Monte Carlo





1981 Chevrolet Owner's Manual

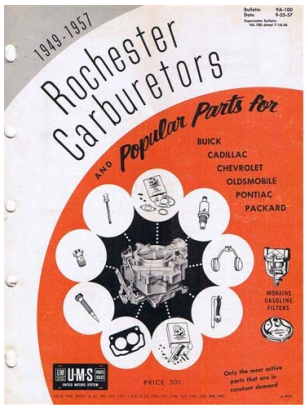
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Safety & Maintenance Instructions.
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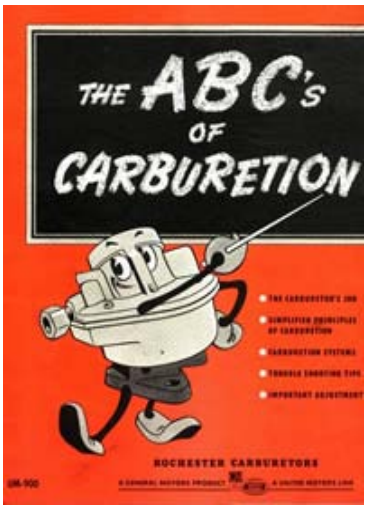
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A WORD TO MONTE CARLO OWNERS . . .

This manual has been prepared to acquaint you with the operation and maintenance of your 1981 Monte Carlo, and to provide important safety information. It is supplemented by a Maintenance Schedule and two Warranty Information folders. We urge you to read these four 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.

For added mechanical and electrical protection beyond the end of the New Vehicle and Power Protection Plus Limited Warranty, consider the GM Continuous Protection Plan. The Plan is an optional service agreement which covers repairs to specified major vehicle components, provides rental car allowances, towing and road service allowances, and many other features which enhance ownership both during and after the warranty. It covers your car for a total of 36 months or 36,000 miles (60 000 kilometers in Canada), whichever comes first or for 48 months, 50,000 miles depending upon which of the four Plans offered is purchased. Be sure to discuss the GM Continuous Protection Plan with your dealer, if you haven't already done so. The Plan is available to you for up to 6 months and/or 6,000 odometer miles from the date your new car was put in dealer service or delivered to you as a 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.

NOTE TO CANADIAN OWNERS:

Some cars sold in Canada have the Computer Command Control system, while others do not. If a "CHECK ENGINE" light comes on during engine starting, your car does have this system. For those cars sold in Canada which DO NOT HAVE the Computer Command Control system or are equipped with the optional diesel engine, please refer to the Owner's Manual Supplement supplied with your car for information on engine starting, specifications, etc. The "CHECK ENGINE" light is described in the Instrument Panel section of the Owner's Manual.

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 proprietaires canadiens

Vous pouvez vous procurer un exemplaire de ce guide en francais chez votre concessionnaire ou au Service des publications techniques, General Motors du Canada Limitee, Oshawa, Ontario L1J 5Z6.

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1981 MONTE CARLO
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

30007 VAN DYKE
WARREN, MICHIGAN 48090

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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CHEVROLET MOTOR DIVISION

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

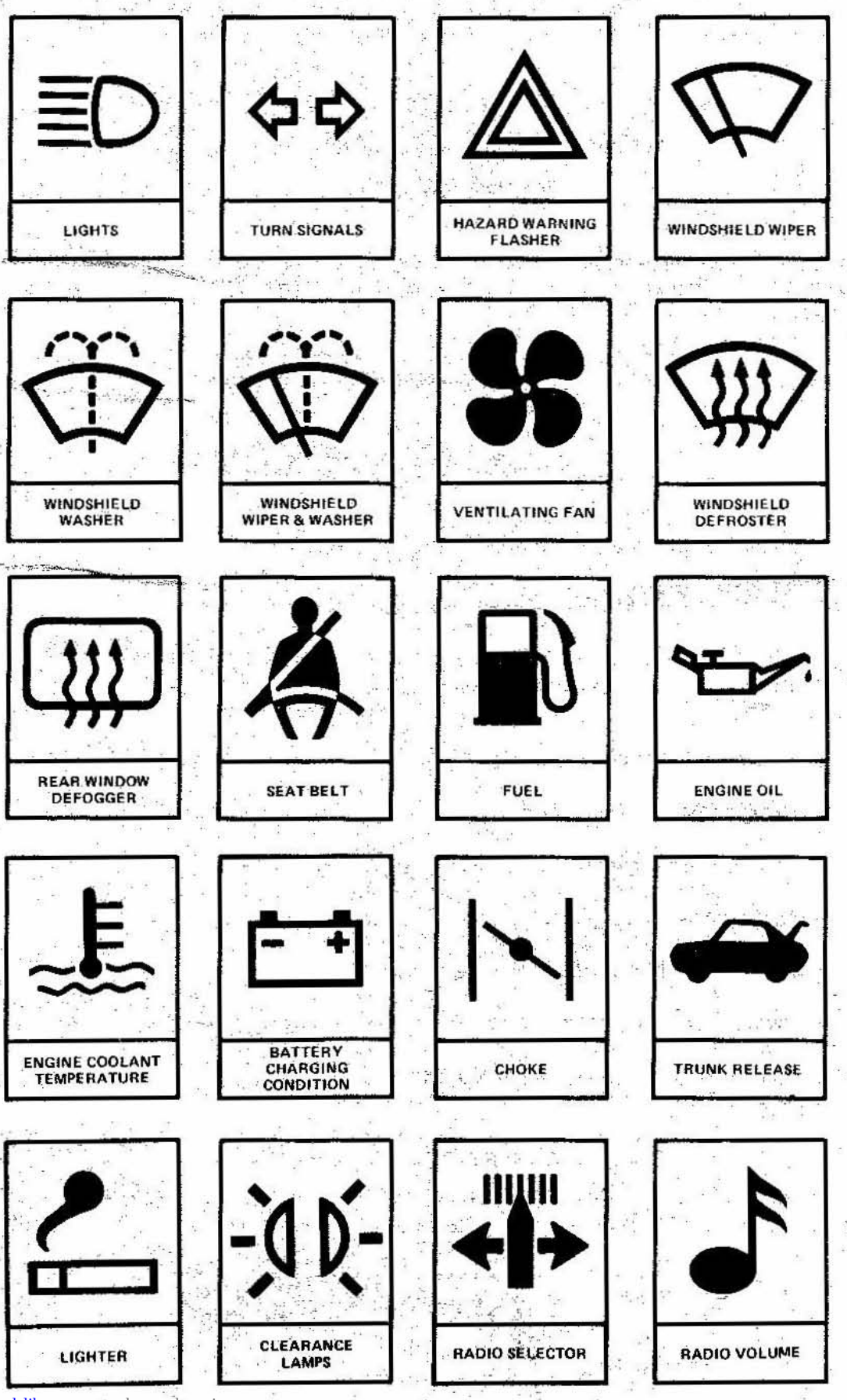
Delco GM AC Continuous Protection Plan GM

TAKES CARE OF YOU AS WELL AS YOUR CAR

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SYMBOL CHART

The following chart will help you understand the meaning of the new pictorial symbols used for identifying controls and displays on your vehicle.



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SECTION 1

BEFORE DRIVING YOUR MONTE CARLO

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. Look for fluid leaks.
4. Be sure everything is properly stowed.
5. Check the area behind the vehicle if you are about to back up.

Before Driving Off

1. Lock all doors.
2. Adjust the seat and movable head restraints, if so equipped.
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.

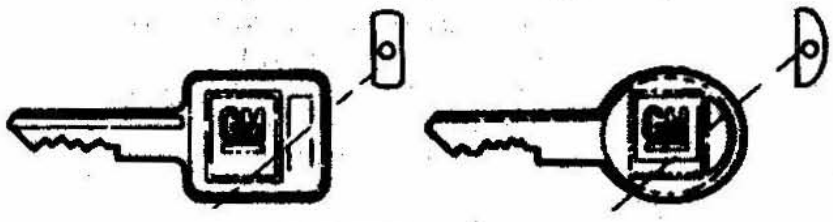
Guard Against Theft

For tips on how to protect your vehicle and its contents, see "Starting and Operating," 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** — for ignition lock only.



IDENTIFYING

IGNITION LOCK

DOOR LOCKS & ALL OTHER LOCKS

- **Key with oval head** — for all other locks.

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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.

Stamped on the key is a letter indicating the proper key blank needed if duplicates are required.

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.

Lock your glove box and take the oval-head key with you. This will help prevent illegal entry into the glove box (if locked) and trunk compartments.

DOOR LOCKS

Both doors can be locked from the inside by depressing the passenger guard door lock buttons located on the upper door panel. The doors can be locked from the outside by first depressing the door lock button and closing the door.

The doors can also be locked by using the oval-head key.

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

Power Door Locks

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

CAUTION: To help lessen the chance and/or severity of injury in an accident, always lock the doors 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 the vehicle is 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. The filler panel in front of 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 injuring people in the car during a sudden maneuver or an accident. Cargo weight, whether inside or on the roof, should be positioned as far forward as possible.

Manual Window Control

Turn manual window control clockwise to raise right windows and counterclockwise to raise left windows. Reverse direction to lower window.

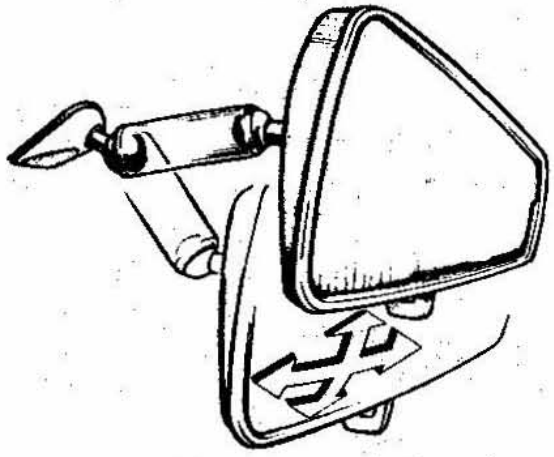
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Power Windows (Optional)

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.

INSIDE REARVIEW MIRROR

The mirror can be adjusted up, down or sideways to obtain the best view to the front and rear. Move the mirror lever to the night position to reduce glare from the 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, 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 appear 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.

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 to the left and exerting slight body pressure in the direction desired. The seat is locked in position when the lever is released.

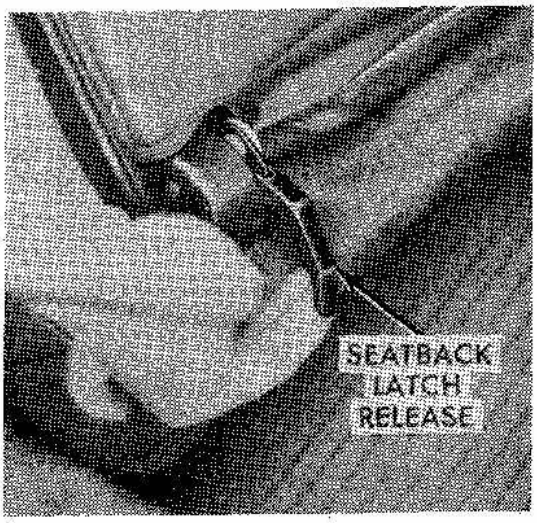
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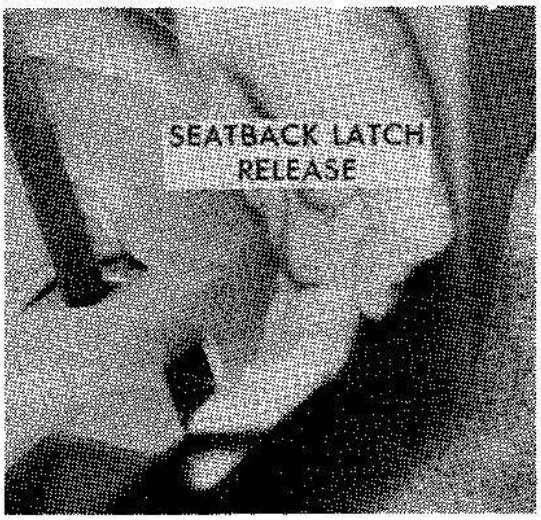
NOTICE: Do not adjust a manually operated driver's seat while the vehicle is moving. The seat could move suddenly and unexpectedly and could cause the driver to lose control of the vehicle.

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.

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, on the outboard side or 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 let the seatback 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 your dealer to inspect it.

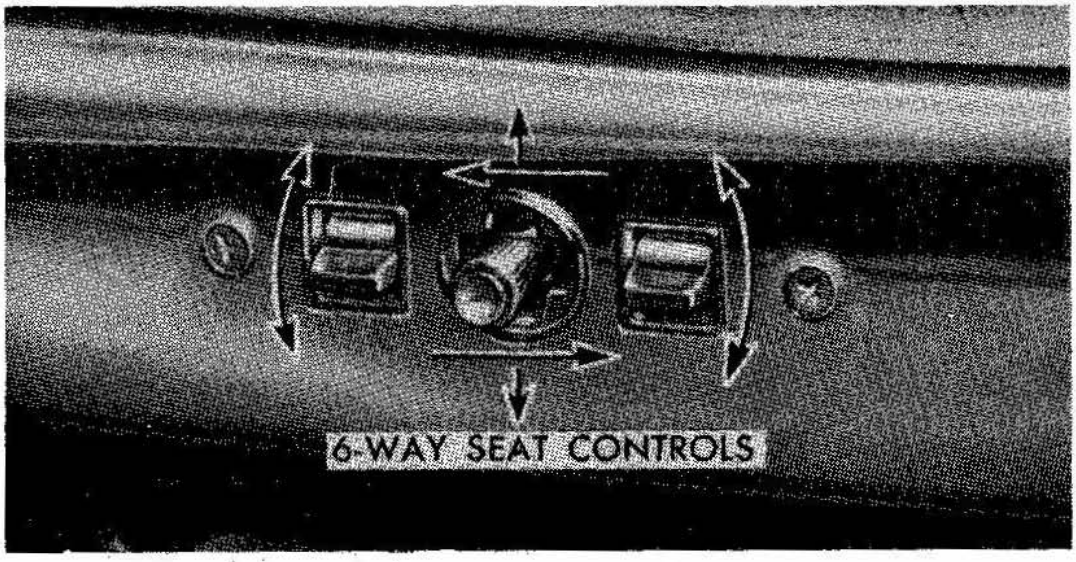
Keep seat belt webbing and hardware clear of seat parts when you tilt folding seats forward or rearward. This helps prevent damage to these belt systems.

Power Operated Front Seats (optional)

The six-way power seat control switch is located on the driver's seat left side panel.

The seat can be operated as follows:

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1. The front control provides up and down movement of the front of the seat.
2. The center control provides forward and backward movement and up and down movement of the entire front seat.
3. The rear control provides up and down movement of the rear of the seat.

HEAD RESTRAINTS (FOR BENCH SEAT)

- Head restraints are designed to help reduce the possibility of neck injuries.
- To raise or lower, just slide the head restraint up or down.
- Choose the position which places the top of the head restraint closest to the top of your ears.

