forward a few times, applying the brakes firmly when going each way.
- See your dealer if pedal height does not return to normal, or if there is a rapid increase in pedal travel, which could be a sign of other brake trouble.
- Also see your dealer if the parking brake needs adjustment.

NOTICE: "Riding the brake" by resting your foot on the brake pedal when not intending to brake can cause overheated brakes. This can wear out the brake linings faster and damage the brakes themselves, as well as waste fuel.

DIMMER SWITCH

The dimmer switch that controls the headlight high/low beam is built into the turn signal control. See the "Steering Column Controls" Section 2 of this manual.

PARKING BRAKE

- To set the parking brake, fully depress the foot pedal at the far left side.
- For better holding power, first press down the regular brake pedal with your right foot. Then hold it while setting the parking brake with your left foot.
- To release the parking brake, pull the "Brake Release" handle located at the lower left of the instrument panel.
- To help remind you, the brake system warning light is designed to come on if the parking brake control is not fully released and the ignition key is on.

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- Never drive the vehicle with the parking brake set as this may overheat the rear brakes reducing their effectiveness and causing excessive wear or damage.

DISC BRAKE WEAR INDICATORS

Front disc brakes have built-in wear indicators that are designed to make a high-pitched squealing or cricket-like warning sound when the brake linings are worn to where new linings are needed. The sound will come and go, or be heard all the time when the wheels are rolling, and when the brake pedal is pushed down firmly. Expensive damage can result if linings are not replaced when needed.

See also the brake checks listed in the Maintenance Schedule folder.

CLUTCH PEDAL

On models equipped with a manual transaxle, a clutch pedal is used to engage or disengage the clutch, thereby connecting or disconnecting the engine from the transaxle and driveline to the front wheels. When the pedal is fully extended the clutch is engaged, driving the transaxle and the front wheels.

INSTRUMENT PANEL AND CONTROLS

INSTRUMENTS

The instruments, gages and indicator lights conveniently grouped in the instrument cluster are designed to tell you at a glance many important things about the performance of your vehicle. The following information will enable you to more quickly understand and properly interpret these instruments.

Speedometer

The speedometer hand indicates vehicle speed in miles per hour and kilometers per hour.

Odometer

The group of six figures in the speedometer lower center section indicates the accumulated mileage.

Fuel Gage

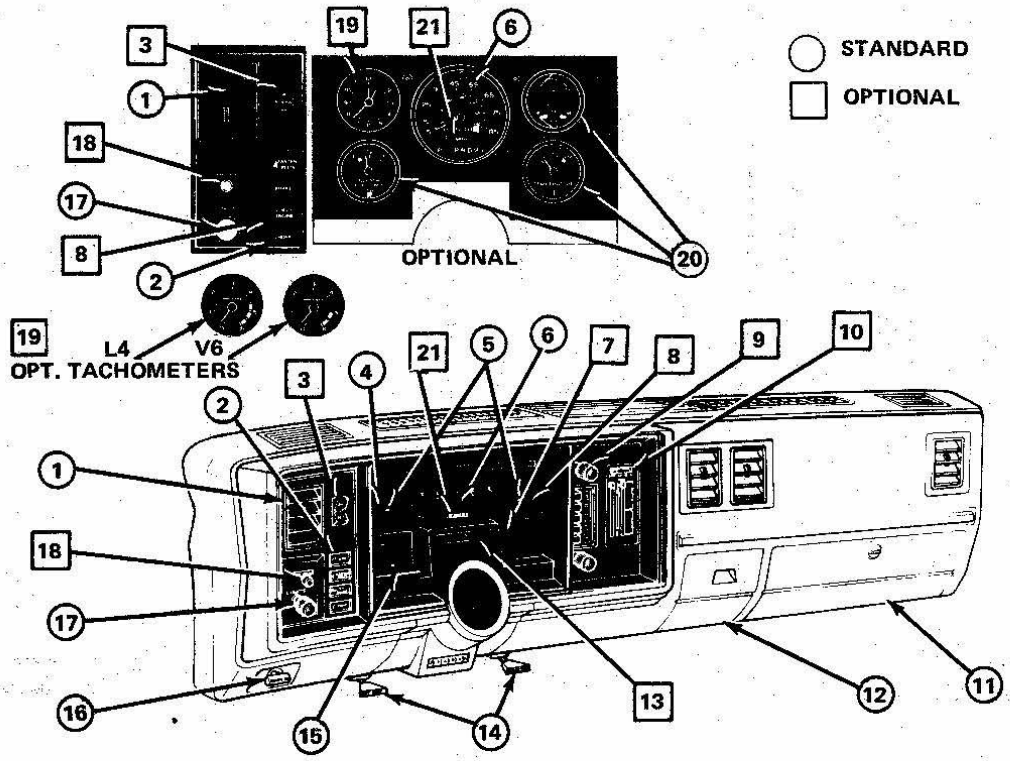
The fuel gage will register the APPROXIMATE fuel level in the tank, when the ignition is in the RUN position.

When the gage registers EMPTY, some fuel is still available as a reserve. When the gage registers FULL, some additional fuel can still be added to the tank. The following conditions may be considered normal:

- Gas station pump may shut off before fuel gage indicates FULL.
- Amount of gasoline required for fill-up may not exactly correspond to gage.
- Needle may not move away from FULL until some time after fill-up.
- Needle may move during turns, stops and accelerations.

When the ignition switch is turned to the OFF position, the needle will not necessarily return all the way to the EMPTY mark.

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1. A/C Outlet
2. Warning Lights
   Standard I.P.—Gen, Fasten Belts, Oil/Choke, Temp.
   Optional I.P.—Fasten Belts, Brake, Check Engine (Calif. Only), Choke.
3. Rear Defog Switch
4. Brake Light
5. Turn Signals
6. Speedometer, Odometer & Hi Beam Indicator
7. Clock
8. Check Engine (Calif. Only)
9. Radio
10. Heater & Opt. A/C Controls
11. Glove Box
12. Ash Tray with Lighter
13. Shift Quandrant, Auto. Trans.
14. Vent Levers
15. Fuel Gage
16. Parking Brake Release
17. Light Switch
18. Delay Wiper Control Knob
19. Clock or Tach (Opt.)
20. Warning Gages
21. "Emission" Indicator Flag

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Oil/Choke Indicator Light

This light will come on to provide a "bulb check", when the ignition is turned on, but should go out after the engine is started. If light fails to come on with ignition turned on, it could indicate a burned out bulb, a defective electric choke heater circuit (on L4 and V6 engines), or a blown instrument lamp fuse. Have system repaired if light does not come on during check.

Occasionally, this light may flicker momentarily while the engine is running. Should this occur, CHECK ENGINE OIL LEVEL as outlined in Section 5, "Checking Oil Level." If the light comes on continuously, pull over to a safe place and STOP THE ENGINE until the source of trouble can be located and corrected. The source of trouble could be any of the following:

- Loss of engine oil pressure (check engine oil level).
- Blown choke heater fuse.
- Loss of electric choke heater voltage.

Continuing to run the engine with an illuminated oil pressure light can cause serious engine damage or unusually high exhaust system temperature which can result in serious damage to the vehicle. Pull over to a safe place and STOP THE VEHICLE IMMEDIATELY AND SHUT OFF ENGINE. If the light flashes momentarily, check engine oil level as outlined in Section 5 of this manual.

Choke Warning Indicator Light

On some vehicles equipped with the optional oil pressure gage, an amber choke warning indicator light replaces the red oil pressure indicator light in the instrument cluster. If this light comes on, indicating loss of electric choke heater voltage, have your authorized Dealer locate and correct the trouble as soon as possible.

Generator Indicator Light

The red light **GEN** will go on when the ignition key is in the "run" position, but before the engine is started. After the engine starts, the light should go out and remain out. If the light remains on when engine is running, have your Authorized Dealer locate and correct the trouble as soon as possible.

Engine Temperature Indicator Light

This indicator light is provided in the instrument cluster to quickly warn of an overheated engine. With the ignition switch in the START position, the red **TEMP** indicator (hot light) will light to let you know that it is operating properly. When the engine is started, the red light will go out immediately. It will light up at no other time unless for some reason the engine reaches a dangerously high operating temperature. If the light comes on during extreme driving conditions, such as an extended idle, see "Engine Cooling System" on page 3-3. Glance at the instrument cluster frequently as you drive to see if this light is on.

Brake System Warning Light

The regular braking system is a dual system designed so that one part will provide some braking action if there is a loss of hydraulic pressure in the other part of the system. The system has a "Brake" warning light located in the instrument panel.

- To serve as a reminder, the "Brake" light is designed to come on while the parking brake is set and the ignition key is on.
- The light is also designed to come on briefly during engine starting so you can check that the bulb is okay.
- Have the system repaired if the light does not come on during engine starting or when the parking brake is set.

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- This warning light does not do away with the need for brake inspection and maintenance. The brake fluid level must be checked regularly. See your Maintenance Schedule folder for other brake checks.

If the light comes on and stays on when the ignition key is on, after the brake pedal has been firmly pushed down, it may mean that there is something wrong with one part of the brake system.

What to do:

1. Check to see that the parking brake has been released. If it has been...
2. Pull off the road and stop carefully. And remember that:
   - Stopping distances may be longer.
   - You may have to push harder on the pedal.
   - The pedal may go down farther than normal.
3. Try out the brakes by starting and stopping on the road shoulder--then:
   - If you judge it to be safe, drive cautiously at a safe speed to the nearest dealer for repair, or
   - Have vehicle towed to dealer for repair.

Continued driving without getting necessary repairs could be dangerous.

"EMISSIONS" INDICATOR

On some cars, the word "EMISSIONS" is designed to appear in a window in the speedometer face at certain intervals. This is a reminder that maintenance service must be performed on your car. One of two types of service is required:

- On cars equipped with the C-4 System, the oxygen sensor must be replaced with a new sensor, or
- On cars without the C-4 System, the catalyst in the catalytic converter must be changed.

In either case, see your Chevrolet dealer for service when the "EMISSIONS" indicator appears.

For more information, see "C-4 (Computer Controlled Catalytic Converter) System" and "Catalytic Converter," both in "Service and Maintenance," Section 5 of this manual.

"CHECK ENGINE" LIGHT

If your car has the C-4 System, a "CHECK ENGINE" light on the instrument panel is designed to come on during engine starting to let you know the bulb is working. (The light will stay on a short time after the engine starts.) If the light comes on while driving, service to the emission control system may be required. See your Chevrolet dealer as soon as possible for an inspection of the system.

Continued driving without having the C-4 System serviced could eventually cause damage to the emission control system. It could also affect fuel economy and drivability.

See also "C-4 (Computer Controlled Catalytic Converter) System" in "Service and Maintenance," Section 5 of this manual.

Tachometer

The optional Tachometers indicate the speed of the engine in revolutions per minute. The indicated number, times 1000, gives the engine speed. Operating the engine with the tachometer reading in the color-coded high speed area could lead to serious engine damage. There are two tachometers used in the car depending on the engine option installed in your car.

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Engine Temperature Gage

This gage indicates coolant temperature which will vary with air temperature and operating conditions. The ignition must be on for accurate readings. Hard driving or prolonged idling in very hot weather will cause the pointer to move beyond the center of the band. Should pointer move to the Red Zone, see "Engine Cooling System" on page 3-3.

Oil Pressure Gage

The oil pressure gage indicates the pressure at which oil is being delivered to the various parts of the engine requiring lubrication. Pressures registered by the gage may vary according to outside air temperatures or weight of oil being used. Oil pressure of a cold engine being operated at a given speed will be somewhat higher than when the engine is at normal operating temperature at the same speed. Prolonged high speed operation on a hot day at the given speed will result in somewhat lower oil pressure readings. Readings of 30 to 40 psi (205 to 275 kPa) may be considered normal during moderate road speeds of 35 to 40 mph (55 to 60 km/h) with the engine at proper operating temperature. Gage readings which are consistently high or low under these conditions may indicate lubrication system and/or engine malfunction.

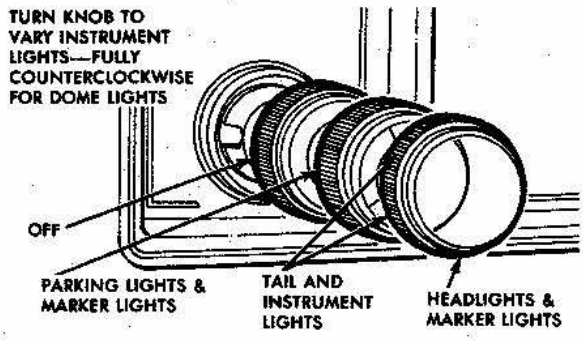
Voltmeter

When the engine is operating, the voltmeter indicates the electrical system voltage. During minimum electrical load, the pointer will read to the right of the center. As the electrical load is increased, or in stop-and-go driving, the pointer will rotate to the left. A meter reading continuously in the left or right red zone indicates an electrical system failure. Cause of the failure should be determined and corrected.

Light Switch

The three position light switch controls the headlights, taillights, parking lights, sidemarker lights, instrument lights and dome lights as shown. The headlamp circuit is protected by a circuit breaker in the light switch. An overload on the breaker will cause the lamps to "flicker" on and off. If this condition develops, have your headlamp wiring checked immediately.

The headlight beam changer is located in the Turn Signal Lever; for operation see Section 2 under heading "Turn Signal and Headlight Beam Lever."



Headlamp "ON" Warning Buzzer

The optional headlamp reminder buzzer provides an audible warning that the main light switch is in one of the "on" positions, either parking lights or headlights.

The reminder buzzer is actuated only when the ignition switch is turned to "OFF," "LOCK" or "ACCESSORY" position.

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When the parking lamps or headlamps are to be operated with the key in the OFF position, the reminder buzzer can be shut off by turning the light switch knob until the instrument cluster lights are not on.

Electric Clock

Reset the clock, if your vehicle is so equipped, by pulling out the knob and turning the hands clockwise if slow, counterclockwise if fast. This will, if the clock error is five minutes or more, automatically compensate for time gain or lag. Several resettings, several days apart, may be needed to properly adjust the clock mechanism.

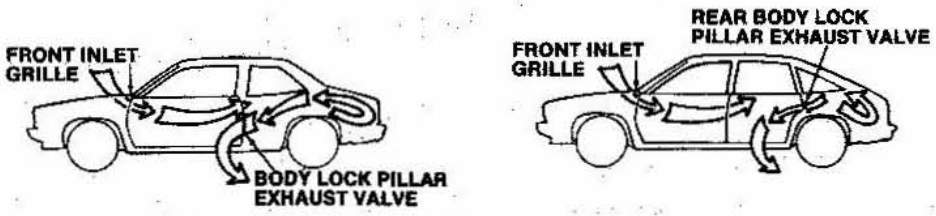
Cigarette Lighter

The optional cigarette lighter is located in the ash tray. To operate, push it in. When it becomes heated, it automatically pops out ready for use.

VENTILATION SYSTEM

Your Citation has a power ventilation system that provides ventilation comfort by forcing air out through valves in the rear body lock pillars. You can get a steady flow of outside air into the car when the heater or air conditioning blower is turned on. On cars without air conditioning, you can get a "ram" fresh air supply while the car is moving, with the heater blower turned off.

With the side windows closed, outside air will flow into the front grilles, through the car and out the rear air exhaust valves. (See illustration.)



Basic Operating Tips:

- Always keep the front inlet grilles clear of obstructions (leaves, ice, snow, etc.).
- Always keep the underseat air path clear of objects.
- When you want heating or air conditioning, close all windows while driving for the best comfort.

The following pages of this manual provide more operating tips for getting maximum heating and cooling comfort. (Also see "Engine Exhaust Gas Caution (Carbon Monoxide)" at the beginning of "Starting and Operating," Section 2 of this manual.

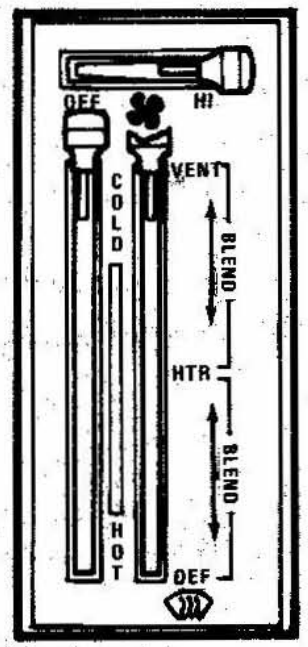
- Clear snow and ice from the hood and air inlet in front of the windshield. This helps the heater and defroster work better and lowers the chance of fogging on the inside of the windshield.
- Run the blower on "High" for a few moments before driving off. This helps clear the intake ducts of snow and further lessens the chance of fogging on the inside of the windshield.

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Lower Air Vents

Two control handles located beneath the steering column open and close the lower air vents. To compliment this system there is a power upper vent in the instrument panel which is operated from the heater control. The amount of air coming from the lower outlets depends on vehicle speed and the upper outlets depend on fan speed.

HEATER SYSTEM



The windshield defrosting and defogging system assists in providing good visibility through designated areas of the windshield under most inclement weather conditions. For immediate operation of the vehicle, the windshield should be scraped clear.

Adjust TEMPERATURE lever as required to give the desired degree of heat. Full down position provides maximum heat.

Move the control lever down to Defroster when windshield defrosting is needed. Full down position diverts most of the air flow to the defroster outlets. This control lever may be adjusted between Heater and Defroster to obtain a partial distribution of air between the heater and defroster outlets or the heater and vent outlets.

Operate system for 30 seconds before switching to DEF. This will remove humid air from the system and minimize rapid fogging of the glass which can occur if humid air is blown onto a cool windshield.

ELECTRO-CLEAR REAR WINDOW DEFOGGER

The optional defogger may be turned on after the engine is running by placing the switch (on the instrument panel) in the **ON** position. Power is indicated by a green light. After the defogger has operated for a short time, the system will automatically shut off. If further defrosting or defogging is desired, simply actuate the switch again.

The defogger will not function if the ignition is turned off.

Refrain from removing decals or other material from the inside of rear window with a razor or other sharp instrument since this may damage the heating element.

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Clear snow and ice from the rear window to improve the efficiency of the rear window defogger.

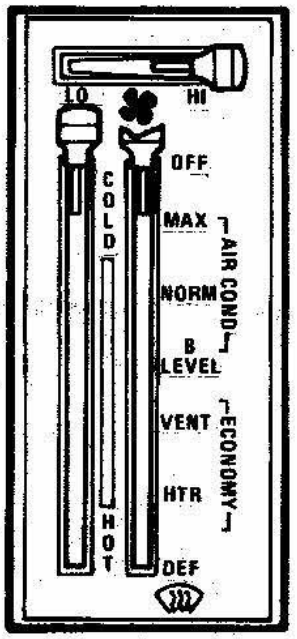
Air Outlets

The twin barrel vertical type center outlets may be rotated or vanes turned to direct air flow in direction desired. The outlets at each end of the instrument panel may be rotated or vanes adjusted as desired.

AIR CONDITIONING SYSTEM

This system combines heating and cooling capabilities for comfort in all weather conditions.

During some air conditioning operation conditions, slight increases and decreases of engine speed/power may be noticed. This should be considered normal, as the system is designed to cycle the compressor ON and OFF to maintain desired cooling. The reduced compressor operation should benefit fuel economy.



Fan Lever

The fan lever (LO-HI) provides speed control of the blower fan in all Air Selector Lever positions except OFF.

Temperature Control Lever

The temperature control lever regulates the temperature of the air entering the passenger compartment in all Air Selector Lever positions.

Air Selector Lever

The air selector lever regulates air flow from the heater, defroster and air conditioning outlets. It also controls operation of the refrigeration compressor.

- OFF -- In this position the blower does not operate. However, when the vehicle is moving, air will enter the passenger compartment through the heater outlet.
- MAX (AIR COND) -- Air from the passenger compartment is mixed with a small amount of outside air, conditioned and discharged from the upper outlets. This position, with the temperature lever in full COLD, is used for maximum cooling under conditions of high temperature and humidity.

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- NORM (AIR COND) -- Outside air is conditioned as it passes through the system and is discharged from the upper outlets. This position is used for most air conditioning situations.
- BI-LEVEL (AIR COND) -- Outside air is conditioned and directed out the upper outlets PLUS the heater outlet. A small amount of air also flows from the defroster outlets. This position provides comfort and keeps the windshield clear under low fogging conditions.
- VENT (ECONOMY) -- Outside air is discharged from the upper outlets. This position is used in cool to moderate weather when refrigeration is not required. The refrigeration compressor is turned off.
- HEATER (ECONOMY) -- Outside air is delivered from the heater outlet with a small amount from the defroster outlets. This position is used for most winter driving. The compressor is turned off.
- DEF -- Outside air is conditioned and delivered from the defroster outlets with a small amount from the heater outlet. This position is recommended for conditions of severe fogging and icing only.

Operating Tip

For satisfactory operation of the air conditioning system, windows should always be closed, except for the first few minutes to remove hot air if the car has been sitting.

Air Outlets

The twin barrel vertical type center outlets may be rotated or vanes turned to direct air flow in direction desired. The outlets at each end of the instrument panel may be rotated or vanes adjusted as desired.

RADIOS

Your vehicle may have one of several optional GM Delco Sound Systems.

GENERAL INFORMATION

Basic Controls - Although a wide variety of features is offered, the following basic controls are common to all systems.

- **Upper Knob** - This knob turns the set on or off, and controls the volume. (To use the radio, the ignition must be in "Run" or "Accessory.") Behind the volume knob is a tone control. When turned to the right, it increases treble and voice clarity; when turned to the left, it increases bass.
- **Lower Knob** - This knob is a manual tuning control for choosing radio stations. For radios with rear speakers, a fader control is behind it. This control adjusts the sound between the front and rear speakers.
- **Push Buttons** - Each radio has five push buttons you can use to select your favorite stations. After using a push button, you may have to "fine-tune" the radio by hand for the best reception.

To "set up" the push buttons:

1. Manually tune to the desired station.
2. Choose the button you wish to use. Pull it straight out, then push it back in firmly until it stops.
3. Do this for each of the buttons.

On Delco AM-FM radios, the "AM" button simultaneously chooses the AM band and an AM station. The FM button simultaneously chooses the FM band and an FM station. The remaining three buttons may be used to select either an AM or an FM station.

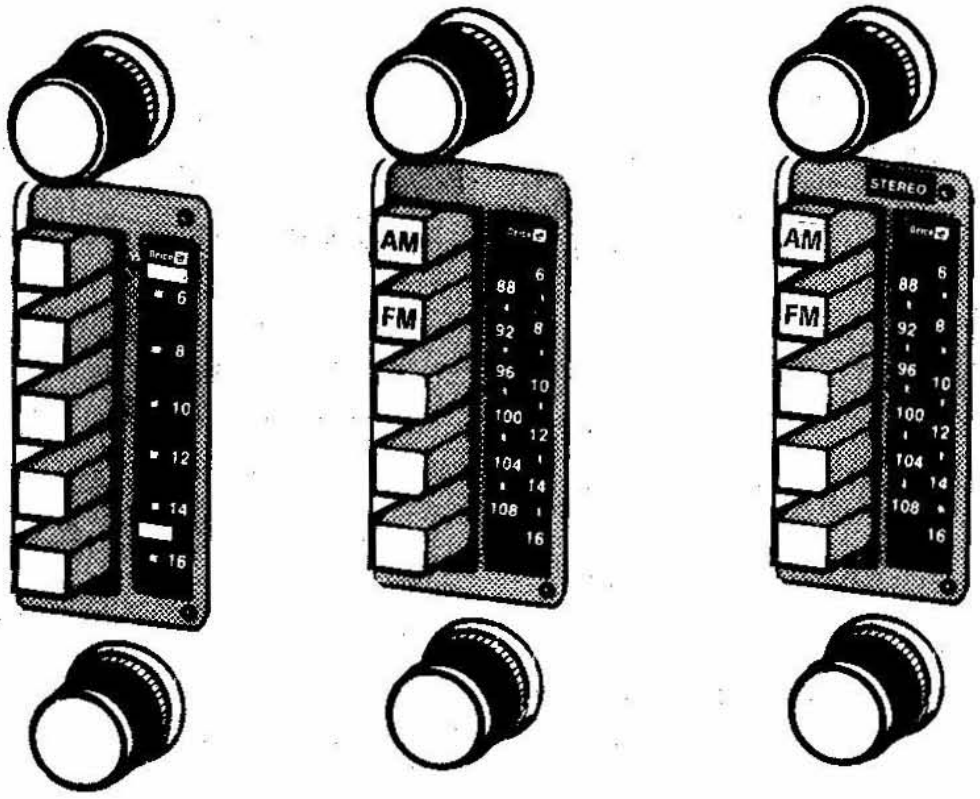
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Speakers:

NOTICE: All Delco Sound Systems have ungrounded speakers. Installing add-on tape players, CBs or other units that use the vehicle speakers may damage your Delco Sound System and impair operation of the added unit. Please consult your dealer in advance if you are considering additions.

FM Reception - Although FM is normally static free, reception can be limited by terrain, atmospheric conditions, station strength and distance from the transmitter. Buildings or other obstructions can cause momentary static, flutter or station swapping. If you cannot keep good reception, tuning to a stronger station will bring improvement.

Stereo Sound - All Delco Sound Systems with an FM stereo radio will switch to stereo operation whenever an FM stereo broadcast is being received and an indicator will light. "Stereo" operation means the radio is separating a stereo broadcast back into the original two channels, called "left" and "right." Stereo sound is noticeably more realistic to the ear.



AM Monaural Radio

This radio receives AM broadcasts. The controls work as previously described.

AM-FM Monaural Radio

This radio receives FM as well as standard AM broadcasts. Choose the desired band by pressing the AM or FM push button.

AM-FM Stereo Radio

This radio works the same as the AM-FM monaural radio. Be sure you also read "Speakers" and "Stereo Sound" above for more information.

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AM-FM Stereo with Citizens Band Transceiver

If your vehicle has an optional Delco GM Citizens Band radio, please refer to the separate booklet supplied with this unit.

MOBILE RADIO SYSTEMS

Mobile two-way units are subject to Federal Communications Commission (FCC) regulations and must be installed by trained radio people. Mobile telephones installed by your local phone company, Citizens Band (CB) radios, and garage door openers normally will not affect vehicle operation. If any other mobile radio transmitters are installed, there can possibly be adverse effects on vehicle operation.

Antenna

The standard radio antenna is incorporated in the windshield glass. If necessary, adjustments for maximum antenna effectiveness can be made by your Authorized Dealer.

Power Antenna

The optional power antenna is controlled by the radio. When the radio is ON the antenna will go up. When the radio is turned OFF either by the ON/OFF knob or by turning the ignition switch to the OFF position, the antenna will go down.

OTHER CONTROLS AND FEATURES

Hatchback Coupe

Rear Compartment Lid - Unlock and open the lid with your oval head key. Close the lid firmly to lock.

Folding Rear Seat

The folding rear seat quickly folds to help provide additional cargo space.

To operate the folding rear seat:

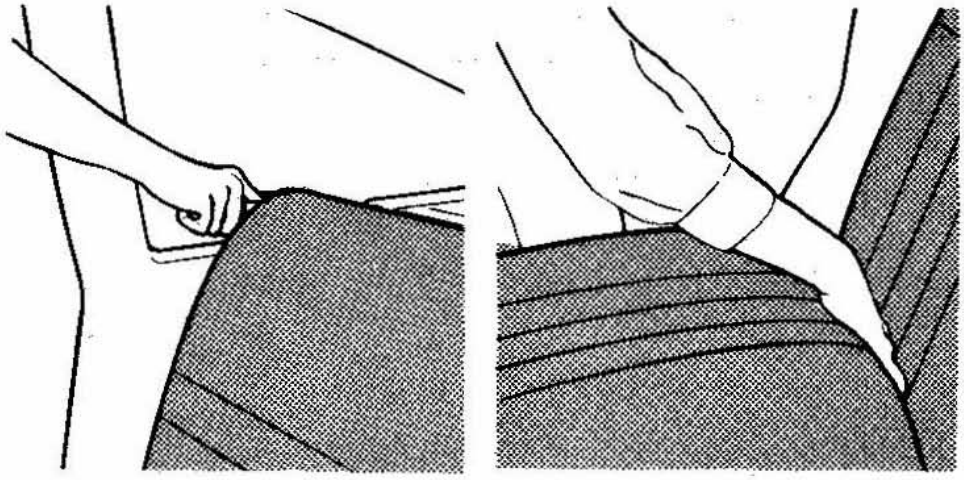
- Pull the seat cushion forward and up toward the front seatback.
- Pull the seatback strap downward and forward to release the seatback latch.
- Swing seatback forward and down to form deck.
- When returning seat to the passenger position make sure seatback is latched.

Check now and then to see if the latch on any folding rear seat works properly. To do this, push forward and rearward on the top of the seatback. If the seat does not latch properly in the upright position, have it repaired.

Keep seat belt webbing and hardware clear of seat parts when you tilt folding seats forward or rearward. This helps prevent damage to these belt systems.

CAUTION: The hatchback should be closed while driving to help avoid drawing dangerous exhaust gases into the car. (See "Engine Exhaust Gas Caution (Carbon Monoxide)" at the beginning of this section.)

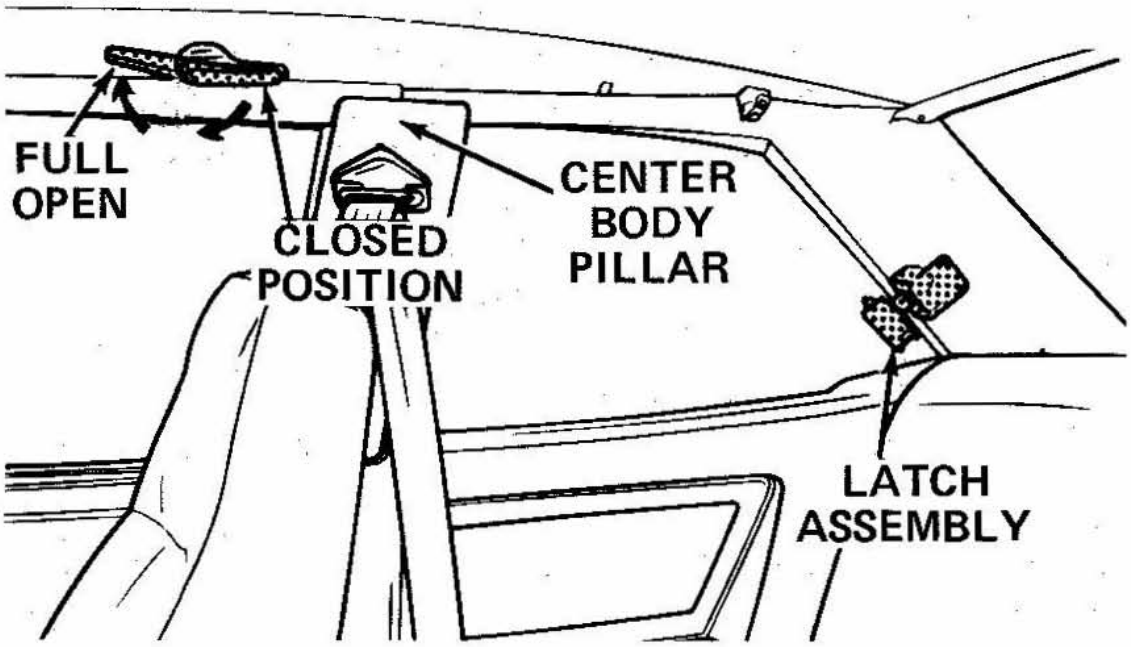
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Remote Control Rear Quarter Swing-Out Windows

The optional rear quarter swing-out windows are designed to open with either the remote control levers or by manually using the swing-out latch assemblies located at the rear of each window. The remote control levers are located just forward of the center body pillars on each side of the car.

To operate the remote control levers -- pull down on the control lever and rotate the lever toward the front of the car.



VISTA-VENT

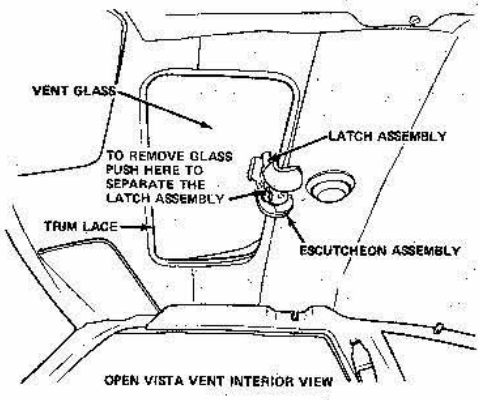
The car Vista-Vent is a hinged glass panel. The panel can be opened by moving the latch release handle forward and up to lock the glass in place. The glass will only stay open in one position, that which raises the rear of the glass about 38 millimeters (1-1/2 inches).

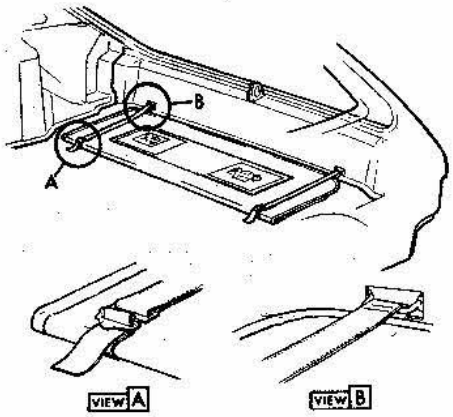
The glass panel can also be removed completely. First, open the Vista-Vent as described above. Then, press the glass release tab (in the latch release handle) and lift the panel up and out to disengage the front hinges. Store the glass panel in the protective storage bag in the trunk or rear compartment. If wind buffeting noise is experienced while driving with the sunroof glass removed, relieve by opening any of the side windows.

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CAUTION: To help avoid personal injury and/or equipment damage–

- Do not try to remove the panel while the car is moving. Otherwise, the panel may become a hazard by falling into the car or flying off.
- After removing the roof panel, place it in the protective bag provided. Stow the roof panel in the trunk, if the vehicle is so equipped. If your car is a hatchback, stow the roof panel on the rear load floor behind the second seat and secure the straps on the bag to the trunk brackets as shown. This will help keep the panel from being thrown about and injurying people in the car in an accident, and will help protect the panel.





REAR CARGO COVER - REMOVABLE

CAUTION: To help keep the removable cargo cover, on cars so equipped, from being thrown about and injuring people in the car in an accident, always–

- Fully reattach the cover, and securely latch the cover's release lever when reattaching, see instructions below.
- Stow the cover vertically behind the front seat with the rear seat folded down, see figure C.

CARGO COVER

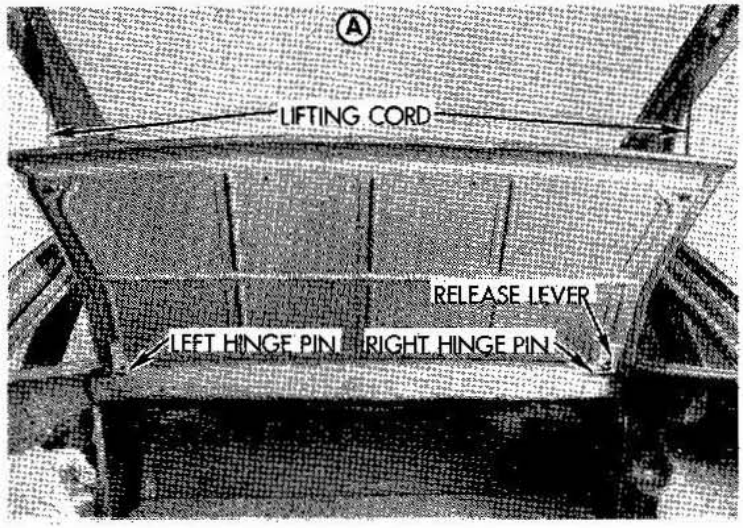
Hidden stowage for suitcases or other items in the luggage area is provided by the rear cargo cover. The cover will raise with the hatch lid allowing access to the rear luggage area. As an added feature, the cargo cover can be removed to carry larger items.