SEAT BELTS

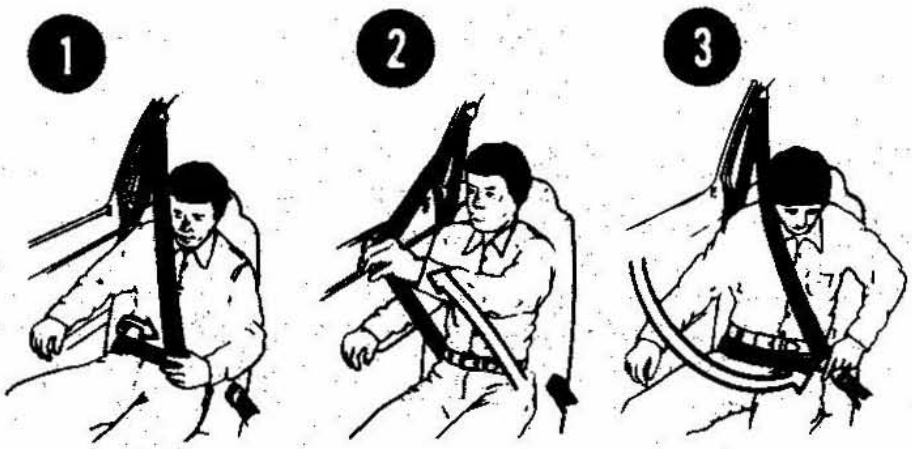
To help lessen the chance of injury and/or the severity of injury in accidents or sudden stops, General Motors urges that people riding in the vehicle be properly restrained at all times, using the seat belts provided. This includes women who are pregnant, and children of all ages. (See the following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

Front Seat Lap-Shoulder Belt

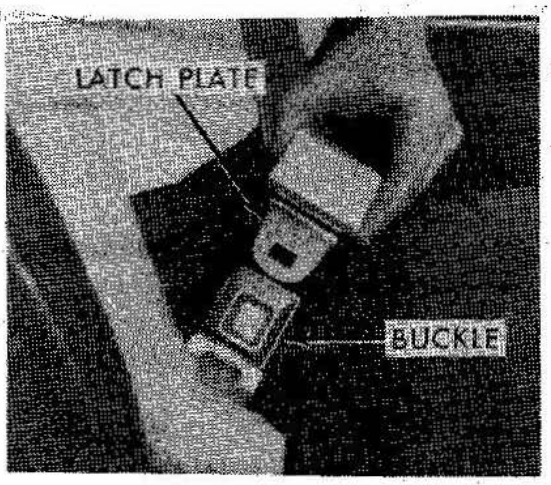
- Closes the front door fully. This activates the tension reliever.
- Adjust the front seat as needed and sit up straight and well back in the seat.
- There are a number of ways the lap-shoulder belt may be put on easily. For example:

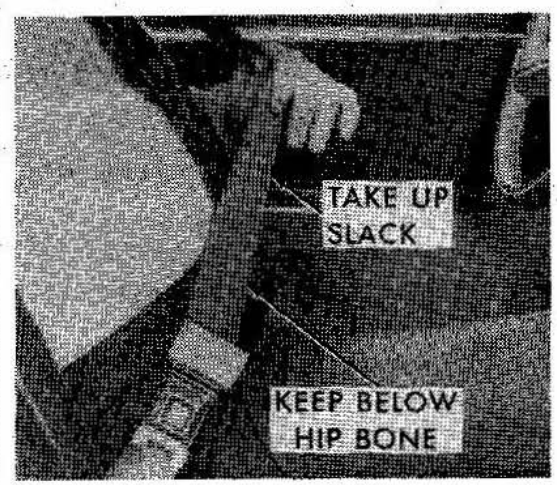
  - The lap-shoulder belt may be put on using one hand by: (1) Holding the latch plate and pulling the belt as far as it will reach across your waist (see illustration). (2) Then, hold the latch plate at a right angle to the webbing. At the same time, slide it up the belt by raising it toward the upper outside corner of the windshield. (3) Finally, pull the latch plate down across your body and push it into the buckle until it clicks.

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- One easy two-handed method is to hold the webbing just behind the latch plate using the hand nearest the door. 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 pulling the "shoulder" portion of the belt 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.



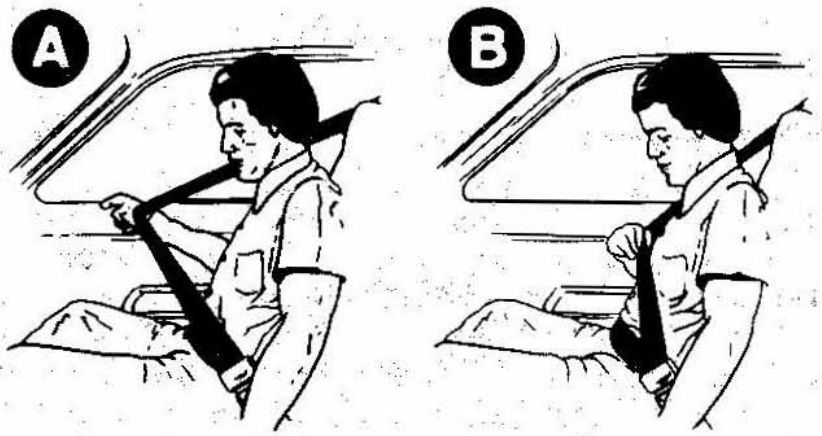


CAUTION: **A snug fit with the lap belt positioned low on the hips is necessary to help lessen the chance and/or severity of injury in an accident. This spreads the force of the lap belt over the strong hipbone instead of across the soft abdomen. To help lessen the chance and/or severity of injury in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

- 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.

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- 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 illustration). (B) Then, adjust the belt tension by pulling down slightly on the shoulder portion of the belt and letting go (Step "B" in the illustration). The **least** amount of belt possible should be pulled from the retractor (about 25 millimeters or one inch) to minimize belt pressure.



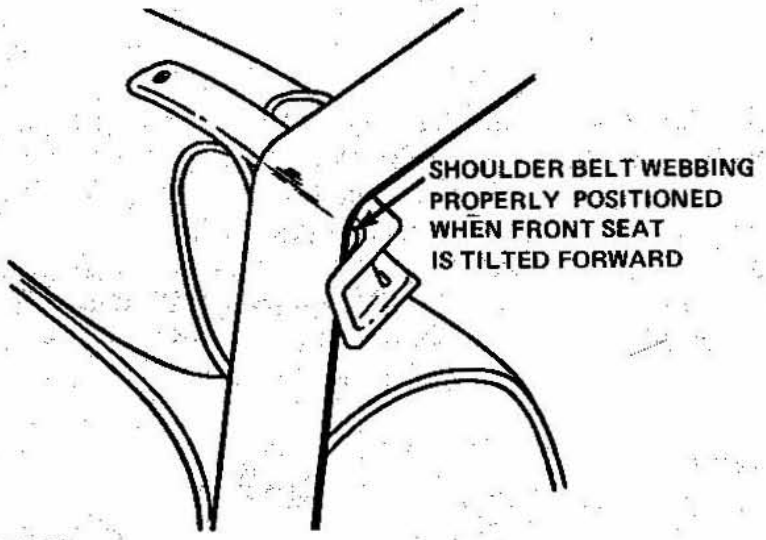
- To release the tension reliever and get rid of slack, pull the shoulder belt out and let it retract. Or lean far forward and then back.

CAUTION: If shoulder belt slack is used to minimize belt pressure, the amount of slack should be kept to a minimum. 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.

- 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. This will help prevent damage to interior trim and the seat belt assembly.
- On 2-door models, a shoulder belt "pick-up" is attached to the side of the front seat or head restraint. The pick-up is designed to catch the shoulder belt and pull it forward when the front seatback is folded forward, to make it easier to enter the rear seat. (It is not intended that the shoulder belt pass **through** the pick-up— see illustration.

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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 — such as in a rear seat. 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

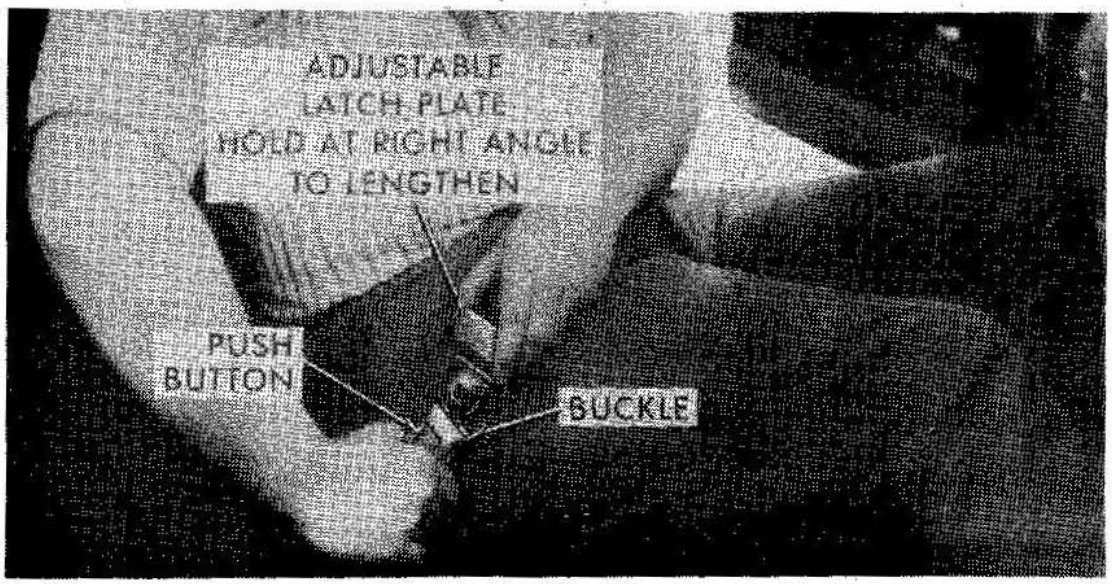
- When the key is turned to "Run" or "Start," a reminder light is designed to come on for four to eight seconds. It is to remind riders to fasten their seat belts.
- If the driver's seat belt has not been buckled before turning the key to "Run" or "Start", a buzzer is designed to sound for four to eight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

- Rear seat lap belts next to side windows have retractors which are designed to take up extra webbing.
- 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.
- Lap belts at center seats also should be positioned, worn and released as described above; however, they do not have retractors. They should be adjusted to a SNUG FIT by pulling on the end of the belt coming from the adjustable latch plate.

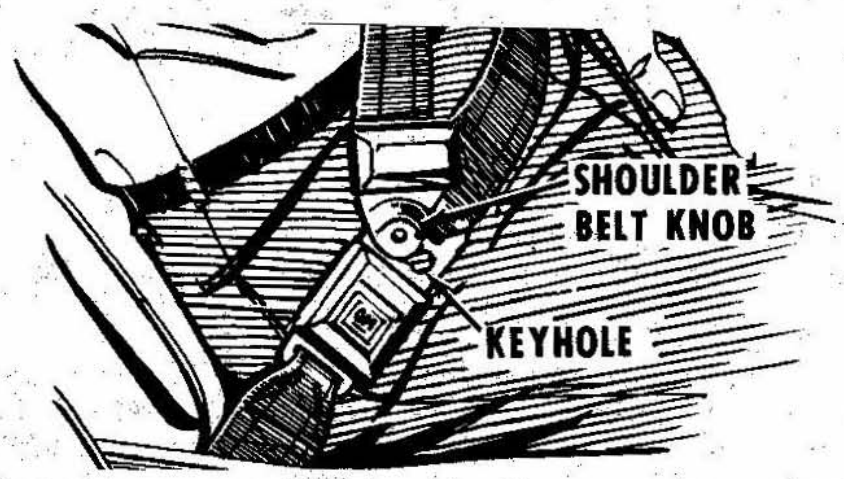
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- To lengthen the center seat lap belt, place the latch plate at a right angle to the belt webbing and pull on the latch plate. The belt should then slide easily.

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: **If shoulder belt slack is used to minimize belt pressure, the amount of slack should be kept to a minimum. 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 or otherwise damaged. Also have belts replaced if they have been worn in a collision. (If the accident was a minor one, the belts need not be replaced.)
- 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.

Infant And Child Restraint

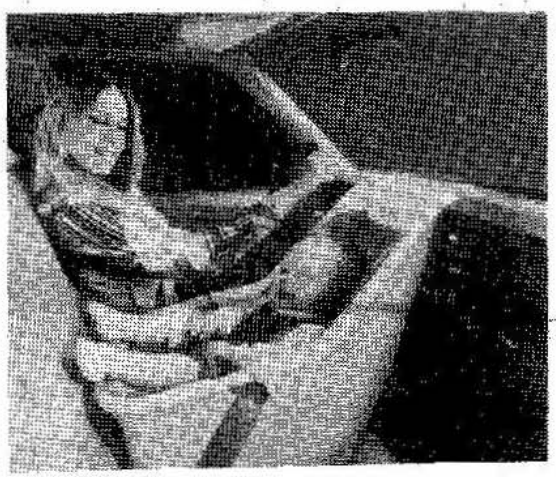
Children in vehicles should be restrained to help lessen the chance and/or severity of injury in accidents or sudden maneuvers. General Motors dealers offer restraint systems designed by GM for use with infants and small children. For infants who weigh 9 kilograms (20 pounds) or less, and who are 650 millimeters (26 inches) in height or less, General Motors recommends use of the GM "**Infant** Love Seat." For children weighing between 8 and 18 kilograms (18 and 40 pounds), and who are 1 meter (40 inches) or less in height, and who are capable of sitting upright alone, General Motors recommends use of the GM "**Child** Love Seat."

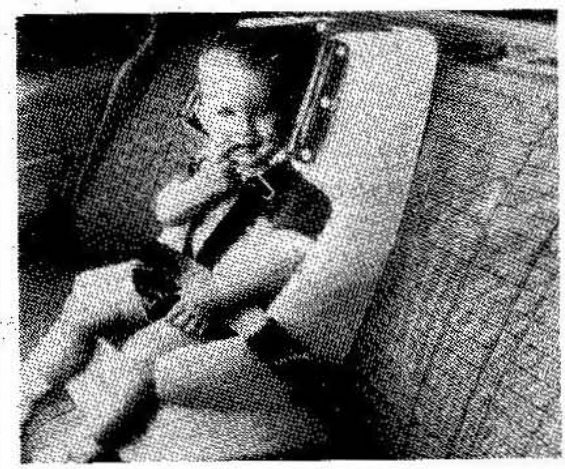
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The GM Child Love Seat is not recommended for use in the center front seating position of this vehicle because it may interfere with quick access to all front seat belt buckles in an emergency.

To make it easier to install a GM **Child** Love Seat in the rear seat of this vehicle, at least one pre- drilled hole for the top strap anchor bracket has been provided in the filler panel between the rear seat and the rear window. It will be necessary to pierce the trim panel (covering the metal panel itself) with a hole that corresponds to the pre-drilled hole. To find the hole, enter the trunk and examine the underside of the filler panel. See the booklet that comes with the Child Seat for details on locating and mounting the top strap anchor bracket. When the child Seat is placed in the car, use the seating position most directly in front of the anchor bracket and secure the seat using the top strap **and** the car lap belt. 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.

When not in use, leave the Love Seat, or other infant or child restraint system, in place and restrained by the car's seat belt. If that is not possible, store the restraint in the trunk to help keep it from being thrown about and injurying people in the car during a sudden maneuver or an accident.





Children small enough for the GM Infant or Child Love Seats described above, or other such infant and child restraints, should be restrained by such means IF AT ALL POSSIBLE. Although the following measures **may** lessen the chance and/or severity of injury in an accident or sudden maneuver for such small children, they simply cannot do so to the degree that specially designed child restraints can. Take care as follows if a child is riding in the vehicle without a General Motors (or other) infant or child restraint system:

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 vehicle (widthwise) on the rear seat. The bassinet should be securely restrained with the vehicle'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 vehicle.

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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 vehicle. If irritation is not reduced, place the child in the rear seat.
3. General Motors advises that children 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 and/or the severity of injury in case of a frontal collision.

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 vehicle 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 vehicle has the required equipment.

CAUTION: Do not try to tow any trailer more than 2 268 kilograms (5,000 pounds) gross trailer weight no matter what trailer towing equipment is installed. Trailers over these maximum limits could seriously affect your vehicle's performance, durability and 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, Warren, Michigan 48090. (In Canada, write to General Motors of Canada Limited, Customer Services Department, Oshawa, Ontario L1J 5Z6).

Tires

When towing trailers be sure your tires are properly inflated to the inflation pressure shown on the Tire Placard on the driver's door. The allowable passenger and cargo load for this vehicle, also shown on the Tire Placard, is reduced by the trailer tongue weight whenever the trailer is attached to the vehicle. See "Service and Maintenance," Section 5, for more tire information.

Maintenance

More frequent service is required when using your vehicle to pull a trailer. See Section A of the Maintenance Schedule folder for Automatic Transmission Fluid, Engine Oil, and Rear Axle Lubricant 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.