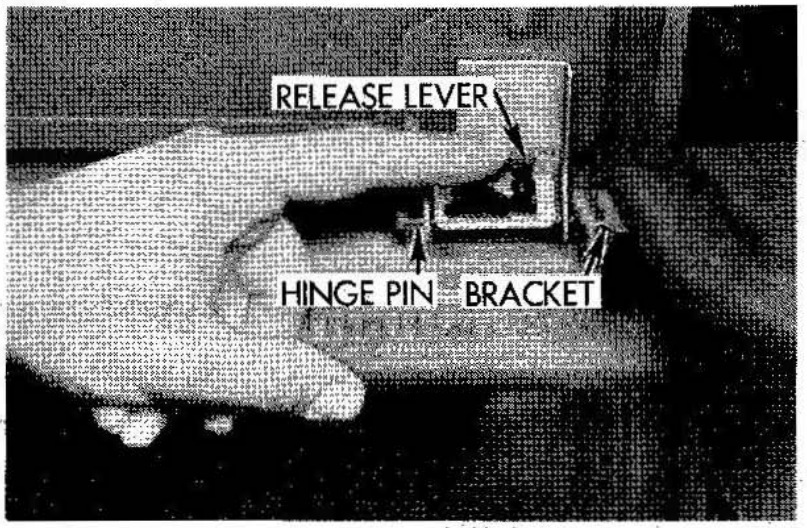
Removal

To remove the cargo cover:

1. Disconnect rubber lifting cords.
2. Depress the release lever (located in the lower right corner of the cover) and slide to the left, disengaging the hinge pin from the bracket attached to the body of the car. See Figure B.
3. Lift cover up and slightly to the right in order to disengage the left hinge pin.
4. Lift the cover out of the car.

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Stowage

To stow the cargo cover in the car:

1. Fold the rear seat cushion up and the rear seatback down. See figure C.
2. Place the cover vertically behind the front seatback and in front of the rear seat cushion.



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Installation

To install the cargo cover:

1. Insert the left hinge pin in the bracket attached to the body of the car.
2. Slide the release lever to the right to engage hinge pin in the bracket. See figure B.
3. Move the lever up to lock the cover in place.
4. Reconnect the rubber lifting cords.

STOWING THINGS IN (OR ON) THE CAR

CAUTION: Luggage or other cargo should not be piled higher than the seatbacks. When at all possible, luggage or cargo should be carried in the trunk area. The filler panel or cargo cover, between the rear seatback and the rear window should not be used to carry objects--even those that are small and light. All items should be secured in place. This will help keep such things from being thrown about and injurying people in the car during an accident. Cargo weight, whether inside or on the roof, should be positioned as evenly as possible from front to rear.

ROOF LUGGAGE CARRIER

The optional roof luggage carrier is designed to allow loading of items onto the roof of your car. The roof luggage carrier does **not** increase the total load carrying capacity of the car, as shown opposite "Max Load" on the Tire Placard located on the left front door. Be sure the total weight of the cargo on the roof, plus the weight of the cargo and passengers inside the car, plus the tongue load of any trailer you are towing does not exceed this "Max Load" vehicle capacity weight. See Section 5, page 5-ll for more information on Vehicle Loading. Also see the information on Trailer Towing in Section 1 of this manual, if needed.

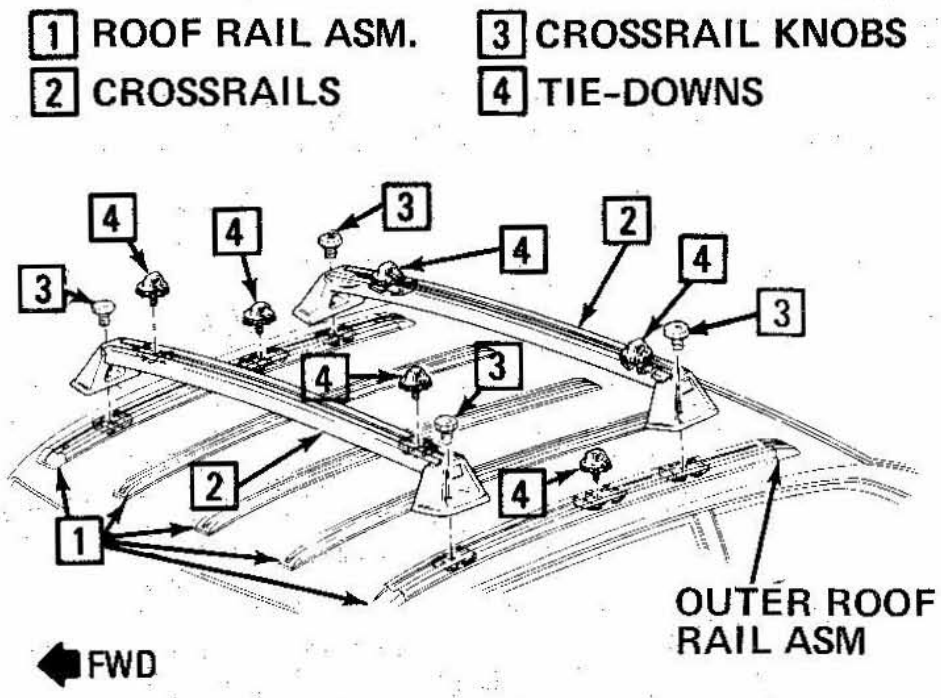
NOTICE: To help avoid possible damage, do not exceed 70 kilograms (150 pounds) cargo weight on the roof. Position the cargo in the luggage carrier as evenly as possible. If carrying long items, never exceed car length and fasten such loads securely at the front and rear of the car, as well as to the luggage rack.

The roof luggage carrier consists of: five roof slats bolted to the top of the car, two crossrails with knobs at each end that allow the crossrails to be adjusted or removed, and six adjustable tie-downs.

The operation of each item is as follows: the crossrails are easily adjusted forward or rearward in order to help position your load. To move the crossrails, rotate the large adjustable knob, "No. 3" in the figure above, counterclockwise to loosen (or remove) the crossrails and clockwise to tighten down the crossrails. Attached to the top of the crossrails are two adjustable tie-downs, "No. 4" in the figure. There is also one adjustable tie-down located in the center of each outer roof slat assembly (also called "No. 4" in the figure). The tie-downs may be easily moved forward and rearward within the outer slat assembly and across the top of the crossrails to the desired position. To move the tie-down, rotate it counterclockwise to loosen and clockwise to tighten down. If needed to secure a certain type of load, the tie-downs on the crossrails may be removed and repositioned on the outer roof slat assemblies. **While underway, periodically check to make sure that the crossrails and the tie-downs are securely fastened to help prevent loss of cargo, or the roof rack equipment itself.**

The crossrails may be removed when not in use and stowed in the trunk or behind the second seat on the rear load floor (with the cargo cover installed) in hatchback styles. When stowing the crossrails, also attach the tie-downs from the outer roof

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slat assemblies to the extra retainer provided on the top of each crossrail.

See your Chevrolet dealer for attachments to your Chevrolet luggage carrier to hold bicycles, skis and other items, and for straps to help secure your cargo, which are available as accessories.

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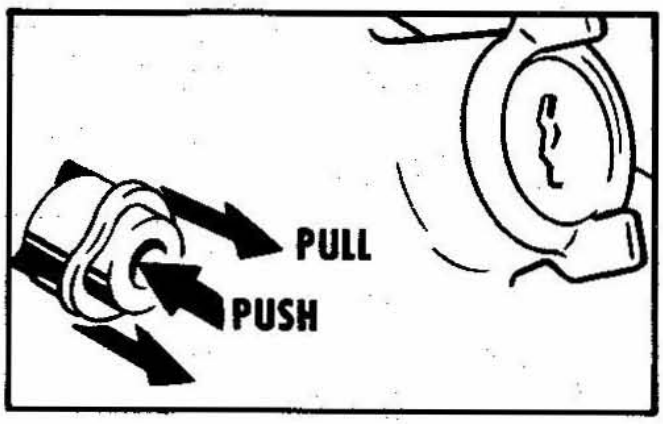
SECTION 3

IN CASE OF EMERGENCY

See also "Engine Exhaust Gas Caution (Carbon Monoxide)" at the beginning of "Starting and Operating," Section 2 of this manual.

FOUR-WAY HAZARD WARNING FLASHER

- Use the warning flasher to warn other drivers any time your vehicle becomes a traffic hazard, day or night.



- Avoid stopping on the roadway if possible.
- Turn on the hazard warning flasher by pushing in on the button (inside the collar) located on the column just behind the steering wheel. The flasher will work with the ignition key either off or on.
- The turn signals do not work when the hazard flasher is on.
- On some vehicles, if the brake pedal is pushed down, the lights will not flash; they will stay on until the brake is released.
- To turn off the flasher, pull the button collar out.

EMERGENCY STARTING

NOTICE: Do not push or tow this vehicle to start it. Under some conditions this may damage the catalytic converter or other parts of the vehicle.

If your vehicle has a discharged battery, it can be started by using energy from another battery--a procedure called "jump starting."

JUMP STARTING

CAUTION: The instructions below must be followed exactly or personal injury (particularly to eyes) or property damage may result from battery explosion, battery acid, or electrical (short circuit) burns.

- **To reduce the likelihood of sparks (and thus of an explosion), and of electrical burns, be sure the jumper cables or clamps do not have loose or missing insulation.**
- **THE MAJOR SAFETY PRECAUTION IS TO MAKE THE FINAL CONNECTION TO GROUND (a solid, stationary metallic object) ON THE ENGINE AT SOME DISTANCE FROM THE BATTERY. THIS HELPS REDUCE THE CHANCE OF AN EXPLOSION DUE TO SPARKS.**

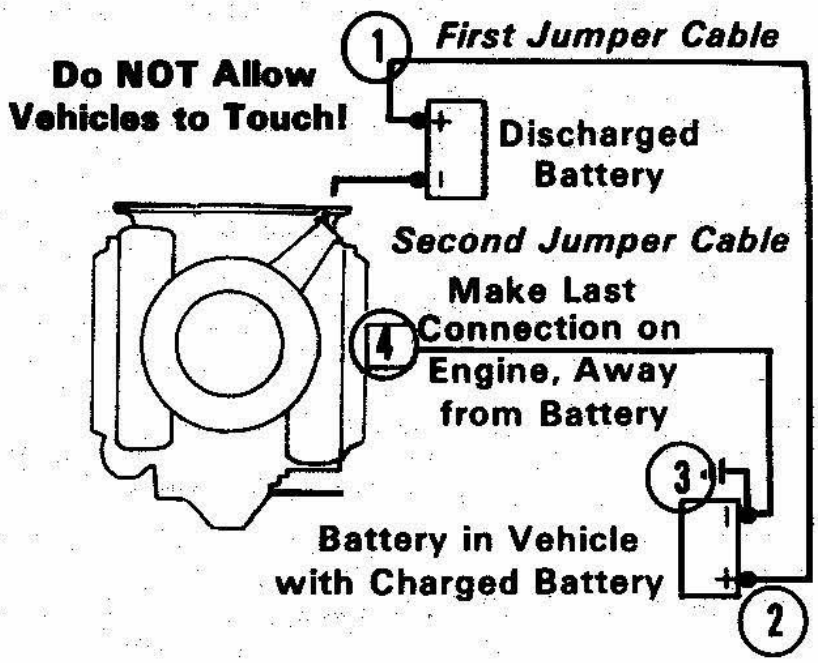
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- **To lessen the chance of an explosion, never expose a battery to open flames or electric sparks. Also do not smoke near a battery. Batteries give off a gas which is flammable and explosive.**
- **To lessen the risk of injury in case an explosion does occur, wear eye protection or shield your eyes when working near any battery. Do not lean over a battery.**
- **Do not allow battery fluid to contact eyes, skin, fabrics, or painted surfaces because battery fluid is a corrosive acid. Flush any contacted area with water immediately and thoroughly. Also get medical help if eyes are affected.**
- **To lessen the risk of a short circuit, remove rings, metal watch bands and other metal jewelry. Also do not allow metal tools to contact at the same time the positive battery terminal (or any metal connected to this terminal) and any other metal on either vehicle. Make certain when attaching the jumper cable clamps to the positive terminals of the batteries that neither clamp contacts any other metal.**
- **This vehicle has a 12 volt battery and a negative ground electrical system. Make sure that the other vehicle also has a 12 volt battery and that the negative terminal is grounded (attached to a metal part of the vehicle). Its owner's manual may give you that information. If unsure of the other vehicle's voltage (or if the voltage and/or ground on the other vehicle are different from your vehicle), do not try to jump start as personal injury or severe damage to electrical and electronic parts may result.**
- **If the discharged battery has filler caps, check the fluid level. (Do not check with an open flame and do not smoke .) Add clear drinking water to the proper level if low, and replace the caps before jump starting.**

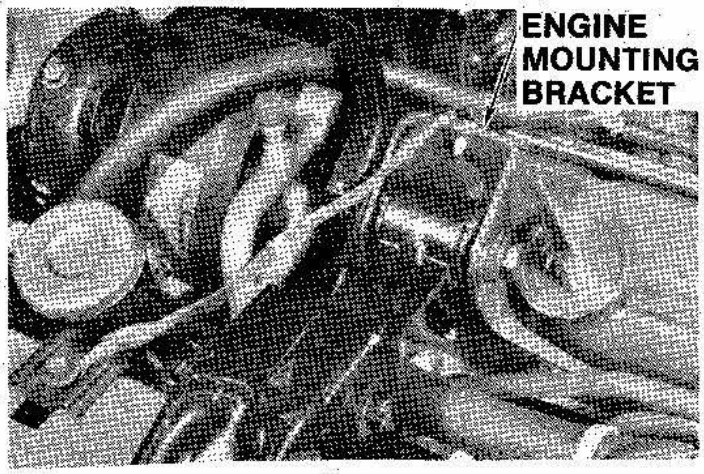
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1. Position the vehicle with the good (charged) battery so that the jump starting cables will reach. **Do not let the vehicles touch** .
2. Turn off all electric motors and accessories in both vehicles. Turn off all lights except those needed to protect the vehicles or light up the work area. Turn off the ignition, apply the parking brake firmly, and shift the automatic transaxle to "P"(Park) (manual transaxle to "N"(Neutral) in both vehicles.
3. **Jumper Cable Connection Instructions (See illustration)** .
   - Connect the first jumper cable from the positive "+" (red) terminal on one battery to the positive "+" (red) terminal on the other battery. **Never** connect "+" (red) to "-" (black), or "-" to "+".
   - Next, connect one end of the second cable to the grounded negative "-" (black) terminal of the good (charged) battery.
   - Lastly, connect the other end of the second jumper cable to a solid, stationary, metallic point on the engine of the vehicle with the discharged battery but at a point **away from the battery** --450 millimeters (18 inches) or more from the battery if possible. Do not connect it to or attach it near pulleys, fans, or other parts that will move when the engine is started. Don't touch hot manifolds as they can cause severe burns. If hot or moving parts can be avoided, the MOUNTING BRACKETS for the Delcotron generator, or the air conditioner compressor, generally make a good point for this final ground attachment. Take care that the jumper cable does not contact moving parts on or near the generator or compressor.)
4. Start the engine of the vehicle with the good (charged) battery and run the engine at a moderate speed.

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5. Start the engine of the vehicle that has the discharged battery.
6. Remove the battery cables by reversing the above sequence exactly. Begin by removing the last clamp first; that is, remove the jumper cable from the engine of the vehicle with the discharged battery as the first step.



ENGINE COOLING SYSTEM

Your cooling system may temporarily overheat during severe operating conditions, such as:

- climbing a long hill on a hot day,
- stopping after high speed driving,
- idling for long periods in traffic, or
- towing a trailer.

If the "TEMP" light comes on (or if you have a coolant temperature gage, the needle goes into the warning zone) and your air conditioner is on, turn it off. If the "TEMP" light (gage) comes on while you are stopped in traffic, move the transaxle shift lever to "N" (Neutral). If the "TEMP" light doesn't go off (or the gage needle doesn't start to drop) within a minute or two:

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- pull over to a safe place and stop the car. Set the parking brake and shift to "P"(Park) (with a manual transaxle, shift to Neutral first, then set the parking brake).
- DON'T TURN OFF THE ENGINE AND DON'T INCREASE THE ENGINE SPEED. Let the engine run at normal idle speed for two or three minutes.

If the "TEMP" light still doesn't go off (or the gage needle doesn't start to drop), NOW TURN OFF THE ENGINE and proceed as follows.

CAUTION: Keep hands, tools and clothing away from the engine cooling fan to help prevent personal injury. This fan is electric and can come on whether or not the engine is running. The fan can start automatically in response to a heat sensor with the ignition in "Run."

- Lift the engine hood. Look at the coolant level in the "see through" coolant recovery tank. The coolant level should be at or above the "Full Hot" mark on the tank. If it looks like the coolant is boiling, wait until it stops before proceeding You should not need to remove the radiator cap to check the coolant level and it can be dangerous if the coolant is still hot. See the following Caution.