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Break-In Schedule

See the new vehicle break-in instructions in this manual. Also, we recommended you drive your new vehicle 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.

CAUTIONS:

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

- Trailer brakes of adequate size are required on trailers more than 450 kilograms (1,000 pounds) loaded weight.
- If you use trailer brakes with this vehicle, follow the installation and balance instructions of the trailer brake maker.
- Do not tap into the vehicle's brake system if the trailer brake system uses more than 0.3 cubic centimeter (0.02 cubic inch) of fluid from the vehicle's master cylinder. In this case, the vehicle brake fluid capacity will not be enough to operate both the vehicle and trailer brakes under all kinds of use.
- All brake fluid parts must be able to stand 20 650 kPa (3,000 psi). The brake fluid tap must be made to the master cylinder port supplying fluid to the rear brakes. 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 transmission into a lower gear to help control too long or too often. This could cause the brakes to overheat and reduce brake effectiveness.

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:

- A properly installed and adjusted (1) frame mounted, weight-distributing hitch and (2) sway control with enough capacity are required for trailers more than 900 kilograms (2,000 pounds) loaded weight.
- If your vehicle has air shocks, keep them at a minimum pressure of 70 to 105 kPa (10 to 15 psi) when installing, adjusting or towing with a weight-distributing hitch.
- Keep the trailer tongue load at 10% of the loaded trailer weight for dead-weight hitches, and 12% for weight-distributing 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.
- Do not use axle-mounted hitches. They can damage the axle housing, wheel bearings, wheels or tires.
- 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 vehicle 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, follow the steps under, "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 downshifting the transmission to a lower gear range and reducing speeds to 45 mph (70 km/h) or below.

Transmission

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

Parking

You should not park vehicles 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 transmission to "P"(Park).

If the vehicle is parked on a grade, don't shift the transmission to "P"(Park) until the trailer wheels are chocked and the parking brake is set. If you do, the weight of the vehicle and trailer may put so much force on the parking pawl in the transmission 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 another person 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 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.

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

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 technician:

- 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 or becomes corroded.

See your Maintenance Schedule folder for parts requiring inspection.

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

Do not park or idle this vehicle for more than 10 minutes with the ventilation system control switch in the "off" position while the engine is running. Even with the ventilation system on, running the engine while parked is not recommended. Entry of carbon monoxide into the vehicle body is possible with a poorly repaired, damaged, or corroded exhaust system or body.

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 has to be stopped in an UNCONFINED area with the engine running for any more than a few minutes, take the following steps:

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

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The trunk lid should be closed while driving to help prevent drawing exhaust gas into the vehicle. If the trunk 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 and the body, follow these precautions:

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

NEW VEHICLE "BREAK-IN" PERIOD

You can drive your new vehicle 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 vehicle. 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 vehicle for trailer towing, see additional information under "Trailer Towing" in Section 1 of this manual.

GUARD AGAINST THEFT

Your new Monte Carlo has many features to help prevent theft of the vehicle 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 VEHICLE...

- PARK IN A LIGHTED SPOT WHEN YOU CAN AND FULLY CLOSE BOTH WINDOWS AND ANY ROOF PANELS
- 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.
  - If you must leave a key with the vehicle, leave the square-head key only. Take the oval-head key with you. This will help prevent unwanted entry into your vehicle at a later date, or into your glove box (if locked) or trunk
- LOCK ALL DOORS.
- KEEP ITEMS OUT OF SIGHT AND LOCKED UP WHEN POSSIBLE.
  - Never leave things of value in plain sight on seats or floor.
  - The glove box offers a place to hide small items and if locked, protects even better.
  - Lock larger items in the trunk.

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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. The effectiveness of the catalyst in the catalytic converter decreases after use of as little as one tank of leaded gasoline. Also, your vehicle may have the "Computer Command Control" system, which includes an oxygen sensor. Leaded gasoline will damage the sensor, and affect emission controls. (For more information, see "Computer Command Control System" in "Service and Maintenance," Section 5 of this manual. 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's 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.) If severe, 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 . Failure to take steps to stop such knocking is misuse of the vehicle, for which Chevrolet is not responsible. 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 octane ratings no lower than those stated above for unleaded gasoline. Some vehicles using gasohol could run leaner. Most drivers will not notice a difference, but some may. In such cases your authorized dealer can make certain adjustments, provided they are not in violation of the Federal Clean Air Act. If you are still not satisfied with gasohol performance, you may prefer to use 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.

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OPERATION IN FOREIGN COUNTRIES

All models which have the Computer Command Control system, (see "Service and Maintenance," Section 5), are designed to use unleaded gasoline as specified under "Fuel Requirements" in this section of the manual. **Therefore, these cars are not intended for use in areas where unleaded gasoline is not readily available.**

There also is a chance the gasolines available in some countries will not meet the needs of your gasoline engine even if it is not equipped with the Computer Command Control system. Low-octane-rated gasolines may cause engine pre-ignition and serious engine damage, for which Chevrolet is not responsible.

In either case (with or without the Computer Command Control system), the use of leaded gasoline will cause the emission control system to lose its effectiveness. It could also affect coverage under the emission warranty. In case of emergency, leaded gasoline may be used in your vehicle if unleaded gasoline is not available, but it should not be used exclusively. If you must use leaded gasoline exclusively in a vehicle designed for unleaded gasoline, different maintenance intervals will be required. For additional information and a copy of the maintenance schedule write to: Chevrolet Motor Division, Consumer Relations Department, Warren, Michigan 48090, (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.

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. Leaded gasoline will damage the Computer Command Control system oxygen sensor and affect emission control. Using leaded gasoline can also damage other parts of 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.

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Steady Cruising Speeds

Once you reach cruising speed, keep as steady a speed as road and traffic will allow. Speeding up and slowing down lessens your vehicle's efficiency and uses more fuel.

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 fuel 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 the intervals in Section C of the Maintenance Schedule folder.

Wind Drag

Open windows at high speeds cause "wind drag" which can lessen fuel economy. Also, fuel economy is less when driving in crosswinds or headwinds. To help offset some of this loss, slow down when driving in these conditions.

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.

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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 vehicle.

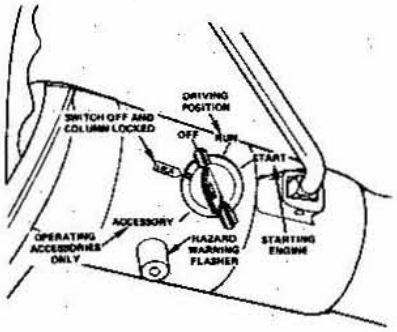
Wheel Alignment

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 toward you.
- **Lock**-Normal parking position. It locks the ignition and prevents normal use of the steering wheel and shift controls. The ignition key cannot be turned to "Lock" and removed until the shift lever is moved to "P"(Park).
- **Off**-You can turn off the engine without locking the steering wheel and shift controls.
- **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.

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 vehicle unattended:

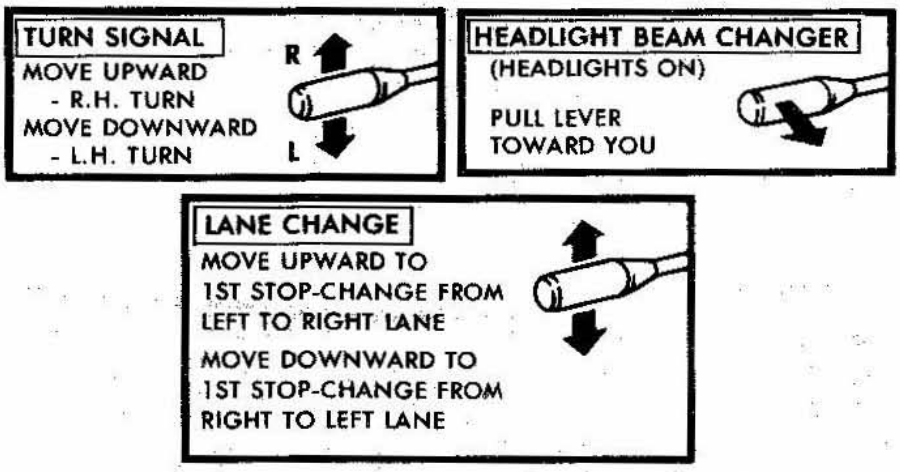
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- Firmly apply the parking brake. Do not use the transmission as a substitute for the parking brake.
- Move the automatic transmission shift lever to "P"(Park).
- Turn the key to "Lock."
- Remove the key (the buzzer is designed to remind you).
- Lock all doors.

TURN SIGNAL AND HEADLIGHT BEAM LEVER

The turn signal lever on the left side of the steering column also controls headlight low-beam and high-beam and the optional Cruise Control. (For Cruise Control operation, see page 2-12.)

- **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.



A green light on the instrument panel is 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.

- **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.

CORNERING LIGHTS

The front fender cornering lights operate in conjunction with the turn signals. When the turn signal is operating in either direction, and the headlights or parking lights are on, the corresponding cornering light emits a steady sideward beam to provide additional illumination.

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STARTING THE ENGINE

For vehicles sold in Canada which **do NOT have** the Computer Command Control system, please refer to the Owner's Manual Supplement supplied with your vehicle for engine starting procedures. (If a "Check Engine" light comes on during engine starting, your vehicle **does have** the Computer Command Control system.)

1. **Apply the parking brake.**
2. **Move the transmission 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 vehicle is moving, move the shift lever to "N.")
3. Start the engine as outlined below for different conditions. Be sure to follow the instructions which apply to your engine. (The Engine Code is the 8th digit on the VIN plate at the lower left side of your windshield. See "Specifications" Section 7 of this manual for more details.)

NOTICE: Do not crank the engine for more than about 15 seconds at a time. Wait 10 to 15 seconds before trying again. This will help prevent damage to the starter.

- **COLD ENGINE**
  - **All Engines** — 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 does not start or starts, but fails to run, repeat this procedure.

  When the engine is running smoothly (about 30 seconds), you can reduce the engine idle speed by pressing down on the accelerator pedal, then slowly releasing it.

NOTICE: If the engine runs 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 vehicle 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 vehicle and its contents.

- **Warm Engine**
  - **ALL** — 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 Vehicle 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.

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If Engine Fails To Start After Normal Starting Procedure:

1. If you tried the **cold** engine starting procedure and the engine did not start, then fully depress and release the accelerator pedal several times. Take your foot off the pedal and crank the engine by turning the key to "Start."
2. If you tried the **warm** engine starting procedure (or the cold engine procedure and Step 1 above), and 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.** (But, do not crank more than 15 seconds at a time or you could damage the starter.)

TRANSMISSION

DESCENDING A GRADE

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

Driving on Slippery Surfaces

Whether your vehicle has an optional limited-slip rear axle or a standard axle, use care when speeding up, or when shifting into a lower gear, or lower gear range, when either or both rear wheels are traveling over a slippery surface. Sudden acceleration or engine braking action (due to shifting to a lower gear) could cause one or both drive wheels to spin or skid and the rear of the vehicle to slide sideways on the crowned surface of a road or in a turn. Normal skid correction is called for at these times.

AUTOMATIC TRANSMISSIONS

Automatic transmissions replace the standard clutch and transmission. After starting the engine with the selector lever in "P" (Park) or "N" (Neutral) 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 transmission 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 transmissions are equipped with a starter safety switch designed to permit starting the engine only when the transmission selector is in the "P"(Park) or "N"(Neutral) position. For additional engine braking effect, as sometimes needed in mountainous driving, place the transmission in an intermediate or low range.

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	P – PARK	This position is used to lock the transmission 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 transmission will not lock into Low until car speed is under 40 mph (60 km/h).

Your automatic transmission may have either a clutch-type torque converter or an open-type torque converter. Both offer the quality performance associated with General Motors products.

If so equipped, the converter clutch is designed to engage when the vehicle reaches a steady speed of about 25 mph (40 km/h) or higher depending on the particular model. When engaged, the clutch provides a direct connection between the engine and the drive wheels. This direct connection allows for more efficient operation of the transmission and thereby helps contribute to improved fuel economy. With the clutch-type converter, you may notice some operational differences compared to other automatic transmissions equipped vehicles. When the clutch engages, for example, you may notice what feels like an extra transmission shift. Also, on occasion, you may feel certain incidental engine pulsations in the 30 to 50 mph (50 to 80 km/h) range. This feel is similar to that sometimes experienced in a manual transmission equipped vehicle. In addition, when the accelerator pedal is released abruptly, you may feel a slight impulse before the clutch disengages.

These conditions are normal. They have no adverse effect on your vehicle and do not indicate the need for repairs.

Notice

The following practices could result in automatic transmission failure:

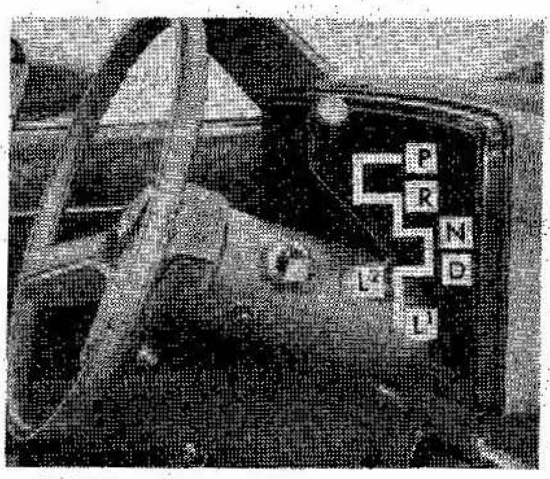
- Shifting between forward and reverse driving range while operating the engine at high speed or heavy throttle, such as when the driving wheels are on snow or ice--commonly called "rocking." (See the correct method for "rocking" vehicle under "Freeing Vehicle from Sand, Mud, Snow or Ice" in "In Case 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) or "P"(Park).
- Shifting to "P"(Park) while the vehicle wheels are still turning.

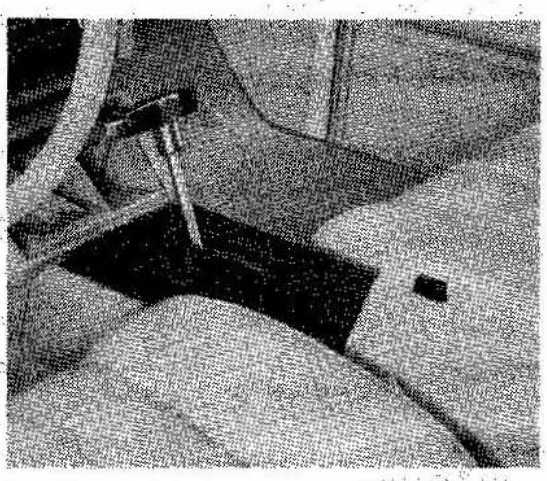
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- Operating the transmission at or near "stall condition" for more than 10 seconds at a time. ("Stall condition" is when the engine is running at high speed while the transmission is in a driving range and the drive wheels aren't moving, such as when stuck in deep sand or when the vehicle is against a fixed barrier.)
- Holding vehicle on an upgrade with the accelerator pedal. (Use the regular brakes to hold vehicle on an uphill grade.)

Column Shift Lever

The heavy line in the illustration indicates the movement of the shift lever as it is lifted to shift into Reverse or Low and into or out of Park position.





Floor Console Shift Lever

The floor shift lever may be moved freely between Neutral and Drive and between 1 and 2. Press lightly on the shift lever button (located on the side of the shift lever) as you shift into Reverse or from Drive into L_2. Depress the button fully when shifting into or out of the Park position. Exercise care when depressing button to prevent unintentional shifts to Park, L_2 or Reverse. It should be noted that the transmission responds to manual upshift only within the load and speed criteria that satisfy requirements for an automatic upshift.

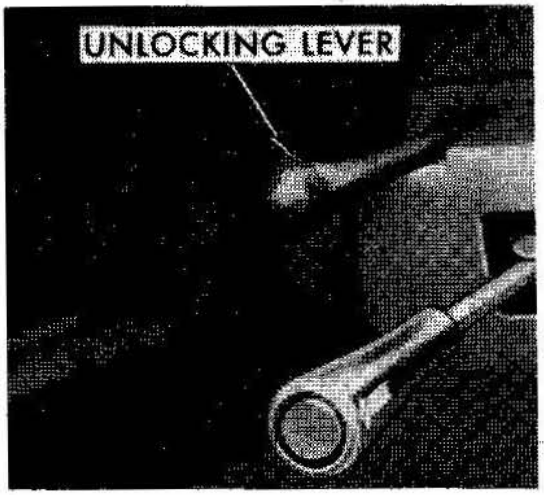
POWER STEERING

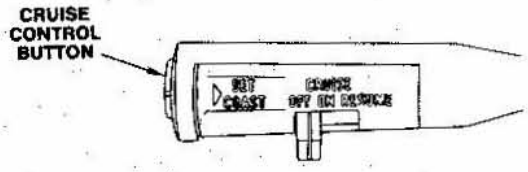
If the power steering assist system goes out because the engine has stalled or due to a failure, the vehicle can still be steered. However, much greater effort is needed, especially in sharp turns or at low speeds.

TILT STEERING WHEEL

The optional tilt steering wheel The tilt steering wheel (where equipped) 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 control lever is located on the left side of the steering column just behind the turn signal lever. 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.

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CRUISE CONTROL WITH RESUME FEATURE

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 Cruise Control, proceed as follows:

- **ON** — THE "Cruise" switch must be positioned to "ON" and the vehicle speed above about 30 mph (50 km/h) before the system can be engaged.
- **SET** — Depress "set" button **completely** when vehicle reaches desired speed, and release the button SLOWLY to engage system. Use of brakes is designed to disengage system, but pre-set speed will be retained in memory.

To RESET at a FASTER SPEED, accelerate your vehicle to the higher speed, depress the "set" button completely, and release SLOWLY to re-engage.

- **COAST**—To RESET at a SLOWER SPEED, depress the "set" button and hold it in while decelerating until desired speed is reached, then release SLOWLY to re-engage.
- **RESUME** — Slide "cruise" switch to "resume" and release. Vehicle will accelerate or coast to previously set cruise speed.
- **DISENGAGEMENT** — The system is disengaged by applying the brakes. Under normal operation, it is not necessary to use the "off" position. Sliding the "cruise" switch to "off" will erase the memory and disengage the system. Turning off the ignition does the same. System can also be disengaged by holding in the "set" button until the vehicle speed drops below about 30 mph (50 km/h).

To PASS at a FASTER SPEED, depress the accelerator pedal to manually override the Cruise Control. REMEMBER that the vehicle will return to the pre-set speed after passing is completed.

NOTICE: To help keep the vehicle under control, do not use the Cruise Control when it may not be advisable to keep the vehicle at a constant speed. It is PARTICULARLY NOT ADVISABLE TO USE THE CRUISE CONTROL AND ESPECIALLY ITS RESUME FEATURE ON SLIPPERY ROADS SUCH AS THOSE COVERED BY SNOW AND ICE. It is also not advisable to use the Cruise Control in conditions such as on winding roads, in heavy or varying traffic volume, or in traffic that varies in speed. It is also not advisable to use the Resume Feature when the previously set speed is faster than the existing traffic flow.

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After accelerating to the desired speed and engaging the Cruise Control, the vehicle will no longer slow down when you take your foot off the accelerator pedal. To slow the vehicle, disengage the Cruise Control by depressing the brake pedal.

When going up or down hills (particularly when towing a trailer), it is possible for the vehicle to lose or gain speed, even though the Cruise Control is engaged.

If this happens while going up hill, merely depress the accelerator pedal temporarily to maintain the speed desired. If going down a hill steep enough to cause the vehicle to gain speed, depress the brake pedal -- which will both disengage the Cruise Control and help slow the vehicle. In addition, when going down a steep or long grade, the transmission should be placed in a lower range or gear to help control vehicle speed -- see the related caution in the "Transmission" area.

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 braking 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.

CAUTION: Driving through water deep enough to wet brake components may cause the brakes to not 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.

Brake Warning Light

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

Power Brakes

- If 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.

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- 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 direction.

- See your dealer if pedal height does not return to normal, or if there is a rapid increase in pedal travel. This 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 you do not intend to brake, can cause overheated brakes. This can wear out the brake linings faster and damage the brakes themselves, as well as waste fuel.

HEADLIGHT BEAM CHANGER

The headlight beam changer that controls the headlight high/low beam is built into the turn signal lever. See "Turn Signal and Headlight Beam Lever" in 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 side of the instrument panel.
- To help remind you, the brake system warning light is designed to stay on if the parking brake control is not fully released and the ignition key is on.
- 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.

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DISC BRAKE WEAR INDICATORS

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

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

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.

Trip Odometer (optional)

The trip odometer may be reset to zero by turning stem to the right. This instrument may be used to more accurately record trip mileages or kilometers.

Fuel Gage

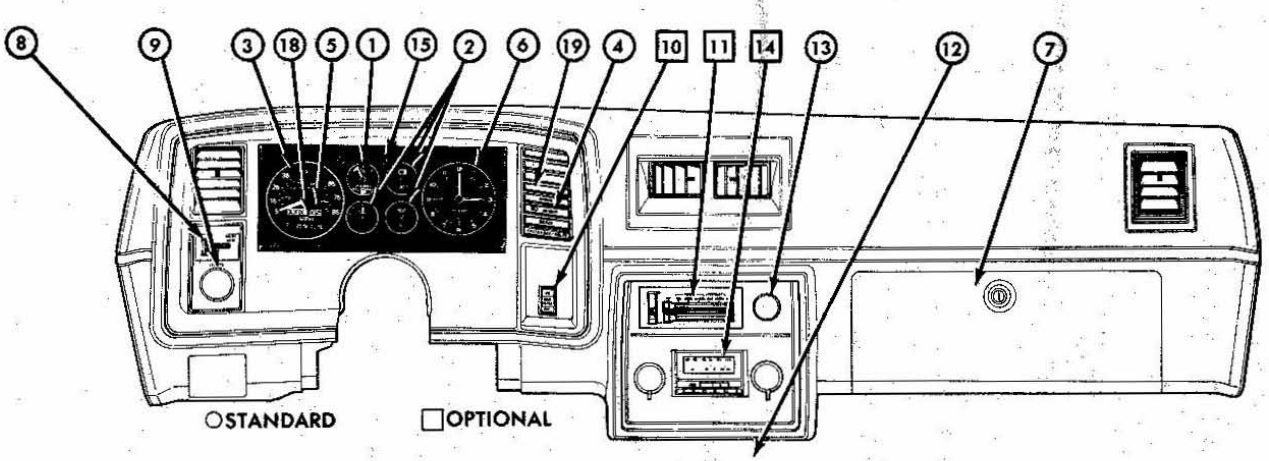
The fuel gage will register the APPROXIMATE fuel level in the tank, when the ignition is in the RUN position.

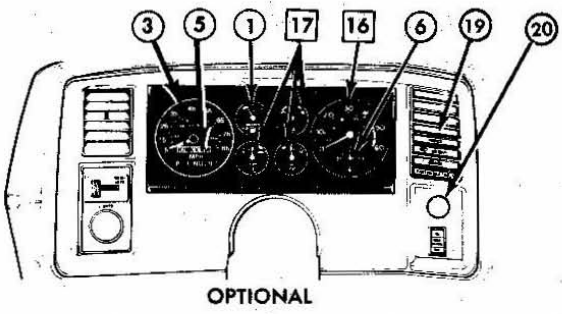
When the gage registers EMPTY, some fuel is still available as a reserve. When the gage registers FULL, some additional fuel can still be added to the tank. The following conditions may be considered normal:

- 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. Fuel Gage
2. Warning Lights
3. Speedometer
4. Hi-Beam Indicator
5. Odometer
6. Clock
7. Glove Box
8. Windshield Wiper Control
9. Light Switch
10. Rear Window Defogger Switch
11. Heater and Optional Air Conditioning Control
12. Ashtray
13. Cigarette Lighter
14. Radio and Controls
15. Turn Signal Indicator
16. Tachometer
17. Warning Gages
18. Shift Indicator
19. Check Engine
20. R.H. Outside Remote Mirror

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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 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 but this will not harm the system. However, if the light remains on during normal engine operation, **the engine should be stopped** until the cause of the trouble can be located and corrected. The source of the trouble could be any of the following.

- Loss of engine oil pressure.
- Blown "Choke Heater" or Gage fuse.
- Loss of electric choke heater voltage.

NOTICE: Continuing to run the engine with an illuminated oil/choke pressure light can cause serious damage to the engine or unusually high exhaust system temperatures which could result in serious damage to the vehicle.

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 **VOLT** is designed to come 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 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. Glance at the instrument cluster frequently as you drive, if this light is on see "Engine Cooling System" on page 3-3.

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 stay on when the parking brake is not fully released and the ignition key is on.

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- 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.
- 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 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 the nearest dealer for repair.

Continued driving without getting necessary repairs could be dangerous.

"CHECK ENGINE" LIGHT

All gasoline engine vehicles sold in the United States (and some vehicles sold in Canada) have the Computer Command Control system. (Canadian owners should also read the Note on the inside front cover of this manual.)

If your vehicle has the Computer Command Control 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 Computer Command Control system may be required. Although the vehicle may still be drivable, see your Chevrolet dealer as soon as possible for an inspection of the system. (Some vehicles sold in Canada, DO NOT HAVE the Computer Command Control system. If your vehicle does not have a "Check Engine" light, then it does not have the Computer Command Control system.)

Continued driving without having the Computer Command Control system serviced could cause damage to the emission control system. It could also affect fuel economy and drivability.

See also "Computer Command Control system" in "Service and Maintenance," Section 5 of this manual.

Tachometer

The optional tachometer indicates the speed of the engine in revolutions per minute. The indicated number, times 100, gives the engine speed. Operating the engine with the tachometer reading in the color-coded high-speed area could lead to serious engine damage.

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When the ignition key is turned to the OFF position, the pointer may not necessarily return to the 0 RPM position. For the tachometer to register 0 RPM the key must be in the RUN position and engine not running.

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 line at the "H" end of the band, see "Engine Cooling System" on page 3-3.

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.

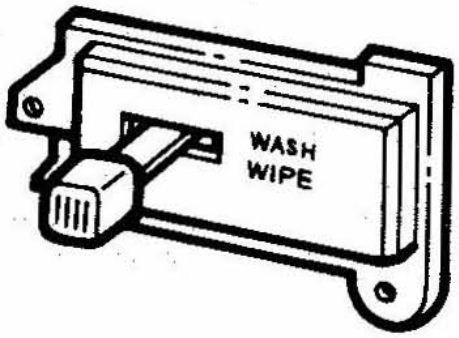
Oil Pressure Gage

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 205 to 275 kPa (30 to 40 psi) 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.

Windshield Wiper and Washer

The windshield wiping system operates at two speeds and is designed to wipe clear specific areas of the windshield under most inclement weather conditions. The windshield wipers work electrically and are not affected by engine operation.

Push the control lever to the right to start the electric windshield wiper. The two-speed electric wiper has both a "low" and a "high" speed position.



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Pressing the control will send water or other cleaning agent onto the windshield until control is released and will also cause the wiper lever to move thus starting the wiper motor. The wiper will continue to operate until manually turned off at the wiper control lever.

Fill the washer jar only 3/4 full during the winter to allow for expansion if the temperature should fall low enough to freeze the solution.

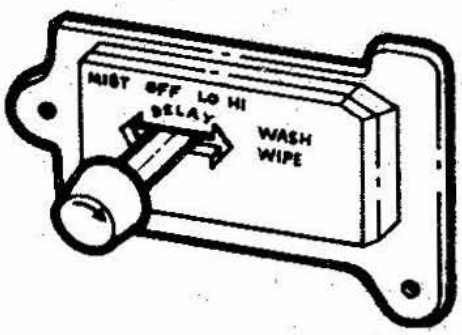
- Check the washer fluid level regularly. Do it often when the weather is bad.
- Use a fluid such as GM Optikleen to help prevent freezing damage, and for better cleaning. Be sure to put the fluid in the proper reservoir.
- Do not use radiator antifreeze in the windshield washer; it could cause paint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

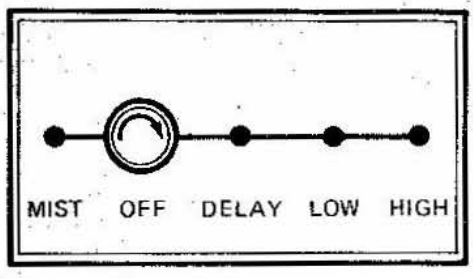
Delay Wiper System

If equipped with this optional feature the wipers may be operated in any one of four positions; DELAY, LO, HIGH or MIST. The Delay position provides intermittent wiper operation during periods of light rain, mist or fog when continuous wiping is unnecessary. The Mist feature provides momentary low speed wiper operation when needed.

The **Delay** feature is actuated by sliding the wiper control knob to the first position to the right of "OFF". The amount of delay between wipes is controlled by rotating the control knob.

- Maximum delay (slowest wiper speed) is obtained by rotating the control knob counterclockwise.
- The delay interval decreases (increased wiper speed) as the control knob is rotated clockwise. Full clockwise rotation will allow the wipers to operate as if in Low speed.
- The delay feature may be actuated and adjusted for delay cycling at any time. However, the delay feature will be canceled, if the control knob is placed in Low or High speed positions.





Low speed is obtained by sliding the control knob to the second position to the right.

High speed is obtained by sliding the control knob to the extreme right position.

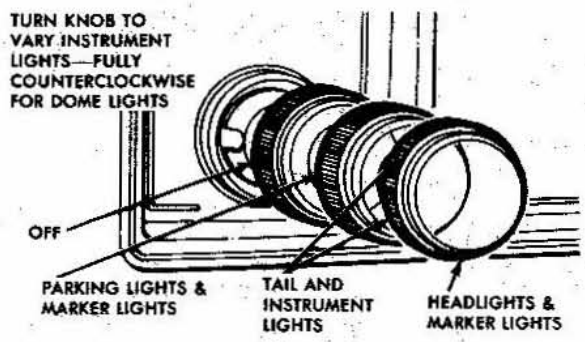
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The **Mist** feature, intended to remove incidental windshield spray such as from passing vehicles is activated by moving the control knob to the extreme left and holding it in this position. The wipers will continue to operate until the control knob is released and allowed to return to the OFF position.

The washer system is operated by depressing the control knob for one or two seconds in any position. In the OFF position the wipers will operate 3 to 5 times and then stop.

Light Switch

The three-position light switch controls the headlights, taillights, parking lights, sidemarker lights, instrument lights and dome lights as shown. Instrument light intensity can be varied by turning knob clockwise or counterclockwise. Full counterclockwise position turns on interior light. An optional headlamp warning chime sounds when the ignition key is placed in either the OFF, ACC or LOCK positions.



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

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."

Headlight High Beam Indicator Light

The headlights of your vehicle have high and low beams to provide you with proper nighttime visibility for most driving conditions. The "low" beams are used during most city driving. The "high" beams are especially useful when driving on dark roads since they provide long range illumination. The headlight beam indicator light (located on the speedometer face) will be ON whenever the high beams or "brights" are in use. The turn signal lever controls the headlight beams and is described in "Steering Column Controls."

Headlamp "ON" Warning Chime

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

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

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

Electric Clock

Reset the clock by pulling out the knob and turning the hands clockwise if slow, counterclockwise if fast. This is designed to, 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 cigarette lighter is located to the right of the heater control. To operate, push it in. When it becomes heated, it automatically pops out ready for use.