CAUTION: To help avoid the danger of being burned:

- **do not remove the coolant recovery tank cap while the coolant is boiling, and**
- **do not remove the radiator cap while the engine and radiator are still hot.**

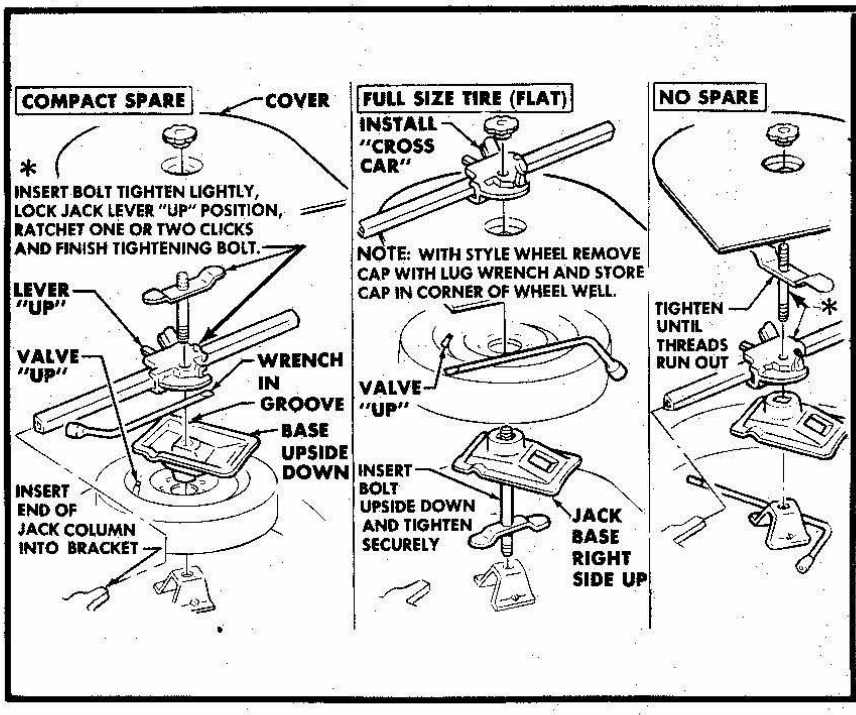
Scalding fluid and steam can be blow out under pressure if either cap is taken off too soon.

- If the coolant level is low:
  - look for leaks at the radiator hoses and connections, heater hoses and connections, radiator, and water pump. See that the water pump belts are not broken or off the pulleys and that the fan runs when the engine is running and the "TEMP" light is on (or the gage needle is in the warning zone).
  - add coolant to the recovery tank.

If the level in the recovery tank is at the correct level and the "TEMP" light (gage) still comes on, air may be trapped in the cooling system. This may prevent coolant from returning to the radiator. In this case, you may have to add coolant directly to the radiator. See "Coolant Replacement" in "Service and Maintenance," Section 5 of this manual. Follow steps 1 and 10 for the correct way to remove the radiator cap and add coolant to the radiator.

After the "TEMP" light is out (or the gage needle is out of the warning zone), resume driving at a reduced speed. Return to normal driving after about ten minutes if the light does not come back on (or the gage needle does not go back into the warning zone).

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INSTRUCTIONS



1. PARK ON LEVEL SURFACE AND SET PARKING BRAKE FIRMLY.
2. SET AUTOMATIC TRANSMISSION IN "PARK" (MANUAL TRANSMISSION IN REVERSE).
3. TURN ON THE HAZARD WARNING FLASHER.
4. REMOVE JACKING TOOLS AND SPARE TIRE FROM STOWAGE AREA.
5. BLOCK FRONT AND REAR OF WHEEL ON THE SAME SIDE AS WHEEL BEING REMOVED BEFORE OPERATING JACK.
6. LOOSEN, BUT DO NOT REMOVE, WHEEL NUTS BY TURNING WRENCH COUNTERCLOCKWISE. (IF EQUIPPED WITH CHROME CAPPED WHEEL NUTS, NUTS MAY BE DAMAGED IF WHEEL NUT WRENCH IS NOT FULLY SEATED ON NUT).
7. WITH THE COLUMN SEATED IN THE JACK BASE AND THE LEVER IN "UP" POSITION, INSERT THE JACK HOOK IN THE BUMPER SLOT.
8. THE JACK BASE MUST SIT FLAT WITH THE TOP OF THE COLUMN ANGLED SLIGHTLY AWAY FROM THE VEHICLE.
9. OPERATE JACK WITH SLOW, SMOOTH MOTION.
10. RAISE VEHICLE SO INFLATED SPARE TIRE WILL JUST CLEAR SURFACE. FLEXIBLE BODY PANELS MAY DEFORM DURING JACKING.
11. INSTALL WHEEL AND REPLACE WHEEL NUTS WITH CONE SHAPED END TOWARD WHEEL. THEN, SLIGHTLY TIGHTEN EACH NUT. WHEEL MUST BE SEATED ON HUB.
12. PLACE LEVER IN "DOWN" POSITION.
13. LOWER VEHICLE, AND FULLY TIGHTEN WHEEL NUTS IN A CRISS-CROSS SEQUENCE BY TURNING WRENCH CLOCKWISE.

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JACKING

CAUTION

To help avoid personal injury:

- Follow all jacking and stowage instructions.
- Use jack only for lifting this vehicle during wheel change.
- Never get beneath the vehicle, start or run engine while vehicle is supported by jack.
- Always securely restow spare tire (or flat tire) and all jacking equipment.

Wheel Nut Torque

CAUTION: As soon as possible after installing a wheel– and at the intervals shown on the chart in the Maintenance Schedule folder–have a mechanic tighten wheel nuts with a torque wrench to the specifications shown in "Specifications," Section 7 of this manual. Wheel nuts should be tightened alternately and evenly to the correct torque. Never use oil or grease on studs or nuts. Improperly tightened wheel nuts could eventually allow the wheel to come off while the vehicle is moving, possibly causing loss of control. (Also see the Caution in "Service and Maintenance," Section 5 of this manual regarding the danger of mixing metric and customary fasteners.)

Stowage of Tire and Jack

CAUTION: Always securely restow the spare tire assembly (or flat tire), all jacking equipment, and the cover, using the means provided. When driving the car with the compact spare installed and the rear seat folded down, stow the wheel cover flat on the rear floor behind the right front seat. When the rear seat is up (or if it does not fold), stow the wheel cover in the trunk area. This will help keep such things from being thrown about and injuring people in the car in an accident.

Compact Spare

The compact spare is designed to save space in your trunk, and its lighter weight makes it easier to install if a flat tire occurs. The lighter weight also helps improve fuel economy.

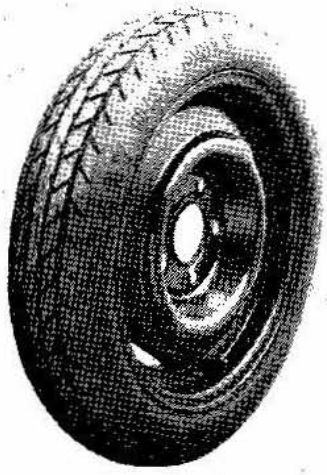
If you have a flat tire, follow the jacking instructions in this manual while keeping these points in mind:

- Check inflation pressure as soon as practical after installing the spare (use of a pocket type high pressure inflation gage is advised) and adjust to 415 kPa (60 psi). The tire pressure should be checked at least monthly and kept at 415 kPa (60 psi) while the tire is stored.
- Continuous use at speeds over 50 mph (80 km/h) is not recommended.

NOTICE: Because this tire is smaller than the standard tire, vehicle ground clearance is reduced, Avoid driving over obstacles, and do not take your car through an automatic car wash while the spare is installed. The car may get caught, possibly resulting in property damage.

- A tread life of up to 3,000 miles (4 800 kilometers) can be expected, depending on road conditions and your driving habits. To conserve tire tread life, return the spare to the storage area as soon as the standard tire can be repaired or replaced.
- Because the compact spare was specifically designed for your car, it should not be used on any other vehicle.

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- The compact spare tire and wheel are designed for use with each other. The compact spare tire should not be mounted on any other type of wheel, and the compact spare wheel should not have any other type of tire mounted on it. Also, do not try to use wheel covers or trim rings on the compact spare wheel since they will not fit. If such use is attempted, damage to these items or other vehicle components may occur.
- Do not use tire chains with your compact spare tire. Because of the smaller tire size, a tire chain will not fit properly. This could cause damage to the car and result in loss of the chain.

Towing

Proper equipment must be used to prevent damage to vehicles during any towing. State (Provincial in Canada) and local laws which apply to cars in tow must be followed. Get detailed towing instructions from your dealer.

Your vehicle may be towed on all four wheels, at speeds less than 35 mph (60 km/h), for distances up to 50 miles (80 kilometers), provided the driveline and steering are normally operable. For such towing the steering must be unlocked, transaxle in neutral, and the parking brake released. Connect to main structural parts of the car. Do NOT attach to bumpers or brackets. Remember also that power assist for brakes and steering will not be available when the engine is off.

If the car is to be towed by a wrecker, use only equipment designed for this purpose, following the instructions of the wrecker manufacturer.

A safety chain system must be used for all towing.

Freeing Vehicle from Sand, Mud, Snow or Ice

If your car gets stuck in sand, mud, snow or ice, move the shift lever on automatic transaxle models from "D"(Drive) to "R"(Reverse) in a repeat pattern. (On manual transaxle models, move the shift lever from First or Second to Reverse.) Apply a light pressure to the accelerator pedal while the transaxle is in gear. Remove your foot from the accelerator while shifting. Do not race the engine. For best traction, avoid spinning the wheels. Incorrect rocking of your car while it is stuck may result in damage to vehicle components.

CAUTION: Do not spin the wheels faster than 20 mph (35 km/h). Personal injury and damage (including tire and/or transaxle failure) may result from excessive wheel spinning.

If vehicle remains stuck after several rocking attempts, seek other assistance.

Also see the Notice under "Automatic Transaxles" in "Steering Column Controls" Section 2 of this manual.

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SECTION 4

APPEARANCE CARE

CAUTION: Some cleaners may be poisonous or flammable, and their improper use may cause personal injury or damage the inside of the vehicle. Therefore, when cleaning the inside of the vehicle, DO NOT USE volatile cleaning solvents such as: acetone, lacquer thinners, enamel reducers, nail polish removers; or such cleaning materials as laundry soaps, bleaches or reducing agents except as noted in the fabric cleaning advice on stain removal that follows. NEVER use carbon tetrachloride, gasoline, benzene or naphtha for any cleaning purpose.

Overexposure to these vapors may result in a health problem. This is even more likely to occur in small, unventilated spaces. It is recommended that all vehicle doors be opened for ventilation when any cleaning agents or other chemicals are used in the interior. Approved respiratory protection equipment may be needed. Follow the manufacturer's advice whenever cleaning agents or other chemicals are used, inside or outside the vehicle.

NOTICE: To avoid possible permanent discoloration of white or light colored seats, DO NOT let materials with unstable dyes come in contact with seat trim materials until the trim materials are totally dry. (This would include certain types of casual clothing, such as colored denims, corduroys, leathers and suedes; also decorative paper, etc.)

CARE AND CLEANING OF INTERIOR TRIM

With the use of modern trim materials, it is VERY IMPORTANT that proper cleaning techniques and cleaners be used. Failure to do this on the first cleaning may result in water spots, spot rings, or setting of stains or soilage, all of which make it more difficult to remove in a second cleaning.

The portions of the following cleaning instructions that are in BOLD TYPE are especially important and MUST be performed.

Dust and loose dirt that accumulate on interior fabrics should be removed often with a vacuum cleaner or soft brush. Vinyl or leather trim should be wiped regularly with a clean damp cloth. Normal trim soilage, spots, or stains can be cleaned with these GM cleaners:

Description	G.M. Part No.
G.M. Spot Lifter 8 oz. (.237L) Solvent Type	1051398
G.M. Multi-Purpose Powdered Cleaner 6 lb. (2.72 Kg) Foam Type	1050429

The above products are excellent cleaners when used properly. They are available through your Authorized dealer.

Remember these basic steps before cleaning :

1. Remove stains as quickly as possible before they become "set."
2. Use a clean cloth or sponge, and change to a clean area often. (A SOFT brush may be used if stains persist.)
3. Use solvent type cleaners only in a well ventilated area; also, do not saturate the stained area.

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4. If a ring forms after spot cleaning, clean the entire area IMMEDIATELY.
5. Follow specific instructions on cleaner labels.

CLEANING GENERAL SOILAGE OR WATER SPOTS FROM FABRIC- TYPE TRIM WITH FOAM-TYPE CLEANER

GM Multi-Purpose Powdered Cleaner is excellent for this type of cleaning, and for cleaning panel sections where small cleaning rings may be left from spot cleaning.

- Vacuum area thoroughly to remove loose dirt.
- ALWAYS clean a full trim assembly or complete trim section. Mask surrounding trim along stitch or welt lines.
- Mix Multi-Purpose Powdered Cleaner in strict accordance with directions on label of container. Mix in proportion for smaller quantities.
- USE SUDS ONLY ON A CLEAN SPONGE OR SOFT BRISTLE BRUSH. DO NOT SATURATE FABRIC OR RUB HARSHLY WITH BRUSH.
- IMMEDIATELY AFTER CLEANING, WIPE OFF EXCESS CLEANER WITH SLIGHTLY DAMP ABSORBENT TOWEL OR CLOTH. **IMPORTANT** - IMMEDIATELY AFTER WIPING, FORCE-DRY FABRIC WITH AIR HOSE, HEAT DRYER OR HEAT LAMP. (Use caution with heat dryer or lamp to help prevent damage to fabric.)
- When trim materials with a sheen or luster finish are dry, wipe fabric lightly with a soft, dry, clean cloth to restore its sheen or luster.

SPOT CLEANING FABRIC-TYPE TRIM WITH SOLVENT TYPE CLEANER

Before trying to remove a spot or stain from fabric, determine as accurately as you can what kind and how old the spot or stain is. Some spots or stains can be removed with water or mild soap solution (see "Removal of Specific Stains"). Spots or stains should always be removed as soon as possible.

Some types of stains or soilage, such as lipstick, inks and grease, are very difficult (sometimes impossible) to completely remove. When cleaning this type of stain or soilage, be sure not to enlarge the soiled area.

GM Fabric Cleaner (Solvent Type) is excellent for spot cleaning grease, oil, or fat stains.

- Gently scrape excess stain off trim material with a clean, DULL knife or scraper. USE VERY LITTLE CLEANER, light pressure, and clean cloths (preferably cheesecloth). Cleaning should be from outside of stain "FEATHERING" towards the center. Keep changing to a clean section of cloth.
- When stain is cleaned from fabric, immediately dry area with an air hose, heat dryer, or heat lamp to help prevent a cleaning ring. (Use caution with heat dryer or lamp to prevent damage to fabric).
- If a ring forms, immediately repeat the cleaning operation over a slightly larger area with emphasis on "FEATHERING" towards its center. If ring still remains, mask off surrounding trim sections and clean entire affected area with GM Multi-Purpose Powdered Cleaner (as described under "Cleaning General Soilage or Water Spots with Foam Type Cleaner").

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REMOVAL OF SPECIFIC STAINS

Grease or Oil Stains - Includes, grease, oil, butter, margarine, shoe polish, coffee with cream, chewing gum, cosmetic creams, vegetable oils, wax crayon, tar and asphalts.

- Carefully scrape off excess stain; then use Fabric Cleaner (Solvent Type) as previously described.
- Shoe polish, wax crayons, tar and asphalts will stain if allowed to remain on trim; they should be removed as soon as possible. Use caution as cleaner will dissolve them and may cause them to "bleed."

Non-Greasy Stains - Includes catsup, coffee (black), egg, fruit, fruit juice, milk, soft drinks, wine, vomit and blood.

- Carefully scrape off excess stain; then sponge stain with cool water.
- If stain remains, use Multi-Purpose Powdered Cleaner (Foam Type) as previously described.
- If odor persists after cleaning vomit or urine, treat area with a water-baking soda solution: 5 milliliters (1 teaspoon) baking soda to 250 milliliters (1 cup) of tepid water.
- Finally, if needed, clean lightly with Fabric Cleaner (Solvent Type).

Combination Stains - Includes candy, ice cream, mayonnaise, chili sauce and unknown stains.

- Carefully scrape off excess stain; then clean with cool water and allow to dry.
- If stain remains, clean with Fabric Cleaner (Solvent Type).

CLEANING VINYL OR LEATHER TRIM

Ordinary soilage can be removed from vinyl or leather with warm water and a mild soap such as saddle soap or oil soap, or equivalent.

- Apply a small amount of soap solution and allow to soak for a few minutes to loosen dirt; then, rub briskly with a clean, damp cloth to remove dirt and traces of soap. (This may be repeated several times, if necessary.)
- Soilage such as tars, asphalts, shoe polish, etc. will stain if allowed to remain on trim. They should be wiped off as quickly as possible and the area cleaned with a clean cloth dampened with GM Vinyl Cleaner (Solvent Type).

SEAT BELT CARE

- Clean seat belts only with mild soap and lukewarm water.
- Do not bleach or dye belts since this may severely weaken them.

CLEANING GLASS SURFACES

Glass surfaces should be cleaned on a regular basis. Use of GM Glass Cleaner or a commercial household glass cleaning agent will remove normal tobacco smoke and dust films sometimes caused by ingredients used in vinyls and interior plastics.

Never use abrasive cleaners on any vehicle glass, as they may cause scratches. Also, if such cleaners are used on the inside of the back window, any electric defogger element may be damaged. Avoid placing decals on the inside rear window which may later have to be scraped off. If you use a temporary license, take care not to attach it across the defogger grid.

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CARE AND CLEANING OF EXTERIOR

EXTERIOR APPEARANCE

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 frequent washings. Wash the vehicle in lukewarm or cold water.

Do not use hot water or wash in the direct rays of the sun. Do not use strong soap or chemical detergents. All cleaning agents should be promptly flushed from the surface and not allowed to dry on the finish.