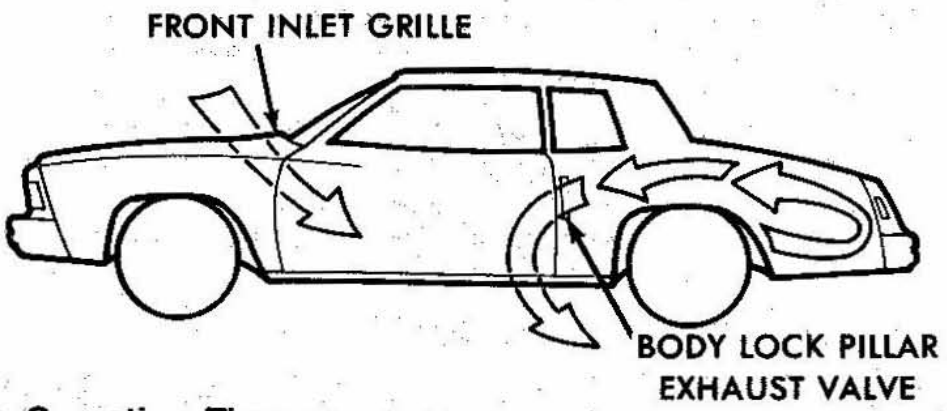
Electric Trunk Release

An electric trunk release is available which permits opening the trunk from inside the car. With the ignition key on, push the release button located in the glove box.

Always lock the glove compartment when leaving the car unattended to prevent unauthorized entry into the trunk.

VENTILATION SYSTEM

Your vehicle (air conditioned or non-air conditioned) is equipped with a flow-through ventilation system which brings outside air into the vehicle through the air inlet and exhausts it through the valves in the rear body lock pillars. (See illustration).



Basic Operating Tips:

- Always keep the front inlet grilles clear of obstructions (leaves, ice, snow, etc.).

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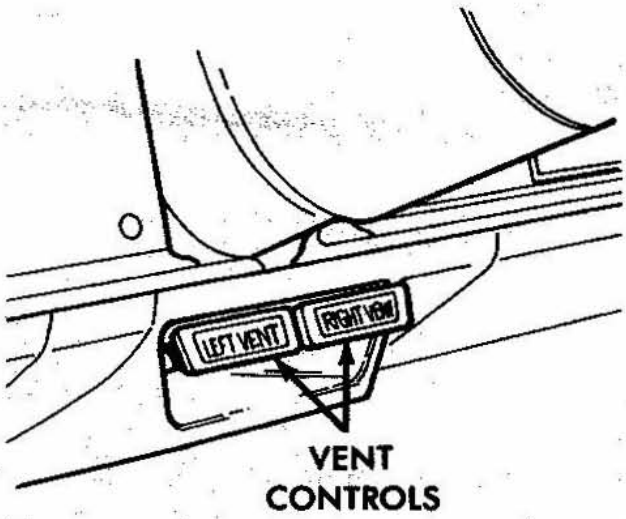
- Always keep the area under the front seat clear for maximum rear seat airflow.
- For optimum driving comfort in heating or air conditioning modes keep windows closed.

- Clear snow and ice from the hood and air inlet in front of the windshield. This improves heater and defroster performance and lowers the chance of fogging on the inside of the windshield.
- During winter operation 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.

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.)

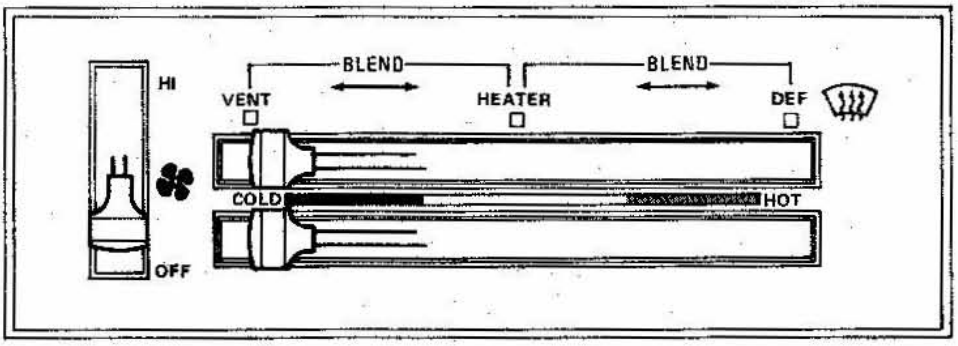
Lower Air Vents (Non Air Conditioned Vehicle)

Two control handles located beneath the steering column open (pull) and close (full in) the lower "ram" air vents. The amount of air discharged at these lower outlets increases with vehicle speed. Maximum airflow can be obtained by opening any of the side door windows slightly. If so equipped, the rear quarter swing-out windows will optimize lower vent performance and provide maximum airflow without opening a side door glass. In this condition, mimimum air buffeting and road noise is incurred.



VENT CONTROLS

HEATER SYSTEM (NON AIR CONDITIONED VEHICLE)



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Fan Lever

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

Temperature Control Lever

The temperature control lever regulates the temperature of the air entering the passenger compartment in all Air Selector Lever positions. Full down position (HOT) provides maximum heat (ambient air temperature) air.

AIR Selector Lever

- VENT--In this position, minimum heat **power** ventilation air is discharged from the upper air outlets. Air quantity is controlled by the FAN LEVER.
- BLEND--The AIR SELECTOR LEVER may be adjusted between VENT and HTR (heater) to obtain a variable distribution of air between the upper air outlets and the floor air outlet.
- HTR (Heater)--In this position, most of the air is delivered to the floor air outlet with a small amount delivered to the windshield (defroster outlets). The air temperature is controlled by the TEMPERATURE LEVER while the air quantity is controlled by the FAN LEVER. This position is used for most winter driving.
- BLEND--(The AIR SELECTOR LEVER may be adjusted between HTR (Heater) and DEF (Defrost) positions to obtain a variable distribution of air between the floor air outlet and the windshield air outlets.
- DEF (Defrost)--In this position, most of the air is delivered to the windshield (defroster outlets) with a small amount to the floor air outlet.

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.

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.

AIR CONDITIONING SYSTEM

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

During some air conditioning operating 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.

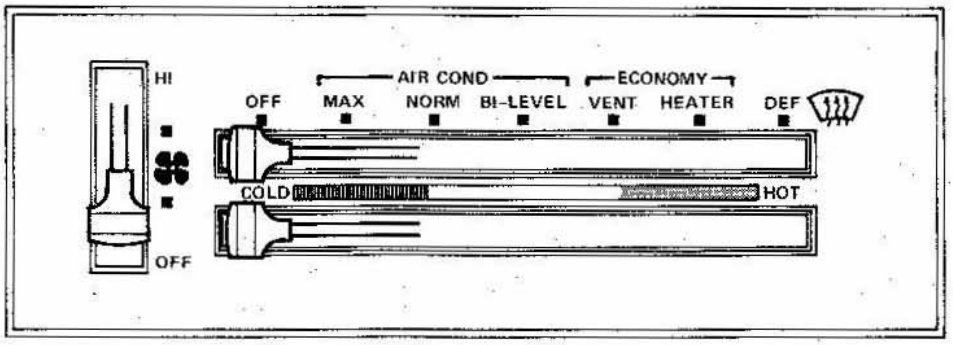
Fan Lever

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.

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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 floor air 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.
- 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.
- BILEVEL (AIR COND)--Outside air is conditioned and directed out the upper outlets PLUS the floor air outlet. A small amount of air also flows from the windshield defroster outlets. This position provided 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 conditioned air is not required. The air conditioning compressor is turned off.
- HEATER (ECONOMY)--Outside air is delivered from the floor air outlets with a small amount from the windshield defroster outlets. This position is used for most winter driving. The air conditioning compressor is turned off.
- DEF--Outside air is conditioned and delivered from the windshield defroster outlets with a small amount delivered from the floor air outlet. This position is recommended for conditions of severe fogging and icing only.

Air Outlets

The instrument panel air outlets may be rotated or vanes turned to direct air flow in direction desired.

For additional air flow a lap cooler is provided under the steering column. This outlet has vertical vanes and can be rotated up or down as desired. Under this lap cooler is an outlet with a control that can be moved to the left or right for opening and closing, controlling the amount of air to the floor from the bottom of the outlet.

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 off.

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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.

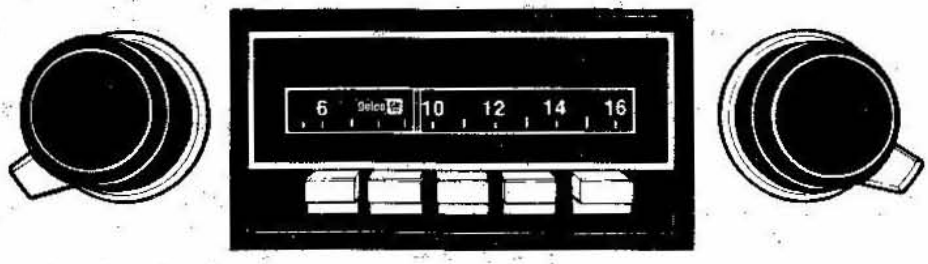
Clear snow and ice from the rear window to improve the efficiency of the rear window defogger.

RADIOS AND TAPE PLAYERS

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

GENERAL INFORMATION

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



- **Left 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.
- **Right 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 five buttons.

On Delco AM-FM radios, you may choose an AM station and an FM station for each push button, for a total of ten selections. Do this by sliding the selector bar to the right and setting each button for AM stations. Then, slide the bar to the left and do the same for FM stations.

NOTICE: Do not slide the selector bar if any push button is pulled out or you could damage the radio.

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.

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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.

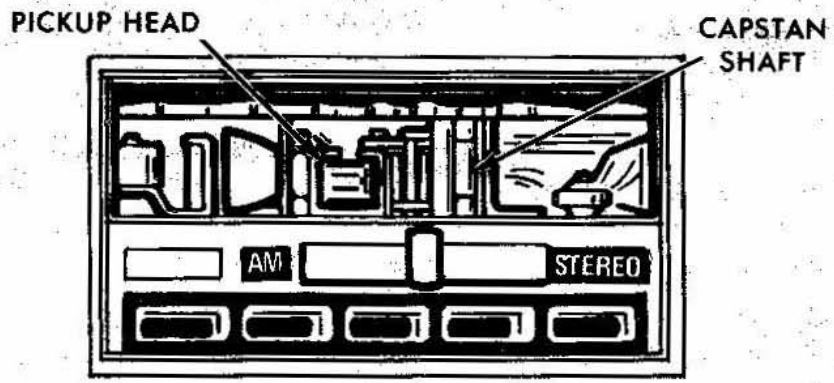
Stereo Sound - All Delco Sound Systems with an FM stereo radio will switch to stereo operation whenever an FM stereo broadcast is being received and an indicator will light. "Stereo" operation means the radio is separating a stereo broadcast back into the original two channels, called "left" and "right."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

Tape and Tape Player Care

On Delco Sound Systems with 8-Track or cassette tape units, take out the tape cartridge (or cassette) when not in use to prevent possible damage to the tape player and to the cartridge (or cassette).

Store cartridges and cassettes away from extreme heat or direct sunlight. Protect the open ends from dirt or damage. We suggest you store them in their original cases or in any other protective cases. Eight-Track cartridges and cassettes eventually wear out and replacement may be necessary if they become noisy.

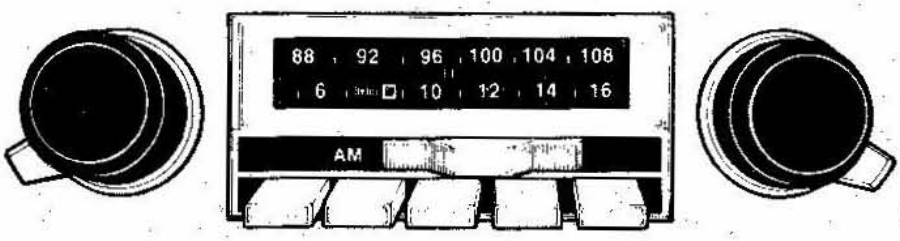
Clean the pickup head, tape guide and capstan (revolving metal post) after every 100 hours of operation. Use a cotton-tipped swab dipped in rubbing alcohol. Access is through the tape door. (See illustration.)



AM Monaural Radio

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

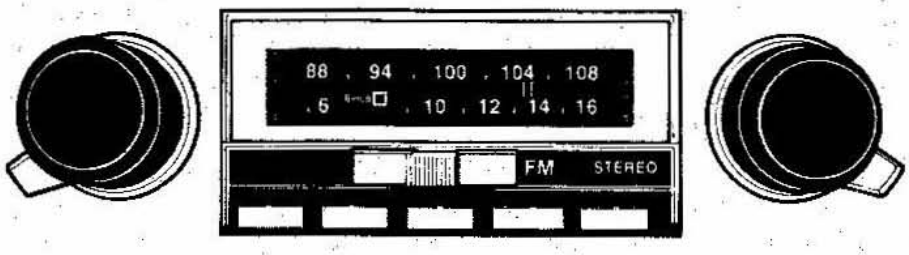
AM-FM Monaural Radio



This radio receives FM as well as standard AM broadcasts. Choose the desired band by sliding the selector bar to the right for AM, or to the left for FM.

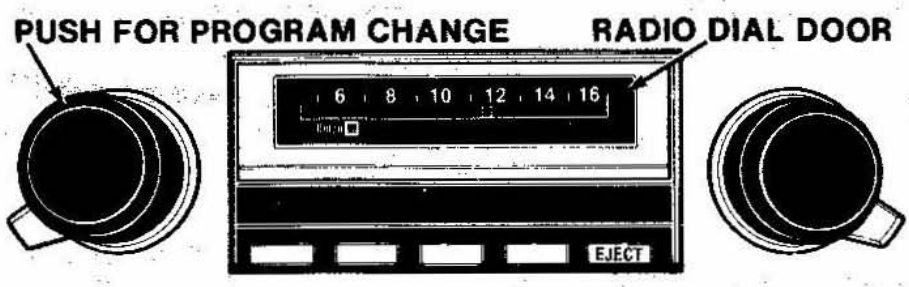
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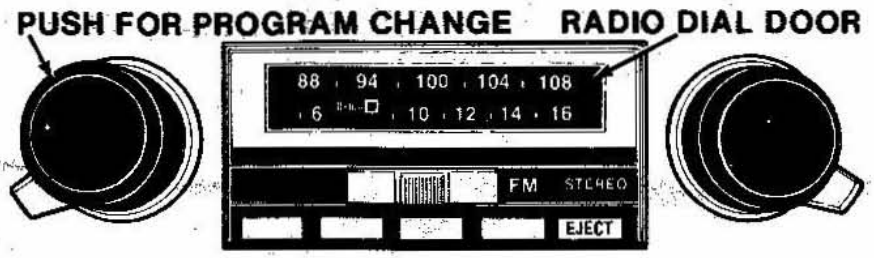
AM-FM Stereo Radio



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

AM or AM-FM Stereo with Stereo 8-Track Tape

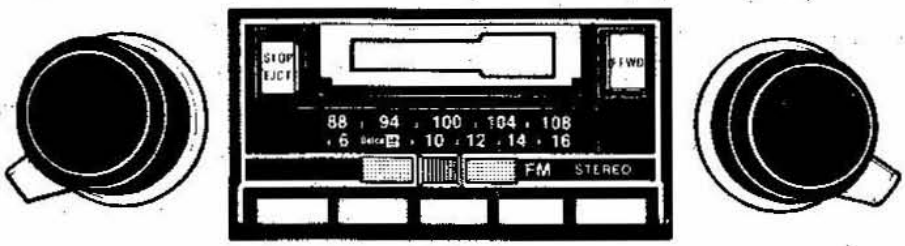




This system provides the convenience of an AM or AM-FM stereo radio combined with a stereo tape player in the same unit. To play a tape:

1. Turn the radio on.
2. Insert the cartridge through the radio dial door, label side up and open end first. This automatically switches the unit from radio to tape operation.
3. After the cartridge is firmly seated, adjust the volume and fader controls to your preference.
4. Each of the four programs will play in succession automatically, or you can change programs manually by pushing in the left knob. Each time the knob is pushed and released the unit will step to the next program. To remove the tape cartridge, press the push button labeled "Eject." The unit will return to radio operation.

AM-FM Stereo with Stereo Cassette Tape



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This radio combines the features of an AM-FM stereo radio with a stereo cassette tape player. To play a cassette tape:

1. Turn the radio on. (On very cold days, allow a few minutes for warm-up.)
2. Insert the cassette squarely through the door above the radio dial, as shown on the door. This automatically switches the unit from radio to tape operation. If the sound is garbled (or there is no sound), eject the tape and reinsert it squarely.
3. After the cassette has snapped into position, adjust the volume and fader controls to your preference.
4. To quickly advance to the next selection, lift the combination Fast Forward/Fast Reverse (FF/FR) button (to the left of the tape door) until it locks. To release the fast forward lock, return the FF/FR button to its center position. To listen to an earlier selection, push down the FF/FR button. To release fast reverse, move the button to its center position. The sound will be muted during fast forward or fast reverse operation.

The tape player will automatically shut off at the end of the tape, but the radio will not resume playing until you eject the cassette.

1. To remove the cassette, fully press in the "Eject" button.
2. To change to the second program: eject the cassette, turn it over (end-for-end) and reinsert it, again according to the outline on the door.

Remove the cassette when not in use. Cassettes which are 30 or 60 minutes long will give the best results.

See also "Tape and Tape Player Care" for maintenance information.

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 is designed to go down.

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OTHER CONTROLS AND FEATURES

LIMITED-SLIP REAR AXLE

On vehicles that have it, the optional limited-slip rear axle can give added traction on snow, ice, mud, sand, gravel, etc. Normally, the limited-slip axle unit works like a standard axle. However, when either drive wheel meets a slippery enough surface, and the opposite wheel is on a surface with greater traction, the limited-slip unit can continue to give driving force to the wheel having the greater traction, instead of merely spinning the wheel that has the least traction.

Whether your vehicle has an optional limited-slip rear axle or a standard axle, take care when speeding up or when shifting into a lower gear or lower gear range, when either or both rear wheels are traveling over a slippery surface. Sudden acceleration or engine braking action (due to shifting to a lower gear) could cause one or both drive wheels to spin or skid and the rear of the vehicle to slide sideways on the crowned surface of a road or in a turn. Normal skid correction and cautious driving are called for at these times.

COURTESY LIGHT DELAY SYSTEM

If your vehicle is equipped with this optional feature, whenever the door is opened, then closed, on entry or exit, the dome and courtesy lights stay on for thirty seconds for convenience of driver and passengers. This presumes the ignition is in the off position. When the ignition key is turned **on**, the lights will go off. When the ignition key is turned to **off**, the dome and courtesy lights go on for a period of fifteen seconds.

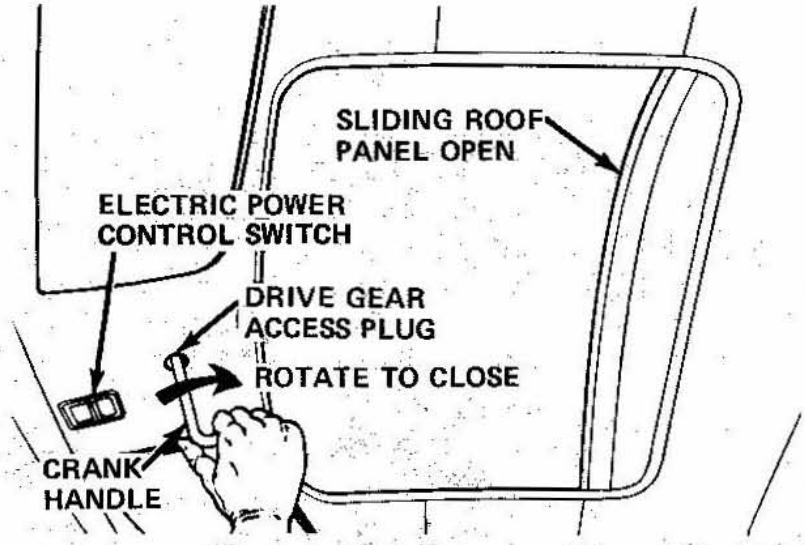
SUNROOF

The optional Sunroof is a sliding metal panel, electrically operated, controlled by a switch on the front center area of the roof. The ignition must be in "Run" to move the panel.

To open, press the control switch rearward. To close, press it forward. The Sunroof can be left partly open by releasing the control switch while you are opening or closing the panel.

The Sunroof can be closed manually if your car has an electrical power failure. To do this, remove the small round plug in the roof (near the control switch) by pulling the plug downward with your fingers. Then insert the hex end of the crank handle (supplied in your glove box) into the drive gear and turn it clockwise to close the roof panel, and counterclockwise to open it. Remove the crank handle and replace the plug. (See illustration.)

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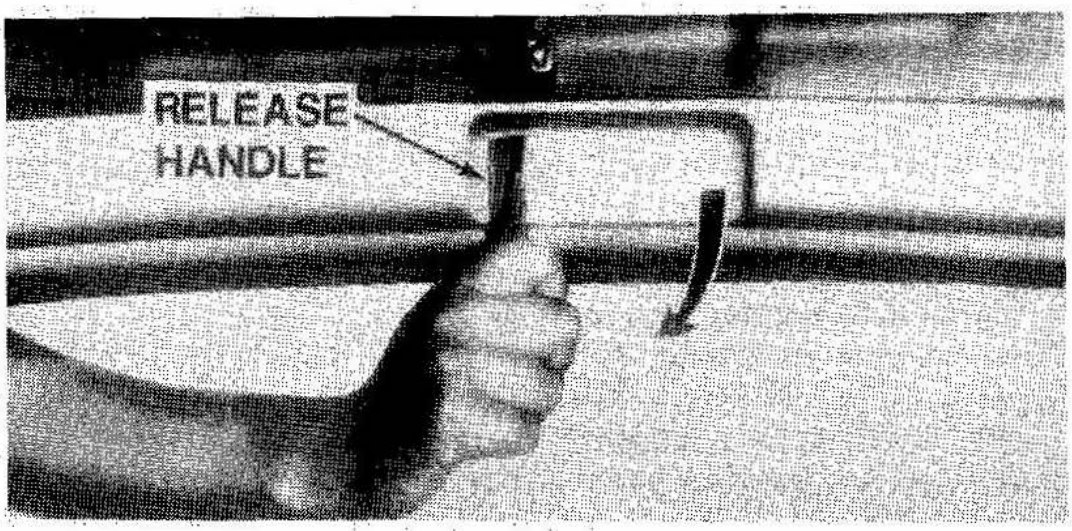
REMOVABLE GLASS ROOF PANELS

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

- **Do not unlock the roof panel latches or try to remove the panels while the car is moving. Otherwise, the panels may become a hazard by falling into the car or flying off.**
- **After removing the roof panels, place them in the protective bag provided and stow them in the trunk. This will help keep the panels from being thrown about and injuring people in the car in an accident, and will help protect the panels.**
- **After putting roof panels back in place, always check that they have been firmly latched by pushing up on the underside of each panel.**

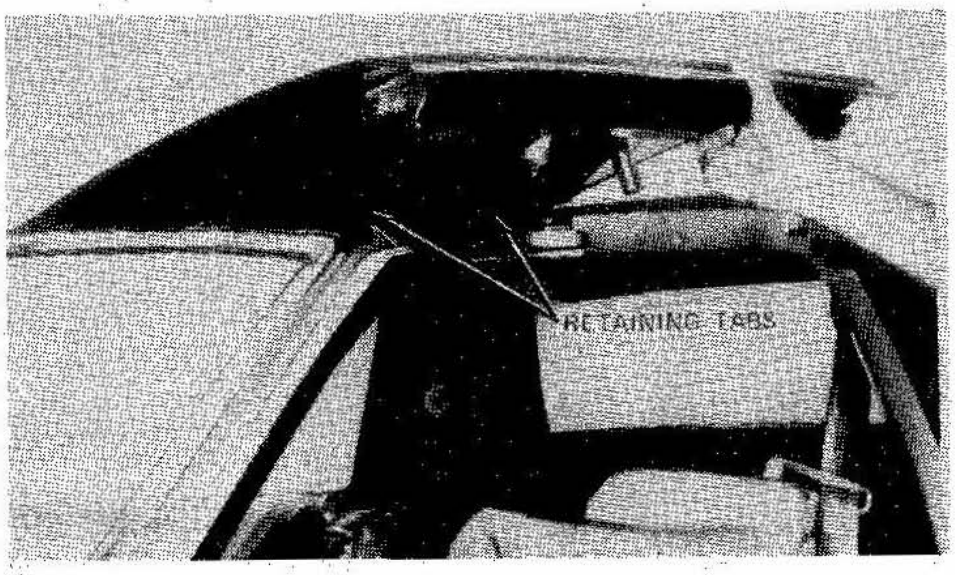
The optional glass panels can be removed and stored in their protective storage bags (in the trunk) as follows:

1. Unlatch the glass panel by pulling down the release handle at the outer edge of the panel.



2. Raise the outer edge of the glass slightly and pull toward you to release it from the center molding.
3. Store each glass panel in its separate storage bag.
4. To install the panels, reverse this procedure.

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OPERATION OF THE TURBOCHARGED 3.8L V-6 (CODE 3) ENGINE

Turbocharging Gives You Extra Power...

A turbocharger is a device that supplies a conventional internal combustion engine with extra power on demand. Basically, it's a pump powered by exhaust gases.

What turbocharging does is to recover some of that exhaust gas energy to increase engine power output. The turbocharger consists of an exhaust-gas-driven turbine which is coupled to a compressor in the intake system. As engine speed and load increase, exhaust gases spin the turbine, which in turn drives the compressor and forces a denser air/fuel mixture charge into the combustion chambers. This denser charge, when ignited in the conventional manner, delivers more power per stroke of the piston than the non-turbocharged engine.

Since the turbocharger is powered by exhaust gases that normally go out the tailpipe, in effect it recycles energy that would otherwise be wasted.

When we say it works "on demand," we mean exactly that. When the turbocharged V-6 is driven under normal conditions, a normal air/fuel mixture reaches the cylinders. But, in a situation requiring extra power in passing, for instance - pressing down on the accelerator speeds up the turbo, and the 3.8 liter V-6 engine increases its power output. When you lift your foot, the turbocharger slows down again.

Turbocharging has long been recognized as an answer to high-altitude operation. A non-turbocharged engine can lose as much as 25% of its power at 8,000 feet. Turbocharging compensates for altitude changes, letting the engine breathe "sea level" air at high, "thin air," altitudes. It restores otherwise lost power, reduces gearshifting and the need for heavy pressure on the accelerator.

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Chevrolet's turbocharger includes a "Turbo Control Center," which is an electronic, closed- loop, high energy spark control system that permits the use of today's compression ratios with unleaded fuels. It works to control spark and provide good driveability. It automatically compensates for fuel octane, atmospheric conditions, load, and other driving conditions, by continually monitoring engine detonation and adjusting the spark.

Are There Any Tricks To Driving A Turbocharged V-6?

No, not at all. Starting procedures are as covered on Page 2-8.

As with any normal engine, the turbocharged engine should not be run at excessive RPM immediately upon starting or shut down abruptly after running at high speeds.

Trailer Towing: It should be noted that the Turbo V-6 engine uses advanced electronic technology to provide a combination of performance and fuel economy under most operating conditions, including driving in high-altitude areas. Like most V-6 engines, it is suitable for pulling light-duty trailers up to 450 kilograms (1,000 pounds) gross weight. However, the system was not engineered for the rigors of towing heavy trailers. (See Trailer Towing Guide for specific recommendations).

Don't Attempt Do-It-Yourself Fixes: The turbocharger has but a handful of parts, but since it is precision-manufactured with some tolerances as fine as 1/1,000,000 of an inch, maintenance and repairs should be done by an authorized Chevrolet dealer or other qualified service outlet which regularly does such service.

Catch Trouble Before It Becomes Major: The turbocharger is an integral part of your engine and not an add-on device. If you spot an oil leak or hear an unusual sound coming from the turbocharger, take it in for service immediately. The trouble may be simple to correct, but if allowed to continue, may necessitate a more costly repair.

Normal Scheduled Maintenance - with Two Exceptions: The recommended maintenance for the turbocharged V-6 engine is shown in the General Motors Maintenance Schedule found in the glove compartment of your Chevrolet. The turbocharged engine requires basically the same maintenance as a regular V-6 with two exceptions:

Engine Oil Change - every 3,000 miles.

Oil Filter Change - every 3,000 miles.

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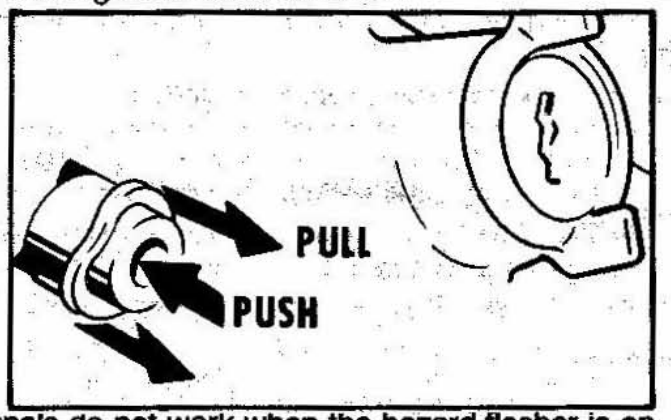
SECTION 3

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 hazard 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 the button (inside the collar) located on the column just behind the steering wheel. The flasher will work with the ignition 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.

Before attempting to start the vehicle with the jump starting procedure which follows, check the condition of the vehicle battery cables to battery connections to assure that they are free of corrosion and tight. If they are not, correct the condition, turn off the radio and other unneeded electrically operated devices and attempt to start the engine. If your vehicle has a discharged battery, it can be started by using energy from another battery--a procedure called "jump starting."

NOTICE: If you have your vehicle jump started by a service station or wrecker, be sure the equipment used is 12-volt and has a negative ground. DO NOT ALLOW THE USE OF 24-VOLT CHARGING EQUIPMENT. Using such equipment can cause serious damage to the electrical system or electronic parts in your vehicle.

Jump Starting

CAUTION: Batteries produce explosive gases, corrosive acid and levels of electrical current high enough to cause burns. To lessen the chance of personal injury or property damage, the instructions below must be followed exactly.