POLISHING AND WAXING YOUR VEHICLE

Polishing is recommended to remove accumulated residue and eliminate any "weathered" appearance.

Your dealer offers several polishes and cleaners which have proven value in maintaining original finish appearance and durability.

PROTECTION OF EXTERIOR BRIGHT METAL PARTS

Bright metal parts should be cleaned regularly to keep their luster. Washing with water is all that is usually needed. However, GM Chrome Polish may be used on CHROME or STAINLESS STEEL trim, if necessary.

Use special care with ALUMINUM trim. Never use auto or chrome polish, steam or caustic soap to clean aluminum. A coating of wax, rubbed to a high polish, is recommended for all bright metal parts.

CLEANING ALUMINUM WHEELS

Preserve the original appearance of optional aluminum wheels by keeping them clean and free from build-up of road dirt and/or road salt. Regular cleaning followed by a coat of paste wax (such as GM 1050237 "Finish Guard") is recommended.

FOREIGN MATERIAL DEPOSITS

Calcium chloride and other salts, ice melting agents, road oil and tar, tree sap, bird droppings, chemicals from industrial chimneys, and other foreign matter may damage vehicle finishes if allowed to remain on painted surfaces.

Prompt washing may not completely remove all of these deposits. Additional cleaners may be needed. When using chemical cleaners developed for this purpose, be certain they are safe for use on painted surfaces.

FINISH DAMAGE

Any stone chips, fractures or deep scratches in the finish should be repaired promptly. Exposed metal will corrode quickly and may develop into major repair expense.

Minor chips and scratches can be repaired using touch-up materials available from your dealer. Larger areas of damage to the finish can be corrected in your dealer's body and paint shop.

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CLEANING WHITE SIDEWALL TIRES

Use GM White Sidewall Tire Cleaner or a tire cleaner which will not harm wheel aluminum trim. A stiff brush may be used with the cleaner.

CORROSION PROTECTION

Generally, your vehicle has been designed and built to resist corrosion. Special materials and protective finishes were applied to most parts of your vehicle when it was built to help maintain good looks, strength and reliable operation. However, some parts which are normally not visible (such as certain parts under the vehicle and under the hood) are strong enough so that surface rust will not affect their reliability. So corrosion protection is not needed or used on these parts. By omitting unneeded rust protection on such parts and applying extra protection where it is needed most, best value is assured for the vehicle buyer.

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 so that corrosion protection is restored. (Also see "Finish Damage" in this section.)

UNDERBODY MAINTENANCE

Corrosive materials used for ice and snow removal and dust control can collect on the underbody. If these materials are not removed, accelerated corrosion (rust) can occur on underbody parts such as fuel lines, frame, floor pan, and exhaust system even though they have been provided with corrosion protection.

At least every spring, flush these materials from the underbody with plain water. Take care to clean well any areas where mud and other debris can collect. Sediment packed in closed areas of the frame should be loosened before being flushed. If desired, your authorized dealer can perform this service for you.

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APPEARANCE CARE AND MAINTENANCE MATERIALS

PART NUMBER	SIZE	DESCRIPTION	USAGE
1051516	32 oz. (0.946 L)	Washer Solvent and Gas Line De-Icer	Washer Solvent and gas line De-icer
1050017	32 oz. (0.946 L)	Power Steering Fluid	Power Steering
1052277	16 oz. (0.473 L)	Spray-A-Squeak	Weather Strips - stops squeaks on metal-to-metal and metal-to-rubber contact
1050172	16 oz. (0.473 L)	Tar and Road Oil Remover	Removes old waxes, polishes, tar, and road oil
1050173	16 oz. (0.473 L)	Chrome Cleaner and Polish	Removes rust and corrosion on chrome and stainless steel
1050174	16 oz. (0.473 L)	White Sidewall Tire Cleaner	Cleans white and black tires
1050214	32 oz. (0.946 L)	Vinyl/Leather Cleaner	Spot and stain removal on leather or vinyl
1050237	16 oz. (0.473 L)	Finish Guard Cleaner	One step cleaner and wax and aluminum wheels
1050244	16 oz. (0.473 L)	Fabric Cleaner	Spot and stain removal on cloth and fabric
1052280	12 oz. (0.354 L)	Heat Valve Lubricant	Free up sticky heat risers - general purpose penetrant
1050427	23 oz. (0.680 L)	Glass Cleaner	Glass cleaning and spot cleaning on vinyls
1050429	6 lb. (2.72 kg)	Multi-Purpose Powdered Cleaner	Cleans vinyl and cloth on door trim, seats, and carpet-also, tires and mats
1052349	16 oz. (0.453 kg)	Lubriplate (White Grease)	Grease for hood, trunk and door hinges and latches
1050729	8 oz. (0.237 L)	Vinyl Top Cleaner	Cleaning of vinyl tops
1051055	16 oz. (0.473 L)	Preservatone	Vinyl Top Dressing
1051398	8 oz. (0.237 L)	Spot Lifter	Spot and stain removal on cloth and fabric
1051515	32 oz. (0.946 L)	GM Optikleen	Windshield washer solvent and anti-freeze
1051772	20 oz. (0.567 kg)	Presoftened Cleaner/Wax	One step cleaner/wax
1051855	32 oz. (0.946 L)	Dexron® II	Automatic transmission
1051858	16 oz. (0.473 L)	GM Engine Oil Supplement (E.O.S.)	Consult your Dealer for specific usage
1052103	1 gal. (3.785 L)	Permanent Type Coolant and Anti-Freeze	Year round coolant and anti-freeze
1052271	23 oz. (0.680 L)	GM Gear Lubricant	Rear axle lubricant
1052272	15 gal. (60 L)	GM Gear Lubricant	Same as 1052271

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NOTICE
TO
NEW CHEVROLET OWNERS
REGARDING
CHEMICAL PAINT SPOTTING

Chevrolet believes that certain weather and atmospheric conditions may create a chemical fallout whereby certain airborne pollutants fall upon and attack vehicle paints. Occurrences have taken place primarily in the northeastern seaboard area. The paint damage takes two forms: Blotchy, ringlet shaped discolorations, and small irregular dark spots etched into the paint surface.

Paint spotting as a result of the fallout is not related to a defect in paint materials or workmanship. For this reason, claims arising from this condition are not considered to be warranty related. Nevertheless, because Chevrolet shares the pride which our owners take in preserving and maintaining the appearance of their vehicles, Chevrolet has authorized its dealers to repair, at no charge to the owner, the surfaces of new vehicles damaged by this fallout condition within 12 months or 12,000 miles of purchase, whichever comes first.

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Section 5

SERVICE AND MAINTENANCE

CAUTION: As with any machine, take care when making any check, doing any maintenance, or making any repair, to avoid being injured. Note that some of the materials in this vehicle may be hazardous if used, serviced, or handled improperly. Improper or incomplete service could also lead to the vehicle itself not working properly which may result in personal injury, or damage to the vehicle or its equipment. If you have any question about carrying out some service, have the service done by a skilled mechanic.

REPLACEMENT FASTENERS

During car maintenance, any fasteners used to replace older ones must have the same measurements and strength as those removed, whether metric or customary. (The numbers on the heads of metric bolts and on the surfaces of metric nuts show their strength. Customary bolts use radial lines to show this, while most customary nuts do not have strength markings.) Fasteners taken from the car should be saved for re-use in the same spot when possible. Where a fastener cannot be used again, take care to choose a replacement that matches the old one. For information and help, see your Chevrolet dealer.

CAUTION: This vehicle is primarily dimensioned in the metric system. Most fasteners are metric and many are very close in dimension to well-known customary fasteners in the inch system. Mismatched or incorrect fasteners can result in damage to the car or possibly personal injury.

MAINTENANCE SCHEDULE

For owner convenience, a separate folder has been provided with your vehicle which contains a complete maintenance schedule. It also briefly describes the safety, emission control, lubrication and general service your vehicle requires.

The Maintenance Schedule folder is supplemented by this section of the Owner's Manual, as well as a Warranty Information folder also furnished with your vehicle. Read all three publications for a full understanding of your vehicle's maintenance needs.

You can get a replacement Maintenance Schedule from your dealer or send the VIN (or serial) number of your vehicle to Consumer Relations, Chevrolet Central Office, Chevrolet Motor Division, Detroit, Michigan 48202.

Fuel Cap

The fuel tank filler cap has a "screw-on ratcheting type" feature. To remove:

- Rotate cap counterclockwise to clear the inside of the filler neck. This will allow any residual pressure to escape.
- To install, reverse this procedure and tighten cap securely until a "ratcheting", clicking sound is heard indicating cap is on properly.

NOTICE: If you need to replace the fuel cap, use only a cap with these same features as specified for your model. An incorrect fuel cap can result in a serious malfunction of the fuel system or emission control system. You can get a correct replacement cap from your dealer.

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CATALYTIC CONVERTER

The catalytic converter is an emission control device added to the exhaust system to reduce exhaust gas pollutants. The converter contains a ceramic material coated with noble metal catalysts. To prevent contamination of the catalysts, unleaded gasoline must be used. Unleaded gasoline also reduces combustion chamber deposits and exhaust system corrosion.

The catalytic converter requires the use of unleaded gasoline. Use of leaded gasoline will cause the converter to lose its effectiveness for emission control.

On some engines, the catalyst must be changed at certain intervals in order for the emission control system to continue to operate properly. The change intervals are specified in Section C of the Maintenance Schedule folder.

On cars that require this catalyst change, the word "EMISSION" will appear on an indicator in the speedometer face at the specified change intervals. This is a reminder that the catalyst must be changed. (If the indicator does not appear, your car does not need this catalyst change).

Your Chevrolet dealer will perform the first catalyst change at no charge, whether you are the first owner or a subsequent owner. As part of this service, the indicator should be reset to appear at the next specified change interval. To help prevent damage:

1. Keep your engine properly maintained. Engine malfunctions involving the electrical, carburetion or ignition systems may result in unusually high converter and exhaust system temperatures. **Do not keep driving your vehicle if you detect engine misfire, noticeable loss of performance, or other unusual operating conditions**. Instead, have it serviced promptly. A properly maintained engine will help avoid malfunctions that could damage the converter. It will also help provide good emission control and gasoline economy. See the Maintenance Schedule folder for information on inspecting and maintaining the engine, exhaust system, and other components.
2. Do not drive through, idle, or park your vehicle over combustible materials, such as grass or leaves. They could touch the hot exhaust system and ignite.
3. Do not push or tow this vehicle to start it. This could damage the converter.

Disregarding this information could damage the catalytic converter, the vehicle, or nearby property.

C-4 (COMPUTER CONTROLLED CATALYTIC CONVERTER) SYSTEM

If your new car was purchased in California, it has a special emission control system, called the C-4 (Computer Controlled Catalytic Converter) System. The C-4 System monitors the exhaust stream with an oxygen sensor. Based on sensor signals, the electronic control module adjusts the carburetor air-fuel ratio as needed. It is **very important** to use **only unleaded** gasoline in cars with the C-4 System. Leaded gasoline will damage the oxygen sensor, which may affect emission control, fuel economy and drivability. Some cars equipped with the C-4 System need an oxygen sensor change at the intervals specified in Section C of the Maintenance Schedule folder. On these cars, an oxygen sensor maintenance reminder is included in the instrument panel. The word "EMISSIONS" is designed to appear in a window in the speedometer face at the intervals outlined in the Maintenance Schedule folder. The "EMISSIONS" indicator is a reminder that the oxygen sensor must be replaced with a new sensor. Such replacement is necessary in order to maintain the correct operation of the emission control system. The indicator must be reset as part of this service.

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On all C-4 cars, a "CHECK ENGINE" light on the instrument panel is designed to come on during engine starting, to let you know the bulb is working. (The light will stay on a short time after the engine starts.) If the light comes on while driving, service to the emission control system may be required. See your Chevrolet dealer as soon as possible for an inspection of the system.

Continued driving without having the C-4 System serviced could eventually cause damage to the emission control system. It could also affect fuel economy and drivability.

ENGINE OIL AND FILTER RECOMMENDATIONS

- Engine oils are labeled on the containers with various API (American Petroleum Institute) designations of quality. Use engine oils that are labeled SE or SE/CC. Do not use oils labeled only SA, SB, SC, SD, CA, CB, CC or CD; or oils with the combination label SE and CD (SE/CD). Higher quality oils labeled SF will be introduced soon (late 1979, or 1980). These SF oils are preferred and should be used when available.
- The oil and filter change intervals for your engine are based on the use of SE-quality or SF-quality oils and high- quality filters such as AC oil filters. Using oils other than SE-quality or SF-quality oils, or oil change intervals longer than recommended, could reduce engine life and might affect your warranty.
- Your engine was filled with a high-quality engine oil when it was built. You do not have to change this oil before the suggested change period.
- If your normal driving does not include one or more of the four "severe service" conditions listed below, change the oil every 7,500 miles (12 000 kilometers) or 12 months, whichever comes first. Change the oil filter at the first oil change, then every second oil change, if mileage (7,500 miles or 12 000 kilometers) determines when you change the oil. If time (12 months) determines when you change the oil, change the filter with every oil change.
- Change the oil and oil filter every 3,000 miles (4 800 kilometers) or three months if you often drive under one or more of these 'severe service' conditions:
- Driving in dusty areas
- Towing a trailer
- Frequent idling or idling for long periods
- Driving 4 miles (6 kilometers) or less in freezing weather, or other short trips in cold weather, where the engine does not thoroughly warm up.
- Change the oil and oil filter as soon as possible after driving in a dust storm.

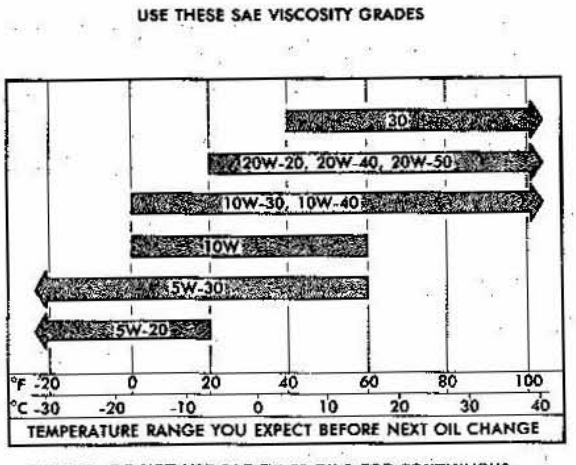
Oil Viscosity

Engine oil viscosity (thickness) has an effect on fuel economy. Lower viscosity engine oils can provide increased fuel economy; however, higher temperature weather conditions require higher viscosity engine oils for satisfactory lubrication.

To get the best fuel economy with your 1980 Chevrolet, you should use a fuel-saving engine oil of the proper viscosity. These oils can be found in service stations and other retail stores. They are identified by words such as: "Energy Saving," "Conserves Gasoline," "Gas Saving," "Gasoline Saving," "Friction Reducing," "Improved Gasoline Mileage" or "Fuel Saving."

The following chart lists the engine oil viscosities recommended for the temperature range you expect before the next oil change. For temperatures above -18°C (0°F), SAE 10W-30 is the preferred viscosity grade. If cold-weather starting problems are encountered at temperatures below -18°C (0°F), SAE 5W-30 viscosity oils may be required.

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NOTICE: DO NOT USE SAE 5W-20 OILS FOR CONTINUOUS HIGH-SPEED DRIVING. 5W-30 OILS MAY BE USED IN 4-CYLINDER AND 2.8 LITRE V6 ENGINES UP TO 100°F (38°C)

Checking Oil Level

It is the owner's responsibility to keep the engine oil at the proper level. Check the oil level at regular intervals (such as every other fuel stop) and keep it above the "Add" line. Remember, your engine may use more oil when it is new.

- The best time to check the engine oil level is when the oil is warm, such as during a fuel stop. First, wait about 5 minutes for the oil to drain back to the oil pan. Then, pull out the dipstick, wipe it clean, and push it back down all the way. Now, pull out the dipstick and look at the oil level on the dipstick. Some dipsticks have "Add" and "Full" lines. Others are marked "Add 1 Qt" and "Operating Range." **In all cases, keep the oil level above the "Add" line.** Push the dipstick back down all the way after taking the reading. Add oil, if needed.
- If you check the oil level when the oil is cold, do not run the engine first. The cold oil will not drain back to the pan fast enough to give a true oil level.

Engine Oil Additives

There are many extra engine oil additives (or helpers) for sale. Your engine should not need these extra additives if you use SE-quality or SF-quality engine oil and change it as suggested. If you think your engine has an oil-related problem, talk to your authorized dealer. If needed, your dealer can provide you with a tested and approved oil additive called "GM Engine Oil Supplement."

AUTOMATIC TRANSAXLE FLUID RECOMMENDATIONS

Use the Proper Fluid

Use only automatic transmission fluid labeled DEXRON–®II. You can buy this fluid from your Chevrolet dealer or other service outlets.

Check the Fluid Level with care

Check the automatic transmission fluid level at each engine oil change. Before checking the fluid level, set the parking brake and then start the engine. Apply the regular brakes and then move the shift lever through all of the gear ranges, ending in "P"(Park). You must check the fluid level with the engine running at slow idle and the car level.



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NOTICE: You cannot read the correct fluid level if you have just driven the car for a long time at high speed, in city traffic in hot weather, or if the car has been pulling a trailer. Wait until the fluid has cooled down (about 30 minutes).

Remove the dipstick located on the driver's side forward of the cowl. Carefully touch the wet end of the dipstick to find out if the fluid is cool, warm or hot. Wipe it clean and push it back in until the cap seats. Pull out the dipstick and read the fluid level.

- If it felt cool or warm (about room temperature), the level should be between the dimples **above** the "Full" mark.

- If it was too hot to hold, the level should be at or in the hatched area.

Add just enough DEXRON—®II fluid to fill the transaxle. It takes only 0.5 liter (one pint) to raise the level from "Add" to "Full" with a hot transaxle.

Do not overfill the transaxle. Overfilling can cause foaming and loss of fluid, which could result in transaxle damage.

Automatic Transaxle Drain Intervals

Change the transmission fluid and change the filter (or clean the screen) as outlined in Section A of the Maintenance Schedule folder.

ELECTRIC FAN

CAUTION: Keep hands, tools, and clothing away from the engine cooling fan to help prevent personal injury. This fan is electric and can come on whether or not the engine is running. The fan can start automatically in response to a heat sensor when the ignition is in the "Run" position.

ENGINE COOLING SYSTEM

The coolant recovery system is standard. The coolant in the radiator expands with heat, and the overflow collects in the recovery tank. When the system cools down, the coolant is drawn back into the radiator.

The cooling system was filled at the factory with a quality coolant that meets GM Specification 1899-M. The cooling system is designed to use coolant (a mixture of water and ethylene glycol antifreeze) rather than plain water. The coolant solution should be used year round. It has many advantages, such as:

- provides freezing protection down to –37°C, (–34°F)
- provides boiling protection up to 128°C, (262°F)
- protects against rust and corrosion in the cooling system,
- maintains the proper engine temperature for efficient operation and emission control, and
- allows proper operation of the coolant temperature light (or gage).

See Section A of the Maintenance Schedule folder to find out when the coolant must be replaced.

COOLING SYSTEM CARE

Check the cooling system at regular intervals, such as during fuel stops. You usually do not need to remove the radiator cap to check the coolant level. Lift the engine hood and look at the "see through" coolant recovery tank. When the engine is cold, the coolant level should be at or slightly above the "Full Cold" mark on the tank. When the engine has fully warmed up, the level should be at or slightly below the "Full Hot" mark on the tank. If the coolant level is low,

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remove the cap on the coolant recovery tank. Add to the tank enough of a 50/50 mixture of water and a good quality ethylene glycol antifreeze to bring the level up to the proper mark. Put the cap back on the tank.

Certain conditions, such as air trapped in the system, may affect the coolant level in the radiator. You should check the coolant level in the radiator while you change the engine oil and the engine is cold. Follow steps 1, 8, 9 and 10 under "Coolant Replacement" for the correct way to remove the radiator cap and add coolant.

If you have to add coolant more than four times a year (either to the recovery tank or to the radiator), see your dealer for a cooling system check.

NOTICE: If the proper quality antifreeze is used, there is no need to add extra inhibitors or additives which claim to improve the system. They may be harmful to the proper operation of the system.

Cooling System Service

The cooling system should be serviced at the intervals specified in Section A of the Maintenance Schedule folder as follows:

1. Wash the radiator cap and filler neck with clean water. See step 1 of "Coolant Replacement" to remove radiator cap.
2. Check the coolant level in the radiator and have it tested for freeze protection. Add ethylene glycol antifreeze, if needed, to maintain freeze protection at –37°C(–34°F).
3. Have the cooling system and radiator cap tested for a pressure capacity of 105 kPa (15 psi). If a replacement cap is needed, use an AC cap, or an equivalent cap, designed for coolant recovery systems and specified for your model.
4. Tighten all radiator hose clamps and heater hose clamps and inspect all hoses. Replace the hoses if they are swollen, "checked" or otherwise worn.

NOTICE: Take care when tightening the hose clamps at the radiator. Overtightening could bend or collapse the radiator fittings.

5. Clean the front of the radiator core and air conditioning condenser to remove dirt and other objects. Also clean the auxiliary engine oil and/or transmission fluid cooler if the vehicle has them.

Coolant Replacement

At the intervals specified in Section A of the Maintenance Schedule folder, flush and refill the cooling system as follows:

1. Remove the radiator cap when the engine is cool:
   - Turn the cap slowly to the left until it reaches a "stop." Do not press down while turning the cap.
   - Wait until any remaining pressure (indicated by a hissing sound) is relieved, then press down on the cap and continue turning it to the left.

CAUTION: To help avoid the danger of being burned, do not remove the radiator cap while the engine and radiator are still hot. Scalding fluid and steam can be blown out under pressure if the cap is taken off too soon.

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2. When the cap is removed, run the engine until the upper radiator hose is hot. (This shows that the thermostat is open and the coolant is flowing through the system.)

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3. Stop the engine. Open the radiator drain valve to drain the coolant. (Drainage may be speeded by removing the drain plugs in the block.)
4. Close the drain valve (install block drain plugs, if removed). Add water until the system is filled and run the engine until the upper radiator hose is hot again.
5. Repeat steps 3 and 4 several times until the drained liquid is nearly colorless.
6. Drain the system and then close the radiator drain valve tightly. (Install block drain plugs, if removed.)
7. Disconnect all hoses from the coolant recovery tank. Remove the tank and pour out any fluid. Scrub and clean the inside of the tank with soap and water. Flush it well with clean water, then drain it. Reinstall the tank and hoses.
8. Add enough water and ethylene glycol antifreeze (meeting GM Specification 1899-M) to provide the required cooling, freezing, and corrosion protection. Use a solution that is at least 50 percent antifreeze, but no more than 70 percent antifreeze. Fill the radiator to the base of the filler neck and fill the coolant recovery tank to the "Full Hot" mark. Put the recovery tank cap back on.
9. Run the engine, with the radiator cap removed, until the upper radiator hose is hot.
10. With the engine idling, add coolant to the radiator until it reaches the bottom of the filler neck. Install the radiator cap, making sure the arrows on the cap line up with the overflow tube.

It is the owner's responsibility to:

- Maintain cooling system freeze protection at –37°C (–34°F) to ensure protection against corrosion and loss of coolant from boiling. (A 50/50 mixture of water and ethylene glycol antifreeze will provide freeze protection to –37°C or (–34°F.) **You should do this even if you don't expect freezing** temperatures.
- Add ethylene glycol base antifreeze that meets GM Specification 1899-M when antifreeze has to be added because of coolant loss or for more protection against freezing at temperatures lower than –37°C (–34°F).

NOTICE: Do not use alcohol or methanol-base antifreeze, or plain water alone, in your vehicle at any time. They will boil at a lower point than that at which the hot light indicator (or temperature gage) works, and they do not provide proper protection against corrosion.

Radiator Pressure Cap

The radiator cap, a 105 kPa (15 psi) pressure type, must be installed tightly, otherwise coolant may be lost and damage to engine may result from overheating. Radiator pressure caps should be checked periodically for proper operation. If replacement is required, an AC cap is recommended.

Thermostat

The engine coolant temperature is controlled by a thermostat. It stops coolant flow through the radiator until a preset temperature is reached. This thermostat is installed in the engine coolant outlet on the engine block. The same thermostat is used in both winter and summer. When a replacement is needed, AC-Delco parts are recommended.

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Front Suspension

Lubricate fittings at the interval shown in the Maintenance Schedule with water resistant EP Chassis Lubricant which meets GM Specification 6031M.

NOTICE: Ball joints should not be lubricated unless their temperature is -12°C (10°F), or higher. During cold weather, they should be allowed to warm up as necessary before being lubricated or damage to the ball joint could occur.

Manual Transaxle

See Section A of the Maintenance Schedule folder to find out how often the lubricant level should be checked.

Check the fluid level only when the transaxle is cool enough to let you rest your fingers on the transaxle case. To check, carefully remove the filler plug on the driver's side of the case, above the axle shaft.

NOTICE: If the transaxle is hot, fluid may flow from the filler plug hole when you remove the plug.

When the fluid is cool (about room temperature), the fluid should be level with the filler plug hole. If needed, add enough automatic transmission fluid (labeled DEXRON®II) to bring the fluid level up to the filler plug hole.

Clutch Adjustment-Manual Transaxle

The clutch linkage is constantly self-adjusting with each pedal application. Therefore, clutch adjustment should not be necessary.

See your dealer if pedal height does not return to normal of if pedal is exceptionally hard to depress.

Air Cleaner Element

When replacement of air cleaner filter element is necessary, an AC air filter element is recommended.

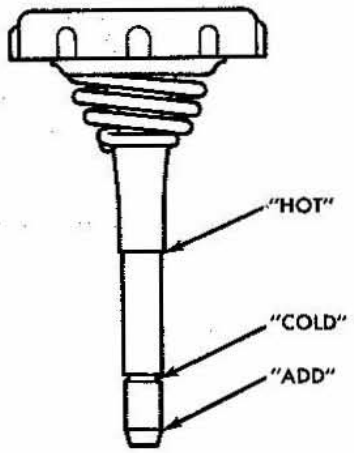
Operation of vehicle in dusty areas will necessitate more frequent replacement. See your Maintenance Schedule for change intervals. Your dealer can be of assistance in determining the proper replacement frequency for the conditions under which you operate your vehicle.

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CAUTION: If the air cleaner is removed during repair or maintenance, be sure to put it back on correctly. If the air cleaner is not correctly installed, there could be a fire in the engine compartment (if there should happen to be a backfire), or other engine malfunction.

Power Steering System

Check the fluid level in the power steering pump at each engine oil change. Add GM Power Steering Fluid (Part Number GM 1050017) as needed:



- If fluid is warmed up (about 66°C or 150°F -- hot to the touch), the fluid level should be between the "Hot" and "Cold" marks on the filler cap indicator.
- If cool (about 21°C or 70°F), the fluid level should be between the "Add" and "Cold" marks.

This fluid does not need periodic changing.

Freedom Battery

Your new vehicle has a Delco FREEDOM battery. It needs no periodic maintenance. Its top is permanently sealed (except for two small vent holes) and has no filler caps. You will never have to add water.

The hydrometer (test indicator) in the top of the battery provides information for testing purposes only.

For full power needs at replacement time, a Delco battery with the same catalog number as shown on the original battery's label is recommended.

CAUTION: Follow the precautions listed in the Jump Starting Caution (see the "In Case of Emergency" section of this manual) when working on or near the battery. Personal injury (particularly to eyes) or property damage may result from battery explosion, battery acid, or electrical (short circuit) burns.

Hood Latches and Hood Hinge

At the interval shown in the Maintenance Schedule lubricate hood latch assembly and hood hinge assembly as follows:

1. Wipe off any accumulation of dirt or contamination on latch parts.
2. Apply Lubriplate or equivalent to latch pilot bolts and latch locking plate.
3. Apply light engine oil to all pivot points in release mechanism, as well as primary and secondary latch mechanisms.

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4. Lubricate hood hinges.
5. Make hood hinge and latch mechanism functional check to assure the assembly is working correctly.

Air Conditioning

Periodically have your Dealer check your Air Conditioning system to be sure there has been no loss in cooling output. See your Dealer immediately if you suspect the system is not performing as it should.

Your car's air conditioning system will not operate below ambient temperatures of -1°C (30°F) regardless of control position.

TIRES

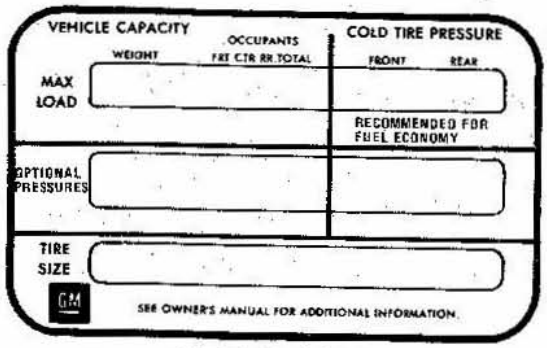
The tires installed on your vehicle are engineered to provide a proper balance of these performance characteristics under normal driving conditions.

- Endurance
- Handling
- Noise
- Ride
- Road Hazard Resistance
- Rolling Resistance
- Traction
- Tread Mileage

This section contains some tips on how you can get the most benefit from these tires.

Vehicle Loading

The tires on your vehicle will perform well at all normal loads when inflated as recommended on the Tire Placard (located on the left front door of your vehicle). Do not load your vehicle beyond the load limits (total kilograms or pounds) shown on the Tire Placard. The placard tells you the design limits of the vehicle, not just of the tires. Luggage racks do not increase the maximum vehicle load limits shown on the Tire Placard.



TIRE PLACARD

If tires are other than standard load range (metric size tires), the load range will appear after the tire size stated on the Tire Placard. For example, P185/80R 13/EL is an extra load range (metric size) tire.

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Maximum Luggage Compartment Load

Coupe 155 Pounds/70.2 Kilograms

Sedan 142 Pounds/64.5 Kilograms

NOTICE: Total combined weight of luggage compartment load, luggage rack load (when equipped), and passengers must not exceed the vehicle capacity weight (shown on the Tire Placard located on the left front door).

Inflation Pressure

The cold inflation pressures listed on the Tire Placard provide for the best balance of tire life, riding comfort, and vehicle handling under normal driving conditions.

If only one inflation pressure is recommended on the Tire Placard, this pressure should be used for all vehicle loading conditions. If your vehicle has two inflation pressures listed on the placard, the "Max Load" pressures can be used any time, but must be used when you carry more passengers and cargo than is allowed in the "Optional Pressures" section. The "Optional Pressures" can be used in lightly loaded conditions by those who prefer the utmost in comfort. In all loading conditions, use of the "Max Load" pressures will result in improved fuel economy.

Incorrect tire inflation pressures can have adverse effects on tire life and vehicle performance. Too low an air pressure causes increased tire flexing and heat build-up. This weakens the tire and increases the chance of damage or failure. It can result in tire overloading, abnormal tire wear, adverse vehicle handling, and reduced fuel mileage. Too high an air pressure can result in abnormal wear, harsh ride, and also increase the chance of damage from road hazards.

Tire inflation pressures should be checked (this includes the spare tire, unless it is a stowaway spare) and whenever your vehicle is serviced. Always check tire inflation pressures when tires are "cold."

1. The "cold" tire inflation pressure applies to the tire pressure when a vehicle has not been driven more than one mile (1.6 kilometers) after sitting for three hours or more.
2. It is normal for tire pressures to increase 30 to 60 kilopascals (4 to 8 pounds per square inch) or more when the tires become hot from driving. **Do not** "bleed" or reduce tire inflation pressures after driving your vehicle. Bleeding reduces the "cold" inflation pressure and increase tire flexing, which can result in tire damage and failure.
3. **For sustained driving at speeds of 75 mph to 85 mph** (120 km/h to 140 km/h), in countries where such speeds are permitted by law, cold inflation pressures must be increased 30 kPa (4 psi) above the cold inflation pressures stated on the Tire Placard **up to the maximum** for each load range stated in the chart below.

Sustained speeds of 75 mph to 85 mph (120 km/h to 140 km/h) **ARE NOT ADVISED** when the 30 kPa (4 psi) adjustment would require pressures greater than the maximum for each load range stated on the chart. **Sustained driving at speeds over 85 mph** (140 km/h), **where permitted by law, IS NOT ADVISED** unless your vehicle is equipped with special high speed tires available from many tire dealers.

4. For proper inflation pressures when towing trailers, see page 1-11 in this manual.

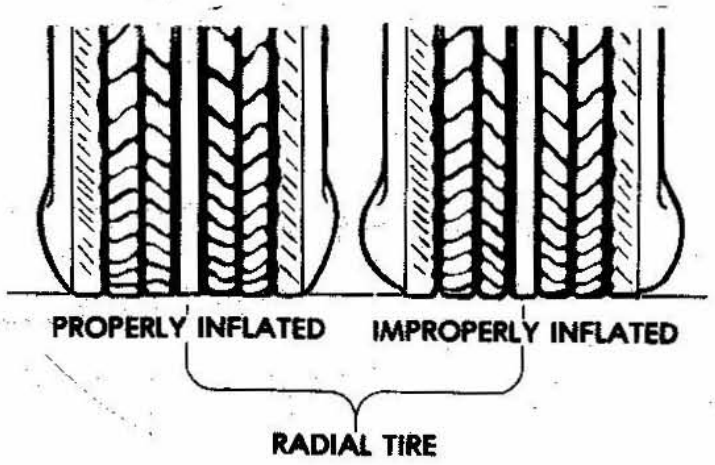
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TIRE LOAD AND INFLATION PRESSURES

TIRE LOAD RANGE		MAXIMUM COLD INFLATION PRESSURE	
STANDARD	– (METRIC SIZE TIRE)	240 kPa	(35 psi)
EXTRA	– (METRIC SIZE TIRE)	280 kPa	(41 psi)
B	– (ALPHA-NUMERIC SIZE TIRE)	220 kPa	(32 psi)
C	– (ALPHA-NUMERIC SIZE TIRE)	250 kPa	(36 psi)
D	– (ALPHA-NUMERIC SIZE TIRE)	275 kPa	(40 psi)

TIRE LOAD RANGE IS MOLDED ON TIRE. (SEE ILLUSTRATION ON PAGE 5-16 FOR LOCATION ON THE TIRE SIDEWALL).

5. Always use a tire pressure gage (we suggest you purchase a quality pocket type gage) when checking inflation pressures. Visual inspection of tires for inflation pressures is not enough, especially with radial tires. Underinflated radial tires may look like correctly inflated radial tires. If the inflation pressure on a tire is often low, have your dealer correct the cause.



6. Be sure to put the tire inflation valve caps, if so equipped, back on. This will help keep dirt and moisture from getting into the valve core which could cause a leak.

7. If an air loss occurs while driving, do not drive on the flat tire more than is needed to stop safely. Driving even a short distance on a flat tire can damage a tire and wheel beyond repair.

Inspection and Rotation

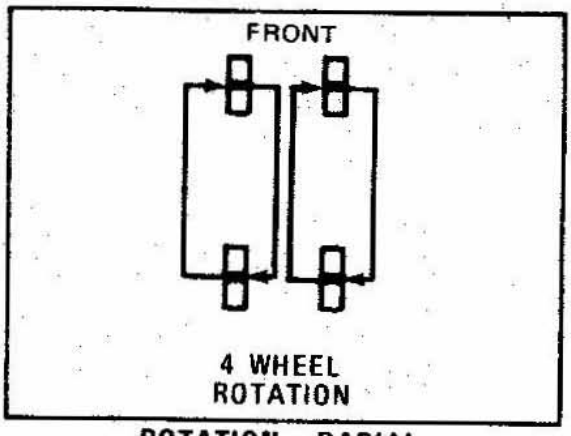
Front and rear tires perform different jobs and can wear differently depending on the types of roads driven, your driving habits, etc.