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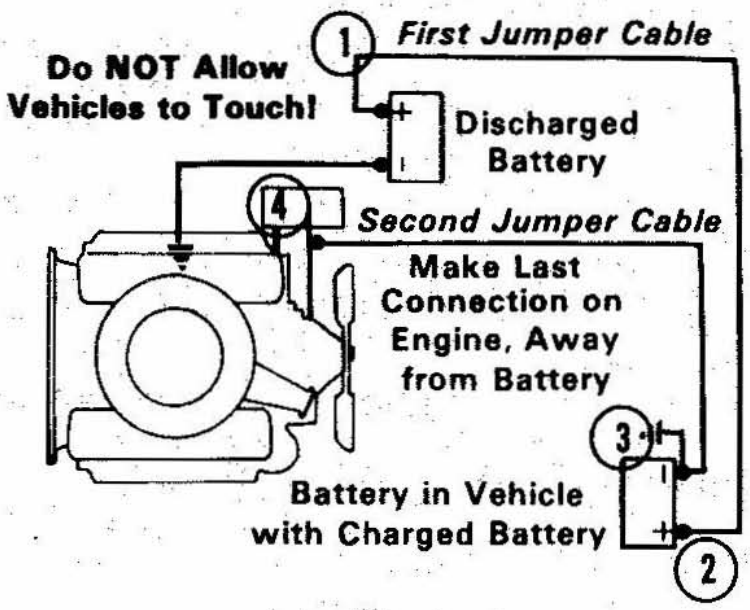
- **Always wear eye protection or shield your eyes when working near any battery. Do not lean over a battery. Remove all metal jewelry.**
- **Never expose a battery to open flames or electric sparks. Also, do not smoke near a battery.**
- **Do not allow battery acid to contact eyes, skin, fabrics or painted surfaces. FLUSH ANY CONTACTED AREA WITH WATER IMMEDIATELY AND THOROUGHLY. GET MEDICAL HELP IF EYES ARE AFFECTED.**
- **Be sure the jumper cables or clamps to be used for jump starting do not have loose or missing insulation. Do not proceed if suitable cables are not available.**
- **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 it is the negative (black "—") terminal which is grounded (attached to the engine block). Its owner's manual may give you that information. DO NOT TRY TO JUMP START IF YOU ARE UNSURE OF THE OTHER VEHICLE'S VOLTAGE OR GROUND (OR IF THE OTHER VEHICLE'S VOLTAGE AND/OR GROUND ARE DIFFERENT FROM YOUR VEHICLE).**
- **If either battery has filler caps, check the fluid level. (Do not check with an open flame.) If low, fill to the proper level with clear drinking water. Replace all caps before jump starting.**
- **Do not allow metal tools to contact both the positive (red "+") battery terminal (or any metal connected to this terminal) and any other metal on either vehicle at the same time. Make certain when attaching the jumper cable clamps to the positive terminals of the batteries that neither clamp contacts any other metal.**
- **Always make the final connection to ground (a solid, stationary, metallic object) on the engine at least 450 millimeters (18 inches) from the battery.**

Procedure

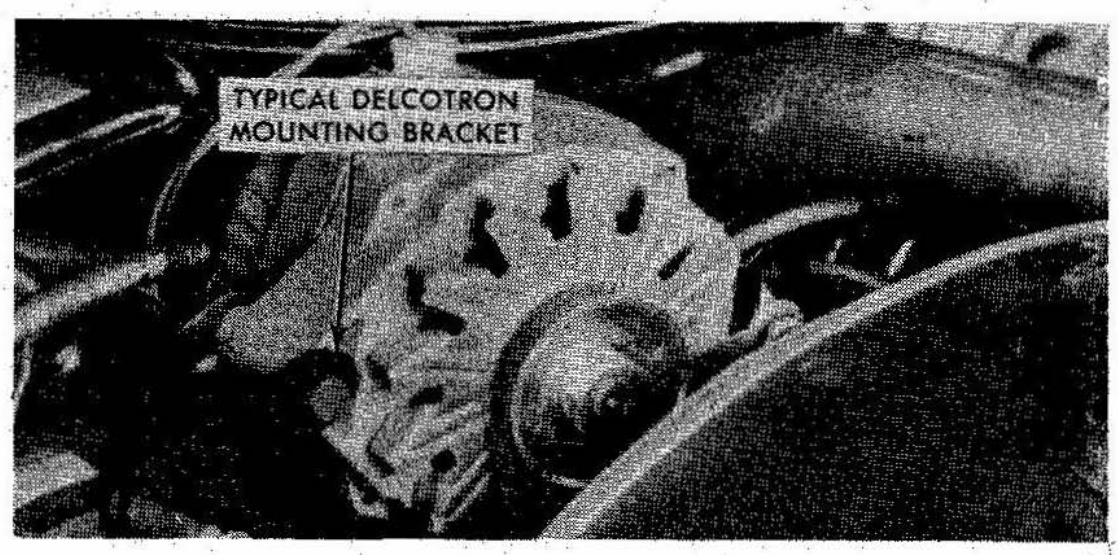
1. Position the vehicle with the good (charged) battery so that the jumper cables will reach. Do not let the vehicles touch.
2. Turn off all electric motors, lights and accessories in both vehicles, except the hazard flasher or any lights needed for the work area. Turn off the ignition, apply the parking brake firmly, and shift the automatic transmission to "P"(Park) in both vehicles.
3. **Jumper Cable Connection Instructions (See illustration).**
   - Connect the first jumper cable to the positive "+" (red) terminal on one battery, and then 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 ground at least 450 millimeters (18 inches) from the discharged battery, to a solid, stationery, metallic object on the engine. Do not route the cable, or attach the clamp on or near pulleys, fans, or other parts that will move when the engine is started. Be careful to not touch hot engine parts as they can cause burns. The MOUNTING BRACKETS for the Delcotron (generator), or the air conditioner compressor, generally make a good point for this final ground attachment, if hot or moving parts can be avoided.

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Make Connections in Numerical Order



4. Start the engine of the vehicle with the good (charged) battery and run the engine at a moderate speed.
5. Start the engine of the vehicle that has the discharged battery.
6. Remove the jumper cables by reversing the above sequence exactly. Begin by removing the jumper cable clamp from the vehicle with the discharged battery. While removing each clamp, take care that it does not touch any other metal while the other end remains attached.



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.

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If the "TEMP" light comes on (or, if you have a coolant temperature gage, the gage needle goes into the warning zone) and your air conditioner is on, turn it off. If the "TEMP" light (or gage) comes on while you are stopped in traffic, shift the transmission 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:

- Pull over to a safe place and stop the vehicle. Set the parking brake and shift to "P" (Park) or, with a manual transmission, shift to Neutral first, then set the parking brake.
- DON'T TURN OFF THE ENGINE. INCREASE THE ENGINE SPEED until it sounds like it's going about twice as fast as normal idle speed. Bring the idle speed back to normal after 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.

- 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 Cold" 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 being burned:

- **do not remove the coolant recovery tank cap if 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 released under pressure if either cap is taken off too soon.

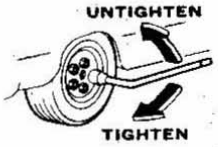
- If coolant level is low:
    - look for leaks at the radiator hoses and connections, heater hoses and connections, radiator, and water pump. See that the fan belts are not broken or off the pulleys and that the fan turns when the engine is started.
- Add coolant to the recovery tank.

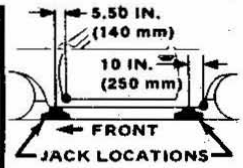
If the coolant level in the recovery tank is at the correct level and the "TEMP" light (gage) still comes on, air may be trapped in the cooling system. This may stop coolant from returning to the radiator. In this case, you may have to add coolant directly to the radiator. See "Coolant Replacement" under engine cooling system 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.

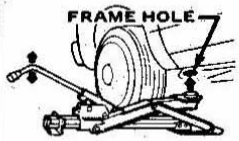
After the "TEMP" light is out (or the gage needle is out of the warning zone), resume driving at a reduced speed. Return to normal driving after about ten minutes if the light does not come back on (or the gage needle does not go back into the warning zone).

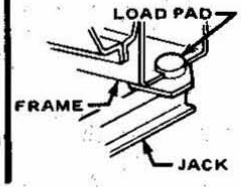
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JACKING INSTRUCTIONS





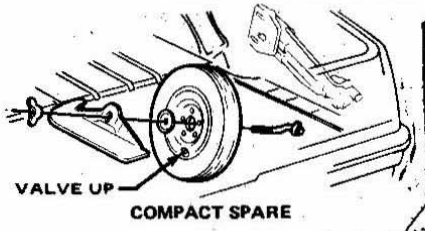


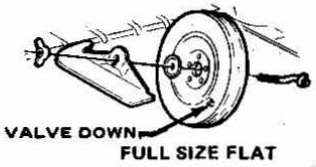


1. PARK ON A LEVEL SURFACE AND SET PARKING BRAKE FIRMLY.
2. SET AUTOMATIC TRANSMISSION IN "PARK" (MANUAL TRANSMISSION IN REVERSE).
3. TURN ON THE HAZARD WARNING FLASHER.
4. REMOVE JACKING TOOLS AND SPARE TIRE FROM STOWAGE AREA.
5. BLOCK FRONT AND REAR OF WHEEL DIAGONALLY OPPOSITE WHEEL BEING REMOVED 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. PLACE LEVER IN "UP" POSITION AND PLACE JACK UNDER FRAME HOLE NEAREST WHEEL BEING REMOVED.
8. RAISE JACK UNTIL LOAD PAD FITS INTO FRAME HOLE.
9. OPERATE JACK WITH SLOW, SMOOTH MOTION, USING HAND OR FOOT TO PUMP HANDLE.
10. RAISE VEHICLE SO INFLATED SPARE TIRE WILL JUST CLEAR SURFACE.
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.
14. JACK RATCHET MECHANISM SHOULD BE OILED AFTER EACH USE.

NOTICE: DO NOT TAKE YOUR VEHICLE THROUGH AN AUTOMATIC CAR WASH WITH COMPACT SPARE INSTALLED. THE VEHICLE MAY GET CAUGHT WHICH COULD RESULT IN PROPERTY DAMAGE.

STOWAGE INSTRUCTIONS

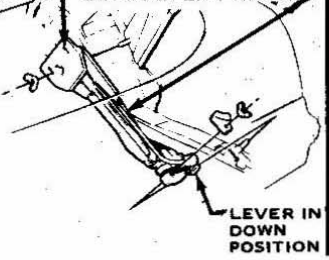




AERO BACK COUPE MODELS

Install Jack using Upper Hole Location.

PLACE CHISEL END OF TIRE WRENCH BETWEEN LIFT ARMS.

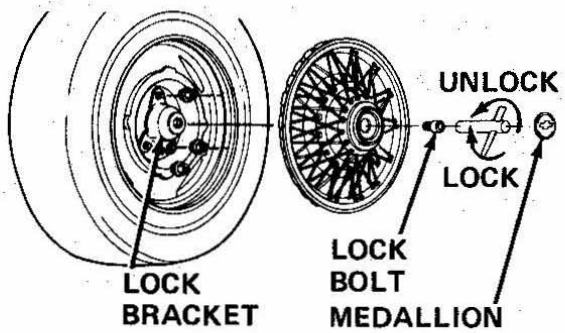


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INSTRUCTION
WIRE WHEEL COVER REMOVAL



VIEW A



VIEW B

WIRE WHEEL COVER WITH SPECIAL LOCK KIT

REMOVAL

1. To gain access to the wheel cover lock bolt, remove the medallion from the center of the wheel cover by prying out from retainer using blade end of special wrench that is stowed in the glove box. (See View A)
2. Using the socket end of the special wrench, remove lock bolt. (See View B)
3. The wheel cover can now be removed and reinstalled as necessary.

INSTALLATION

1. After the cover is in place, install the lock bolt and tighten securely.
2. Align clips on the back of the medallion with slots in the cover and snap into place.

NOTE: If the special wrench is ever lost or misplaced, a duplicate can be obtained by mailing the registration card (located in the glove box) to the address shown on the card. Remember the lock bolt can only be removed with the special wrench and the wheel cover cannot be taken off without first removing the lock bolt.

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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 stated in Section B of the Maintenance Schedule folder — have a technician 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 personal injury, damage and/or loss of control. (Also see the "Replacement Fasteners" Caution in "Service and Maintenance," Section 5 of this manual regarding the danger of mixing metric and customary fasteners. And, see the "Replacement Fasteners" Caution under "Tires" in the same section regarding the importance of obtaining good metal-to-metal contact.)

Stowage of Tire and Jack

CAUTION: Always securely restow the spare tire assembly (or flat tire), all jacking equipment, any tire inflator, and any covers or doors, using the means provided. This will help keep such things from being thrown about and injuring people in the vehicle during a sudden maneuver or an accident.

Before stowing the tire, be sure to clean the tire well of anything that would keep the tire from resting on the bottom of the well. To stow the jack, place its lever in the "UP" position and move the handle back and forth until the column is secure in the receiver (see illustration). If these steps are not taken, the tire or jack may push against the trunk lid so that the trunk lid cannot seal tightly. This may allow carbon monoxide from the exhaust system to get inside the car through the trunk. (See "Engine Exhaust Gas Caution (Carbon Monoxide)" at the beginning of "Starting and Operating," Section 2 of this manual.)

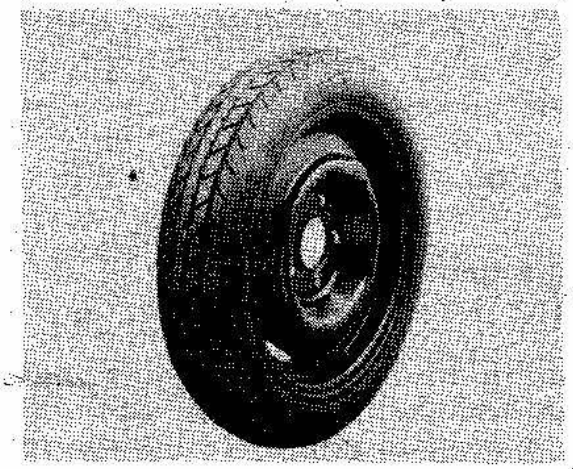
Extended Vehicle Storage

If you plan to store your vehicle over an extended period of time, certain steps should be taken to give it maximum protection. It is recommended that you write the Chevrolet Motor Division, General Motors Corporation, Consumer Relations Dept., Warren, Michigan 48090, for detailed instructions on how to prepare your vehicle for storage.

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Compact Spare

The compact spare tire 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 the tire inflation pressure as soon as practical after installing the spare (we suggest you use a pocket-type high-pressure inflation gage) 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 catch on the equipment, possibly resulting in property damage.

- You can expect tread life up to 3,000 miles (4 800 kilometers), 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.
- 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.

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Towing

Proper equipment must be used to prevent damage to vehicles during any towing. State (Provincial in Canada) and local laws which apply to vehicles 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, transmission in neutral and the parking brake released. Connect to main structural parts of the vehicle. 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 vehicle 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 vehicle gets stuck in sand, mud, snow or ice, move the shift lever on automatic transmission models from "D" (Drive) to "R" (Reverse) in a repeat pattern. Apply a light pressure to the accelerator pedal while the transmission 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 vehicle while it is stuck may result in damage to vehicle components.

CAUTION: Do not spin the wheels faster than 35 mph (55 km/h). Personal injury and damage (including tire, transmission and/or rear axle failure) may result from excessive wheel spinning.

If the vehicle remains stuck after several rocking attempts, seek other assistance. Also see the Notice under "Automatic Transmissions" 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 which 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 these materials are totally dry. (This includes certain types of casual clothing, such as colored denims, corduroys, leathers and suedes; also decorative paper, etc.)**

CARE AND CLEANING OF THE INTERIOR

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

Some of the following cleaning instructions are in CAPITAL LETTERS. These are especially important and MUST be performed.

Dust and loose dirt that collect on interior fabrics should be removed often with a vacuum cleaner or soft bristle brush. Wipe vinyl or leather trim 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 the area thoroughly to remove any 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 the container label. Mix in proportion for smaller quantities.
- USE SUDS ONLY ON A CLEAN SPONGE OR SOFT BRISTLE BRUSH. DO NOT SATURATE FABRIC OR RUB IT HARSHLY WITH A BRUSH. IMMEDIATELY AFTER CLEANING, WIPE OFF EXCESS SUDS WITH A SLIGHTLY DAMP ABSORBENT TOWEL OR CLOTH.
- **IMPORTANT** - IMMEDIATELY AFTER WIPING, FORCE-DRY THE FABRIC WITH AN AIR HOSE, HEAT DRYER OR HEAT LAMP. (Use caution with heat dryer or lamp to help prevent fabric damage.)
- 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 the type and age of the spot or stain. 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 from the trim material with a clean, DULL knife or scraper. USE VERY LITTLE CLEANER, light pressure and clean cloths (preferably cheesecloth). Cleaning should start at the outside of the stain, "FEATHERING" toward the center. Keep changing to a clean section of the cloth.
- When you clean a stain from fabric, immediately dry the area with an air hose, heat dryer, or heat lamp to help prevent a cleaning ring. (Use caution with heat dryer or lamp to prevent fabric damage).
- If a ring forms, immediately repeat the cleaning operation over a slightly larger area with emphasis on "FEATHERING" towards its center. If ring remains, mask off surrounding trim sections and clean the 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 GM Fabric Cleaner (Solvent Type) as previously described.
- Shoe polish, wax crayons, tar and asphalts will stain if left on trim; they should be removed as soon as possible. Use caution as the 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 the stain with cool water.
- If a stain remains, use Multi-Purpose Powdered Cleaner (Foam Type) as previously described.
- If an odor lingers after cleaning vomit or urine, treat the area with a water-baking soda solution: 5 milliliters (1 teaspoon) of 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 a stain remains, clean it 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 an equivalent.