For longer tire life, you should inspect and rotate your tires as recommended in Section A of the Maintenance Schedule folder. Many car and tire dealers will perform a free tire inspection to look for uneven or abnormal tire wear (usually the result of wrong inflation pressures, lack of regular rotation, improper wheel alignment, tires out of balance, or poor driving habits).

After rotation, adjust the front and rear tire pressures (see "Tire Placard") and be sure to check wheel nut tightness. (Wheel nuts should also be tightened at certain intervals; see the "In Case of Emergency" section, page 3-6, for further information.)

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CAUTION: Before installing wheels, remove any build-up of corrosion on the wheel mounting surface and brake drum or disc mounting surface by scraping and wire brushing. Installing wheels without good metal-to-metal contact at the mounting surfaces can cause wheel nuts to loosen, which can later allow a wheel to come off while the vehicle is moving, possibly causing loss of control.



ROTATION - RADIAL

*Do not include "temporary use only" spare tire in rotation.

Alignment and Balance

Proper wheel alignment improves tire tread mileage. Your vehicle's suspension parts should be inspected often and aligned when needed. (See the Maintenance Schedule Folder for more information.) Ball joints have built-in wear indicators, and some movement in the joints is normal. Improper alignment will not cause the vehicle to vibrate. However, improper toe alignment will cause the tires to roll at an angle which will result in faster tire wear. Incorrect caster or camber alignment will cause your tires to wear unevenly, and can cause the vehicle to "pull" to the left or right.

Proper tire balancing provides the best riding comfort and helps reduce tire tread wear. Out-of-balance tires can cause annoying vibration and uneven tire wear such as cupping and flat spots.

Traction

A decrease in driving, cornering, and braking traction occurs when water, snow, ice, gravel, or other material is on the road. Driving practices and vehicle speed should be adjusted to the road conditions.

When driving on wet or slushy roads, a wedge of water can build up between the tire and road. This is known as hydroplaning, and may cause partial or complete loss of traction, vehicle control, and stopping ability.

To reduce the chance of traction loss, follow these tips:

1. Slow down during rainstorms or when roads are slushy.
2. Slow down if road has standing water or puddles.
3. Replace tires when tread wear indicators are showing.
4. Keep tires properly inflated.

If your vehicle has TPC radial tires (see "Tire Replacement" in this section), your tires were designed to provide better snow traction than bias or bias-belted tires without snow treads. However, if you use conventional snow tires, be sure they are the same size, load range, and construction type (bias, bias belted, or radial) as your other tires.

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Tire Chains or Similar Traction Devices

Use of chains may adversely affect your vehicle's handling. When using chains: (1) adjust speed to road conditions, (2) avoid sharp turns, and (3) when possible, avoid locked- wheel braking. In addition, to help prevent chain damage to your vehicle:

- Install the chains on the front tires as tightly as possible, then tighten again after driving 1/4 to 1/2 mile (0.4 to 0.8 kilometer). The use of chains on the rear tires is not recommended; the chains may contact and possibly damage the car. If you intend to use chains on the rear tires, make certain there is enough clearance.
- Do not exceed 45 mph (70 km/h), or chain manufacturer's speed limit, if lower.
- Drive in a restrained manner and avoid large bumps, potholes, severe turns and other maneuvers which could cause the tires to bounce up and down.
- Follow any other chain manufacturer's instructions which do not disagree with the above.

If you purchase tire chains for your Citation, make sure they are designated as SAE Class "S" type chains. Use of other types of chains may cause damage to your car.

Spare Tire

For the use and installation of your spare tire, see "In Case of Emergency" Section 3 of this manual.

Tire Replacement

CAUTION: Do not mix different tire construction types of tires (such as radial, bias, and bias-belted) on your vehicle except in emergencies, because your vehicle's handling could be affected and may result in loss of control. This caution does not apply to a stowaway, compact, or temporary spare tire furnished with your vehicle.

On most vehicles originally equipped with radial tires, you will find a TPC Spec. No. (Tire Performance Criteria Specification Number) molded into the tire sidewall near the tire size marking. This shows that the tire meets rigid size and performance standards which were developed for your vehicle. The TPC Spec. No. assures a proper combination of endurance, handling, load capacity, ride, and traction on wet, dry, and snow covered surfaces. When you replace your tires with tires having the same TPC Spec. No., your new tires will be compatible with your vehicle.

When replacing tires with those not having a TPC Spec. No., you should use the same size, load range, and construction type (bias, bias-belted, or radial) as the original tires on your vehicle. Although it is not generally recommended, some alpha-size and metric- size tires can be interchanged (for size equivalency contact your Chevrolet dealer or a tire dealer). A different size or type of tire may affect ride, handling, speedometer/odometer calibration, vehicle ground clearance, and tire or tire chain clearance to the body or chassis. If replacing only a single tire, it should be paired on the same axle with the least worn tire of the other three.

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UNIFORM TIRE QUALITY GRADING

The following information relates to the tire grading system developed by the National Highway Traffic Safety Administration which will grade tires by treadwear, traction and temperature performance:

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, the 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 (straight-ahead) traction tests and does not include cornering (turning) traction.

TEMPERATURE - A, B, C

The temperature grades are A (the highest), B, and C representing the tire's resistance to the generation of heat and its ability to dissipate heat when tested under controlled conditions on a specified indoor laboratory test wheel. Sustained high temperature can cause the material of the tire to degenerate and reduce tire life, and excessive temperature can lead to sudden tire failure. The grade C corresponds to a level of performance which all passenger car tires must meet under the Federal Motor Vehicle Safety Standard No. 109. Grades B and A represent higher levels of performance on the laboratory test wheel than the minimum required by law.

Warning: The temperature grade for this tire is established for a tire that is properly inflated and not overloaded. Excessive speed, underinflation, or excessive loading, either separately or in combination, can cause heat buildup and possible tire failure.

At this time your tires may or may not have a grade. These grades will be molded on the sidewalls of passenger car tires over the next several years according to a schedule established by the National Highway Traffic Safety Administration and the tire manufacturers.

While the tires available as standard or optional equipment on General Motors vehicles may vary with respect to grade, all such tires meet General Motors performance standards and have been approved for use on General Motors vehicles.

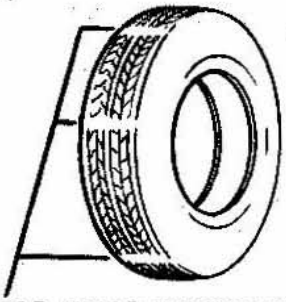
All passenger car tires must conform to Federal safety requirements in addition to these grades.

You should replace your tires when . . .

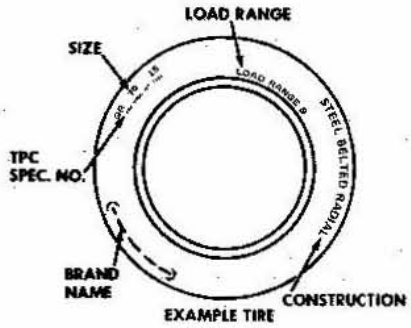
1. They are worn to a point where 1.6 millimeters (2/32 inch) or less tread remains, or cord or fabric is showing.

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To help you detect this, your tires have built-in tread wear indicators that appear between the tread grooves when the tread is 1.6 millimeters (2/32 inch) or less. When the indicators appear in two or more adjacent grooves at three spots around the tire, the tire should be replaced.



TREAD WEAR INDICATORS



2. The tread or sidewall is cracked, cut, or snagged deep enough to expose the cord or fabric.

3. Your tire has a bump, bulge, or split.

4. The tire has a puncture, cut, or other injury that can't be correctly repaired because of the size or location of the injury.

Wheel Replacement

Damaged wheels must be replaced. For example, replace wheels if they are bent, cracked, or heavily rusted or if wheel nuts often become loose. Also replace wheels that leak air (except some aluminum wheels which can be repaired-- see your authorized dealer).

Do not use bent wheels which have been straightened, and do not use inner tubes in leaking wheels designed for tubeless tires. Such wheels may have structural damage and could fail without warning. When replacing wheels for any reason, the new wheels should be equal in load limit, diameter, width, offset, and mounting configurations to those originally installed on your vehicle.

A wheel of the wrong size or type may adversely affect wheel and bearing life, brake cooling, speedometer/odometer calibration, stopping ability, headlight aim, bumper height, vehicle ground clearance, and tire or tire chain clearance to the body and chassis. Replacement with used wheels is not advised: they may have been subjected to harsh treatment or very high mileage and could fail without warning.

You can get wheels from your dealer.

Warranty

Tires are warranted by the tire manufacturers. Warranty information is included in the manufacturer's warranty folder furnished with your vehicle.

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SECTION 6

OWNER ASSISTANCE

Your satisfaction and goodwill are important to your dealer and to us. Normally, any problems with the sales transaction or the operation of your car will be handled by your dealer's Sales or Service departments. Sometimes, however, despite the best intentions of all concerned, misunderstandings can occur. If your problem has not been handled to your satisfaction, we suggest you follow these steps:

STEP ONE - Discuss your problem with a member of dealership management. Complaints can often be quickly resolved at that level. If the problem has already been reviewed with the Sales or Service manager, contact the owner of the dealership or the General Manager.

STEP TWO - Contact the Chevrolet Zone Office closest to you. (Zone offices are listed on the following pages.) In Canada, contact the General Motors Zone Office. If your problem cannot be quickly resolved by the dealership without further help, contact the Zone's Consumer Relations Department, and provide them with:

- Your name, address and telephone number
- Vehicle Identification Number (This is available from the car registration or title, or the plate attached to the left top of the instrument panel and visible through the windshield.)
- Dealer's name and location
- Vehicle's delivery date and present mileage
- Nature of problem

A convenient form for your use is included in this section.

STEP THREE - Contact the Consumer Relations Representative, Chevrolet Central Office, Chevrolet Motor Division, Detroit, Michigan 48202 (313-556-5219). (In Canada, contact the Customer Services Representative, General Motors of Canada Ltd., Oshawa, Ontario, L1J 5Z6; 416/644-6624). The representative will review all the facts involved. Then, if it is felt some further action can be taken, the zone will be so instructed. In any case, your contact will be acknowledged providing Chevrolet's position in the matter.

When contacting the Zone or Central Office, please bear in mind that your problem will likely be resolved in the dealership, using the dealer's facilities, equipment and personnel. So it is suggested that you follow the above steps in sequence when you have a problem.

Your purchase of a Chevrolet product is greatly appreciated by both your dealer and Chevrolet. We want to help you any way we can to make sure you are completely satisfied with your car.

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CHEVROLET ZONE OFFICE ADDRESSES

When calling for assistance, please ask for Consumer Relations Representative.

ATLANTA
5730 Glenridge Dr., N.E.
Atlanta, Georgia 30328
(404) 256-5613

BALTIMORE
1800 Parkway Drive
Hanover, Maryland 21076
(301) 796-3640
(202) 638-0338 Washington D.C.

BIRMINGHAM
3490 Montgomery Hwy.
Homewood, Alabama 35259
(205) 870-5306

BOSTON
505 Blue Hill Drive
Westwood, Mass. 02090
(617) 329-1057

BUFFALO
2615 Walden Avenue
Cheektowaga, N.Y. 14225
(716) 684-8025

CHARLESTON
1205-1211 Virginia St., E.
Charleston, W. Va. 25301
(304) 344-2301

CHARLOTTE
6000 Monroe Road
Charlotte, N.C. 28212
(704) 371-5116

CHICAGO
2021 Spring Road
Oakbrook, Ill. 60521
(312) 654-6380

CINCINNATI
11575 Reading Road
Sharonville, Ohio 45241
(513) 841-5927

CLEVELAND
12990 Snow Road
Parma, Ohio 44130
(216) 265-5600

DALLAS
130 E. Carpenter Freeway
Irving, Texas 75062
(214) 659-5441

DENVER
4355 Kearney St.
Denver, Colo. 80216
(303) 320-5023

DES MOINES
818 5th Avenue
Des Moines, Iowa 50309
(515) 247-8666

DETROIT
25200 Telegraph Road
Southfield, Mi. 48034
(313) 424-2011

FARGO
1111 38th St. So.
Fargo, N.D. 58103
(701) 282-4451

FLINT
5198 Territorial Road
Grand Blanc, Mi. 48439
(313) 694-7007

HARRISBURG
Pennsboro Office Center
Taylor Bridge Bypass
Wormleysburg, Pa. 17043
(717) 763-6416

HOUSTON
13101 N. W. Freeway
Suite 101
Houston, Texas 77040
(713) 460-7300

INDIANAPOLIS
6910 N. Shadeland Ave.
Indianapolis, Indiana 46220
(317) 269-5031

JACKSONVILLE
8206 Phillips Hwy.
Jacksonville, Fla. 32216
(904) 731-5230

KANSAS CITY
8900 Marshall Drive
Lenexa, Kansas 66215
(913) 281-6702

LOS ANGELES
233 Wilshire Blvd., Suite 800
Santa Monica, Ca. 90401
(213) 394-6966
(213) 393-9356

LOUISVILLE
4501 Indian Trail
Louisville, Ky. 40213
(502) 968-6203

MEMPHIS
3495 Lamar Avenue
Memphis, Tenn. 38118
(901) 346-5160, 5161, 5162

MILWAUKEE
333 Bishops Way
Brookfield, Wisc. 53005
(414) 784-2578

MINNEAPOLIS
7600 Metro Blvd.
Edina, Minn. 55435
(612) 830-4044

NEWARK
299 Cherry Hill Rd.
Parsippany, N. J. 07054
(201) 263-2700

NEW ORLEANS
3545 I-10 Service Road
Metairie, La. 70002
(504) 888-9013

NEW YORK
175 Central Ave., S.
Bethpage, L.I., N Y 11714
(516) 420-4340

OAKLAND
39465 Paseo Padre Parkway
Fremont, Ca. 94538
(415) 498-5060

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OKLAHOMA CITY
7901 W. Britton Rd.
Oklahoma City, Okla. 73132
(405) 721-0131

OMAHA
10836 Old Mill Rd.
Omaha, NE 68154
(402) 399-5515

PEORIA
2009 N. Knoxville Ave.
Peoria, Ill. 61603
(309) 688-1021

PHILADELPHIA
935 First Avenue
King of Prussia, Pa. 19406
(215) 265-9380

PHOENIX
1625 W. 23rd St.
Tempe, Arizona 85282
(602) 968-2425

PITTSBURGH
507-527 Forrest Ave.
Carnegie, Pa. 15106
(412) 928-5125

PORTLAND, ORE.
15005 S.W. Tualatian
Valley Hwy.
Beaverton, Ore. 97005
(503) 641-8271

RICHMOND
5450 Lewis Road
Sandston, Va. 23150
(804) 257-7567

SALT LAKE
303 East South Temple
Salt Lake City, Utah 84111
(801) 534-7125

ST. LOUIS
83 Progress Parkway
Maryland Heights, Mo. 63043
(314) 878-3304 & 3305

SAN DIEGO
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San Diego, CA 92131
(714) 299-9480

ADDITIONAL GM OFFICES

Hawaii, Guam, American Samoa
General Motors Overseas Distribution Corp
1600 Kapiolani Boulevard,
Honolulu, Hawaii
Mail — P.O. Box 341
Honolulu, Hawaii 96809
(808) 946-3988

Mexico
General Motors de Mexico
Av. Ejercito Nacional No. 843
Mexico 5, D.F.
Mail — Apartado 107 Bis
Mexico 1, D. F.
5 45-70-20

SEATTLE
Bellevue Business
Center Building
Suite 400
520 112th Ave., N. E.
Bellevue, WA 98004
(206) 464-5111

SYRACUSE
107 Twin Oaks Drive
Syracuse, New York 13206
(315) 432-5300

TARRYTOWN
371 S. Broadway
Tarrytown, N.Y. 10591
(914) 332-0136

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900 Terminal Avenue
(604) 684-9444

CALGARY, ALTA. T2P 2M7
4220 Blackfoot Trail
P.O. Box 2510
(403) 243-4621

REGINA, SASK. S4N 5A9
580 Park St
(306) 543-2224

WINNIPEG, MAN. R2X 0Y9
1345 Redwood Avenue
(204) 633-1080

LONDON, ONT. N6A 4P6
951 Pond Mills Road
P.O. Box 5412
(519) 452-5151

OTTAWA, ONT. K1G 0Z4
875 Belfast Road
(613) 237-5051

TORONTO, ONT. M3C 1J1
1200 Eglinton Ave. E.
(416) 446-5053

MONTREAL, QUE. H9R 4R2
5000 Trans-Canada Highway
Pointe Claire, Quebec
(514) 697-9160

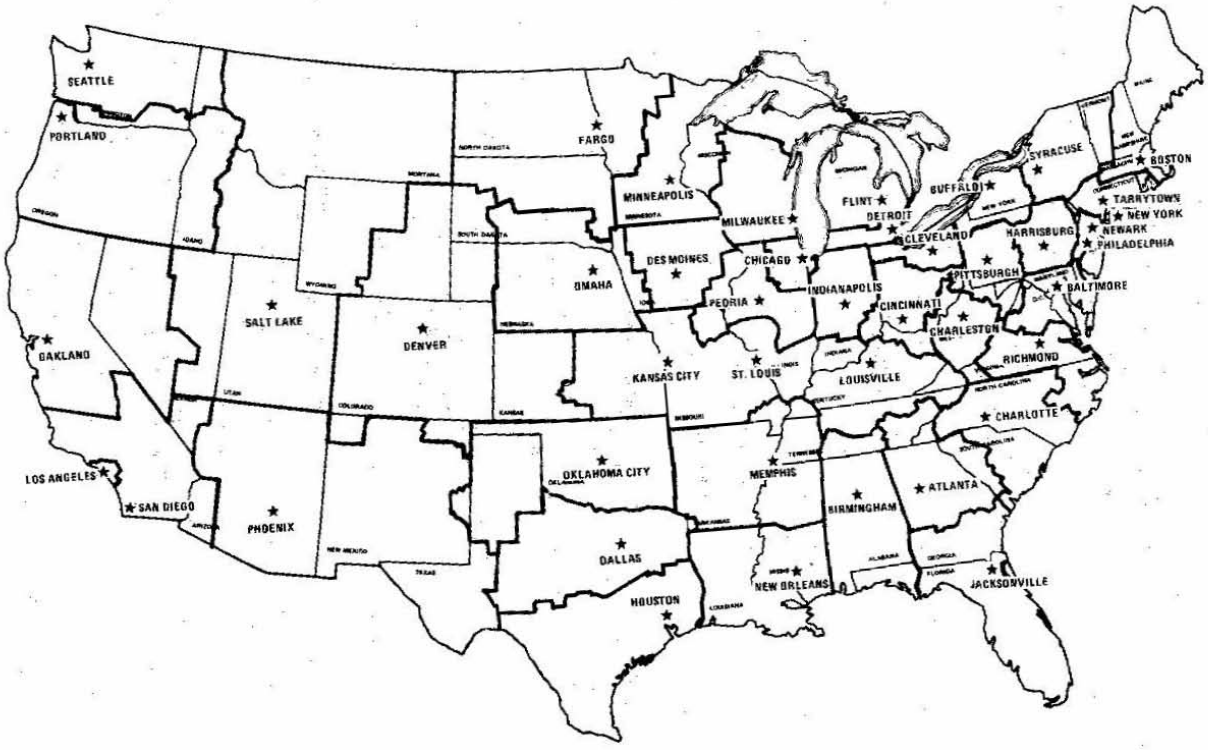
STE. FOY (QUEBEC), QUE. G1V 4K7
979 Avenue de Bourgogne
P.O. Box 10800
(418) 653-2054

MONCTON, N.B. E1C 8M2
653 St. George St.
(506) 854-1500

Puerto Rico, U.S. Virgin Islands
General Motors Overseas Distr. Corp.
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Avenida De Diego
Rio Piedras, Puerto Rico
Mail - G.P.O. Box 4382
San Juan, Puerto Rico 00936
Phone - (809) 763-1315

Panama
General Motors Overseas Distribution Corp
Edificio De Diego
Esq. Calle 40 Y
Avenida Balboa
Panama, R.P.
Mail — Apartado 7872
Panama 9, Republic of Panama
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If you have discussed a problem with your dealership management and have not been able to resolve it, let us know. Here is a convenient form you may wish to use to contact the Zone Office.

After completing this form, mail it to: OFFICE OF CONSUMER RELATIONS, CHEVROLET MOTOR DIVISION. Make sure you address it to the Zone Office closest to you. (See Zone Office addresses on previous pages.)

(cut here)

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____

ZIP: _____

PHONE NUMBER (DURING DAY): _____

VEHICLE IDENTIFICATION NUMBER: _____

DEALER'S NAME: _____

CITY: _____

DATE PURCHASED: _____

PRESENT MILEAGE: _____

(cut here)

COMMENTS:

_____

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SIGNED _____

DATE _____

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SECTION 7
SPECIFICATIONS

These specifications are given here for information only. Before using them, see the cautions and other instructions throughout this manual. For further information, see the service manual covering the chassis or body part in question. Your Chevrolet dealer may also be able to help.

DIMENSIONS

Length — Overall	4488mm (176.7")
Height — Overall	1394mm (54.8")
Wheelbase — Overall	2664mm (104.9")
Width—	
2 Dr. Cpe. & Hatchback	1722mm (67.7")
4 Dr. Sedan Hatchback	1730mm (68.1")

CAPACITIES	Metric Measure	U.S. Measure	Imperial Measure
Gasoline Tank (Approx.) All Models	53 Litres	14 gal.	11¾ gal.
Crankcase (Approx. Refill)†			
Oil Change or Oil and Filter Change —			
L4	2.8 Litres	3 qts.	2½ qts.
V6	3.8 Litres	4 qts.	3¼ qts.
†After refill, check oil level as outlined in "Service and Mantenance" Section.			
Cooling (Approx.) - Manual Transaxle			
L4 without A/C	9.0 Litres	9½ qts.	8 qts.
L4 with A/C	9.3 Litres	9¾ qts.	8 qts.
V6 without A/C	10.8 Litres	11½ qts.	9¼ qts.
V6 with A/C	11.2 Litres	11¾ qts.	9¾ qts.
Thermostat		195°F (91°C)	
Radiator Pressure Cap		15 psi	

BATTERY RATING

Engine	Cold Crank 0°F (−18°C)	25 AMP Reserve Capacity Minutes
L4	350 amps	80
V6	350 amps	80
Heavy Duty-All	465 amps	125

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TIRE INFORMATION

Wheel Nut Torque .....140 N·m (100 ft. lbs.)
Complete tire information will be found in Section 5.

ENGINE SPECIFICATIONS

TYPE AND NO. OF CYL.	PISTON DISPLACE-MENT	CARBUR-ETOR	COM-PRESSION RATIO	BORE	STROKE
L4	2.5 L	2	8.25:1	101.6mm	76.2mm
V6	2.8 L	2	8.5:1	89mm	76mm
L4 Firing Order 1-3-4-2 V6 Firing Order 1-2-3-4-5-6					

REPLACEMENT PARTS

SPARK PLUGS

The following spark plugs are recommended for your engine.

Engine	Normal Service
L4	AC Type R43TSX
V6	AC Type R44TS

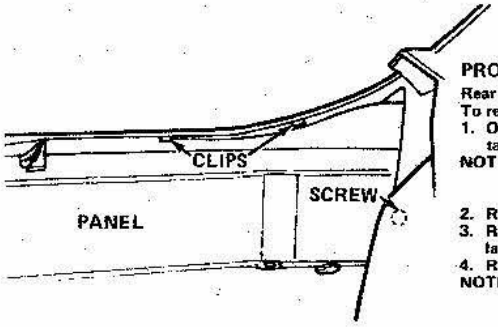
RECOMMENDATIONS FOR FILTERS		
ITEM	**USAGE**	**RECOMMENDATION**
Engine Oil Filter	2.5 L4 Engine 2.8 V6 Engine	AC Type PF40 AC Type PF51*
Engine Air Cleaner Element	2.5 L4 Engine 2.8 V6 Engine	AC Type A734C AC Type A735C
Carburetor Fuel Filter	2.5 L4 Engine 2.8 V6 Engine	AC Type GF470 AC Type GF471
Positive Crankcase Ventilator Valve	2.5 L4 Engine 2.8 V6 Engine	AC Type CV795C AC Type CV789C
Canister Filter	2.5 L4 Engine 2.8 V6 Engine	GM 7026014 GM 7026014

*The larger PF-51 oil filter is to be used in place of the engine oil filter originally installed on your car.

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LAMP BULB DATA

Application	Candle Power	Type
Headlamp Unit		6052
High Beam	65W	
Low Beam	55W	
Front Park and Directional Signal	24-2.2	1157NA
Front Fender Side Marker Lamp	2	194
Rear Side Marker Lamp	2	194
Tail, Stop and Directional Signal - Base Model	32-3	1157
License Plate Lamp	2	194
Back Up Lamps	32	1156
Courtesy Lamp	6	906
Dome Lamp	12	[illegible]
Instrument Illumination Lamps	1	161
	2	194
	3	168
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Indicator Lamps		
Gen	2	194
Oil/Choke	2	194
Temp. System	2	194
Brake Warning	2	194
Turn Signal	2	194
Seat Belt Warning	2	194
W/Wiper Control with Pulse Wiper Option	2	194
Heater or A/C Control Panel Lamp	2	194
Glove Box Lamp	2	194
Radio Dial Lamp	2	1893
Radio Stereo Indicator	LED	DS410
Stereo Dial	2	1893
Underhood Lamp	15	93
Luggage Compartment Lamp	15	1003
Rear Lamp Asm. Directional Signal	32	1156
Lamp Asm. Tail and Stop	32-3	1157
Hazard Warning Flasher	6 Lamp Type	
Turn Signal Flasher	2 Lamp Type	



PROCEDURE:

Rear Tail Lamp Bulb Servicing:
To replace a burnt out bulb:

1. Open deck lid and remove the four lamp assembly retaining wing nuts.

NOTICE: On Hatchback models, remove carpet from Trim Finishing Panel then remove Panel to gain access to wing nuts (see figure).

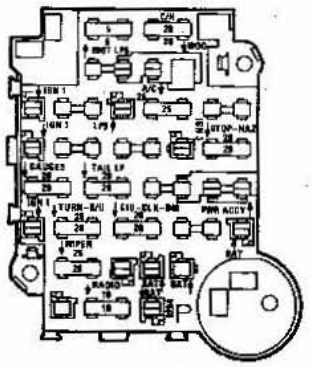
2. Remove lamp assembly from vehicle.
3. Remove socket by first pressing down on retaining latch then rotating socket counter clockwise.
4. Reverse the above procedure to reinstall.

NOTICE: Make sure the catch release and the bulb socket is held securely.

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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 hazard of electrically caused fires in the automobile. The fuse junction box is located under the right side of the instrument panel.



The headlight wiring is protected by a circuit breaker in the light switch. An electrical overload will cause the lights to go on and off, or in some cases to remain off. If this happens, have your headlight wiring checked right away. Besides a fuse, the windshield wiper motor is also protected by a circuit breaker. If the motor overheats, due to overloading caused by heavy snow, etc., the wiper will remain stopped until the motor cools. Be sure to have the cause of the overloading corrected. Circuit breakers for power windows and power door locks are located on the bulkhead in the engine compartment.

CIRCUIT	RATING
Radio	10 Amp.
Wiper	25 Amp.
Stop, Rear & Front, Hazard Lamps, I.P. Indicators	20 Amp.
Dir. Sig., B.U. Lamps	20 Amp.
Heater, A/C	25 Amp.
Inst. Lamps, Radio Dial Lamp, Heater Dial Lamp, W/S Wiper Lamp, Cigarette Lighter & Ash Tray Lamp	5 Amp.
Gages Warning Lamps, Cruise Control, Brake Alarm, Oil, Rear Defogger, Fuel Gage, Headlight Buzzer, Seat Belt Warning Buzzer, Temp., Gen., Idle Stop	20 Amp.
Glove Box Lamp, Dome Lamp, Luggage Lamp, Clock, Hood, Cigarette Lighter, Courtesy Lamps, Key Warning	20 Amp.
Tail, Parking and Side Marker Lamps, License Lamp	20 Amp.
Choke Heater	20 Amp.

Do not use fuses of higher amperage rating than those recommended above.

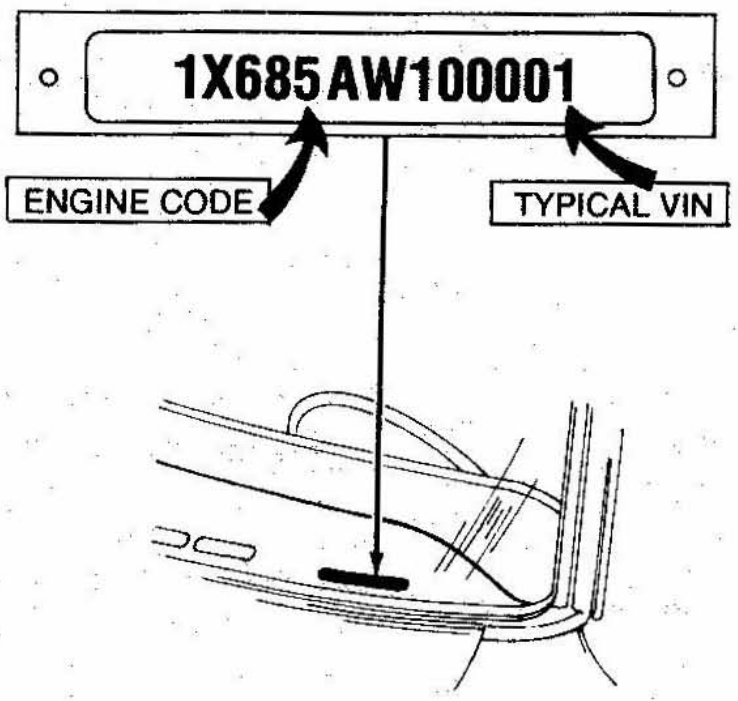
Fusible Links are incorporated into the wiring system. These are wires of such a gage that they will fuse (or melt) before damage occurs to an entire wiring harness in the event of an electrical overload. See your Chevrolet Dealer if fusible link replacement becomes necessary.

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GENERAL DATA

Vehicle Identification Number (VIN)

This is the legal identification of your vehicle. It appears on a plate which is attached to the left top of the instrument panel. This plate can be easily seen through the windshield from outside your car (see illustration). The VIN also appears on the Vehicle Certificates of Title and Registration.



Engine Identification

You can identify your 1980 GM engine from the Vehicle Identification Number. The fifth character of your VIN is the Engine Code. See the Engine Code Identification chart below. Certain information in this manual may refer to the Engine Code.

1980 ENGINE CODE IDENTIFICATON

VIN	ENGINE DESCRIPTION			Produced
Engine Code	Displacement Litre (Cu. In.)	Type	Carburetor Barrels (No.)	in GM Plant Operated by:
5	2.5L (151)	L4	2	Pontiac
7	2.8L (173)	V6	2	Chevrolet

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OPERATING RECORD

DATE	MILEAGE	GASOLINE		OIL		REPAIRS	
		$		$		$	

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The following publications covering the operation and servicing of your Chevrolet can be purchased by filling out the reverse side of this order form and mailing it with your check or money order to Helm, Incorporated.

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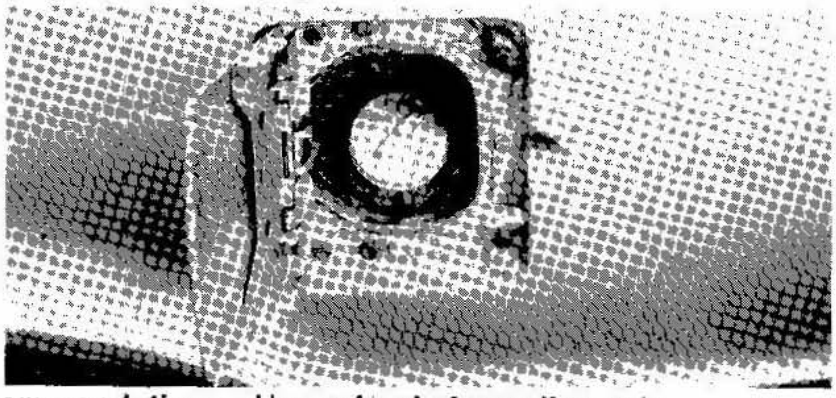
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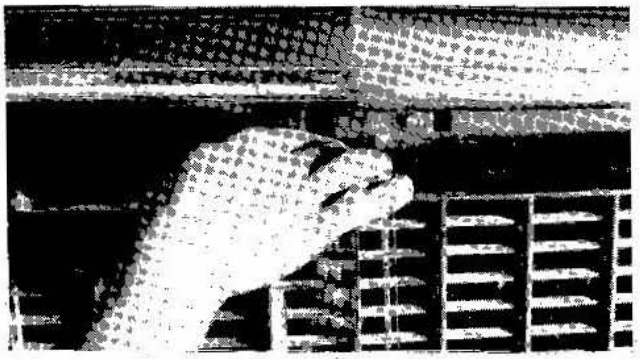
SERVICE STATION INFORMATION
Refer to "Service and Maintenance" Section for Further Details

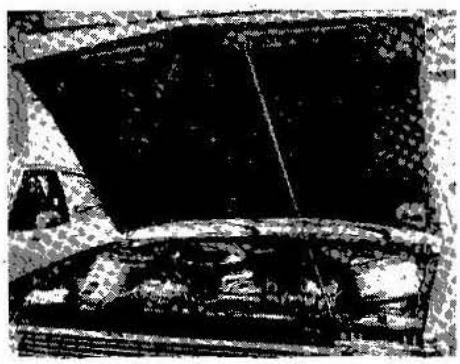
Fuel Cap— Located behind a hinged door on the left rear fender. See fuel cap removal procedure on page 5-1.



Fuel Recommendation — Use **unleaded gasoline** only.

Hood Release — Located beneath the instrument panel to the left of the steering column. To open, pull the handle to release the hood lock. Then, push down slightly on the hood while lifting the underhood lever, and raise the hood, hold it open with the hood prop. To lower, lift the hood slightly to remove tension from the hood prop; then, place the hood prop in its retaining clip and lower the hood. (See illustration.)





Engine Oil Dipstick — Located between the engine block and the radiator. Check the engine oil level when the oil is warm, such as during a fuel stop. Keep the oil level above the "Add" line on the dipstick.

Engine Oil Recommendation — Use only SE-quality oils or SF-quality oils. The chart on page 5-4 will serve as a guide for choosing the proper viscosity oil.

Tire Inflation Pressures — Check at least monthly (including the spare.) Keep them inflated to the pressures shown on the Tire Placard on the left front door (Keep compact spare tires inflated to 415 kPa or 60 psi.)

Windshield Washer — Check the reservoir fluid level regularly. Use a washer fluid, such as GM Optikleen.

Battery — Your new car has a Delco FREEDOM battery. You will never have to add water. The hydrometer (test indicator) in the cover provides information for testing purposes only.

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