- Apply a small amount of soap solution and let it 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 done several times, if needed.)
- Soilage such as tars, asphalts, shoe polish, etc. will stain if left on trim. They should be wiped off as quickly as possible and the area cleaned with a clean cloth dampened with GM Vinyl or Leather 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 cleaner 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.

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Cleaning Rear Glass

If abrasive cleaners are used on the inside of the rear window, any electric defogger element may be damaged. Avoid placing decals on the inside rear window since they may later have to be scraped off. If you use a temporary license, take care not to attach it across the defogger grid.

Cleaning Glass Roof Panels

Never use abrasive cleaners on any glass roof panels, such as Vista-Vent as they may cause scratches. Also, if you use such cleaners on the inside surface, the tinted coating may be damaged. Avoid placing decals on the inside surface which may later have to be scraped off.

CARE AND CLEANING OF THE EXTERIOR

Exterior Finish

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

Polishing and Waxing Your Vehicle

Polishing is recommended to remove built-up 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, you may use GM Chrome Polish 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 aluminum wheels (if your vehicle has them) 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.

Cleaning White Sidewall Tires

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

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Cleaning The Optional Vinyl Top

Wash the top often with neutral soap suds, lukewarm water and a brush with soft bristles. Rinse the top with plenty of clear water to remove all traces of soap.

If the top needs more cleaning, you can use a mild foaming cleanser such as GM Multi-Purpose Powdered Cleaner. (Do not use volatile-type cleaners or household bleaching agents on the top material.)

- Rinse the top with water. Then, on an area of about 0.2 square meters (two square feet), apply a mild foaming type cleanser.
- Scrub the area with a soft bristle brush, adding water as needed until the cleanser foams to a soapy consistency.
- Wipe off the cleanser with a cloth or sponge. Apply more cleanser to the area, and scrub until the top is clean.
- To avoid streaking, keep the cleanser from running onto the body finish.
- Rinse top with plenty of clear water to remove all traces of cleanser.

Corrosion Protection

Generally, your vehicle has been designed and built to resist corrosion. Special materials and protective finishes were used on most parts of your vehicle when it was built to help maintain good looks, strength and reliable operation. However, some parts which normally are not visible (such as certain parts under the the hood) are such that surface rust will not affect their reliability. Therefore, corrosion protection is not needed or used on these parts.

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" which follows.)

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 left on painted surfaces.

Prompt washing may not completely remove all of these deposits. Other cleaners may be needed. When using chemical cleaners developed for this purpose, be sure 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 with touch-up materials available from your Chevrolet dealer or other service outlets. Larger areas of finish damage can be corrected in your dealer's body and paint shop.

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Underbody Maintenance

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.

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 20,000 kilometers (12,000 miles) of purchase, whichever comes first.

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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)	Anti-Freeze Coolant (ethylene glycol base)	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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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 technician.

REPLACEMENT FASTENERS

During vehicle 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 vehicle 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 dealer.

CAUTION: This vehicle has some parts dimensioned in the metric system as well as in the customary system. Some fasteners are metric and are very close in dimensnion to well-known customary fasteners in the inch system. Mismatched or incorrect fasteners can result in damage to the vehicle or possibly personal injury.

MAINTENANCE SCHEDULE AND WARRANTY FOLDERS

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.

Two Warranty Folders are also furnished with your vehicle. These provide detailed information on the:

- 1981 Chevrolet New Vehicle Limited Warranty
- 1981 Chevrolet Perforation From Corrosion Limited Warranty
- 1981 Emissions Control Systems Warranties, including:
  - Emission Components Defect Warranty
  - Emission Performance Warranty
- 1981 Chevrolet Powertrain Limited Warranty- Power Protection Plus

Read all four 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, Warren, Michigan 48090.

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FUEL CAP

The fuel cap is behind the rear license plate.

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.

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.

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 spark plug fouling, exhaust system corrosion and engine oil deterioration.

The catalytic converter requires the use of unleaded gasoline. Using leaded gasoline will cause the converter to lose its effectiveness as an emission control device. Leaded gasoline will also damage the Computer Command Control system oxygen sensor, which could affect emission control, fuel economy, and drivability.

To help prevent damage:

1. Keep your engine properly maintained. Engine malfunctions involving the electrical, carburetion or ignition systems may result in unusually high catalytic converter and exhaust system temperatures which, under extreme malfunctioning conditions, may ignite interior floor-covering materials above the converter. **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 fuel economy. See the Maintenance Schedule folder for information on inspecting and maintaining the engine, exhaust system, and other components.

2. **Do not drive through or 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 may result in unusually high catalytic converter and exhaust system temperatures which under extreme conditions may ignite interior floor-covering material above the converter. Pushing or towing to start can also damage the catalytic converter itself.

Disregarding these instructions could damage the catalytic converter, the vehicle, or nearby property.

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COMPUTER COMMAND CONTROL SYSTEM

Your new vehicle has a special emission control system, called the Computer Command Control system. Some vehicles sold in Canada also have the Computer Command Control system. If your Canadian vehicle has a "CHECK ENGINE" light, it does have the Computer Command Control system.)

The Computer Command Control 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 vehicles equipped with the Computer Command Control system. Leaded gasoline will damage the oxygen sensor and may affect emission control.

On all vehicles with the Computer Command Control 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 Computer Command Control system may be required. Although your vehicle may still be drivable, see your dealer as soon as possible for an inspection of the system.

Continued driving without having the Computer Command Control system serviced could cause damage to the emission control system. It could also affect fuel economy and drivability.

ENGINE OIL AND FILTER RECOMMENDATIONS

Checking Oil Level

The engine oil must be kept at the right level to help assure proper lubrication of your vehicle's engine. It is the owner's responsibility to check the oil level at regular intervals (such as every fuel stop), according to the following instructions. It is normal for an engine to use some oil, and most engines may use more oil when they are 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 on the side of the engine block (either right or left). Wipe it clean and push the dipstick 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.

Choosing the Right Quality Oil

Engine oils are labeled on the containers with various API (Amercian Petroleum Institute) designations of quality. A new higher-quality category of engine oil, designation "SF", was introduced early in 1980. Be sure the oil you use has the API designation "SF," either alone or shown with other designations. **Do not use oils labeled only** SA, SB, SC, SD, SE, CA, CB, CC, or CD; or oils with a combination of any of these categories— like SE/CD.

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Choosing Oil Viscosity

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

It is recommended that you select an oil not only of the proper quality and viscosity, but also a fuel-saving product. These oils can be found in Chevrolet dealer service departments, service stations and other retail stores. They are identified by words such as: "Energy Conserving," "Energy Saving," "Conserves Gasoline," "Gas Saving," "Gasoline Saving," "Friction Reducing," "Improved Gasoline Mileage," "Improved Fuel Economy" or "Fuel Saving."

The following chart lists the engine oil viscosities recommended for the temperature range you expect before your 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.

Change Intervals

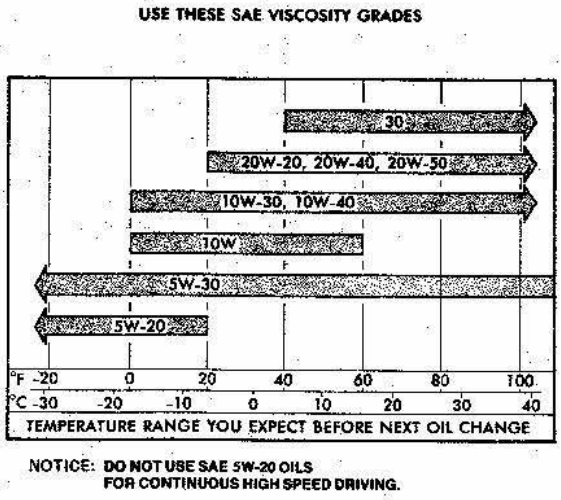
The oil and oil filter change intervals for your engine are based on the use of SF-quality oils and high-quality filters such as AC oil filters. Using oils other than SF-quality, or oil and/or filter change intervals longer than recommended, could reduce engine life.

Damage to engines due to improper maintenance or use of incorrect oil quality and/or viscosity is not covered by the Chevrolet new car warranties.

Your engine was filled with a high-quality engine oil when it was built. You do not have to change this oil before the first recommended change interval.

- **Severe Service—** Change the oil and oil filter every 3,000 miles (4 800 kilometers) or three months (whichever comes first) if one or more of the following "severe service" conditions is often encountered:
  - Driving in dusty areas.
  - Towing a trailer.
  - Frequent idling or idling for long periods.
  - Driving 4 miles (6 kilometers) or less in freezing weather.
  - Change the oil and oil filter as soon as possible after driving in a dust storm.
- **Normal Service—** If your engine is not a turbo-charged engine and your normal driving does not include one of the above "severe service" conditions, 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 other oil change, if mileage (7,500 miles or I2 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.
- If you have a turbocharged engine, it is VERY IMPORTANT to change the oil and oil filter EVERY 3,000 miles (4 800 kilometers).

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NOTICE: DO NOT USE SAE 5W-20 OILS FOR CONTINUOUS HIGH SPEED DRIVING.

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 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 TRANSMISSION FLUID RECOMMENDATIONS

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

Checking Fluid Level-Check the automatic transmission fluid level at each engine oil change. Overfilling can cause foaming and loss of fluid. A low fluid level can cause slipping or loss of drive. In either case, transmission damage can result.

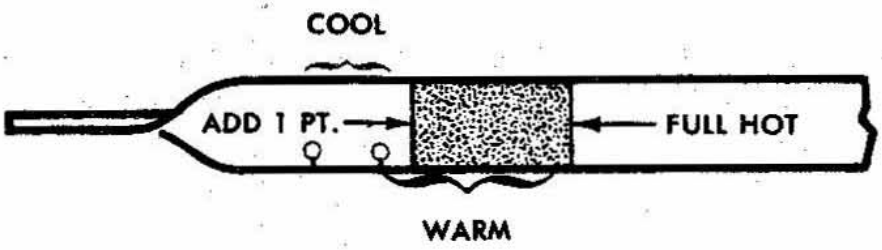
To check the fluid level, first set the parking brake, then start the engine in "P"(Park). With the regular brakes applied, move the shift lever through all the gear ranges, ending in "P". You must check the fluid level with the engine running at slow idle and the vehicle level.

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

Remove the dipstick located at the rear of the engine compartment on the passenger's side. 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 (about room temperature), the level should be 3 to 10 millimeters (1/8 to 3/8 inch) below the "Add" mark. The dipstick has two dimples below the "Add" mark to show this range.
- If it felt warm, the level should be close to the "Add" mark (either above or below).
- If it was too hot to hold, the level should be at the "Full" mark.

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

Automatic Transmission Drain Intervals

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

ENGINE COOLING SYSTEM

Your vehicle has a coolant recovery system. Coolant in the system expands with heat and overflows into the recovery tank. When the system cools down, 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 the "Full Cold" mark on the tank. When the engine has fully warmed up, the level should be above the "Full Cold" mark on the tank. If the coolant level is low, remove the cap on the coolant recovery tank. Add to the recovery 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 recovery 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 at the time you change the engine oil and when 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.

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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 you use the proper quality antifreeze, 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" for the proper way to remove the 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). (The pressure can be anywhere from 95 kPa, or 14 psi, to 120 kPa, or 18 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.)
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, if so equipped.

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4. Close the drain valve. Install the 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, then close the radiator drain valve tightly. Install block drain plugs, if removed.
7. Disconnect all hoses from the coolant recovery tank. Remove the recovery tank and pour out any fluid. Scrub and clean the inside of the recovery tank with soap and water. Flush it well with clean water, then drain it. Reinstall the recovery 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 methanol-base antifreeze, or alcohol, or plain water alone, in your vehicle at any time. They will boil at a lower point than that at which the "TEMP" light (or temperature gage) will warn of overheating, 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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Rear Axle, Standard

See Section A of the Maintenance Schedule folder to find out how often the lubricant level should be checked. If you pull a trailer, the lubricant must be changed as recommended in the Maintenance Schedule folder.

Add lubricant, if needed, to fill to the level of the filler plug hole on the passenger's side of the differential case. Use SAE 80W GL-5 or SAE 80W-90 GL-5 gear lubricant. (For those vehicles driven in Canada, use SAE 80W GL-5 gear lubricant.) You can also use special gear lubricant Part No. GM 1052271 or 1052272. You can buy these products from your dealer.

Rear Axle--Limited-Slip Differential

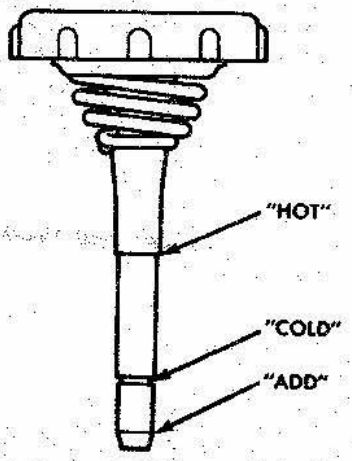
See Section A of the Maintenance Schedule folder to find out when the lubricant should be drained and refilled.

Refill to the level of the filler plug hole with special gear lubricant Part No. GM 1052271 or 1052272. You can buy these products from your authorized dealer.

Power Steering System

Check the fluid level in the power steering pump as recommended in the Maintenance Schedule folder.

Add GM Power Steering Fluid (Part Number GM 1050017) as needed:



- If the 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.

Air Cleaner Element

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

See your Maintenance Schedule for change intervals. Operation of vehicle in dusty areas will necessitate more frequent replacement. 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.

Front Suspension and Steering Linkage

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.

Front Wheel Bearings

Clean and repack front wheel bearings with a high melting point wheel bearing lubricant at the interval shown in the Maintenance Schedule. Use wheel bearing lubricant GM Part No. 1051344 or equivalent.

NOTICE: "Long fiber" or "viscous" type lubricant should not be used. Do not mix wheel bearing lubricants. Be sure to thoroughly clean bearings and hubs of all old lubricant before repacking.

Tapered roller bearings used in this vehicle have a slightly loose feel when properly adjusted. They must never be over tightened (preloaded) or severe bearing damage may result. Consult your Authorized Dealer or Service Manual for proper detailed adjustment procedures and specifications.

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

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 a battery. Personal injury (particularly to eyes) or property damage may result from battery explosion, battery acid, or electrical (short circuit) burns.

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Air Conditioning

Your vehicle's air conditioning system will not operate below ambient temperatures of 4°C (40°F) regardless of control position.

See your dealer immediately if you suspect the system is not performing as it should.

TIRES

CAUTION: To reduce the risk of loss of vehicle control and personal injury:

- **Tires MUST BE properly inflated, and your vehicle MUST NOT BE overloaded (see the Tire Placard located on the driver's door).**
- **Your vehicle MUST NOT BE operated at speeds faster than 85 mph (140 km/h) unless it is equipped with police pursuit tires or equivalent high-speed capability tires, regardless of the legal speed limit.**

For more safety information, see the rest of this "Tire" section.

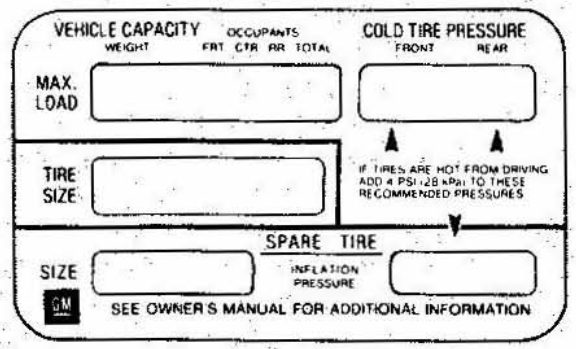
The tires installed on your vehicle are engineered to provide a proper balance of these performance characteristics under normal driving conditions.

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

This section has 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 driver's 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.



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If the tires are other than standard load range (or load range B for metric size tires), the load range will appear after the tire size stated on the Tire Placard.

Inflation Pressure

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

These pressures should be used for all vehicle loading conditions, except when towing a trailer. See "Trailer Towing in "Before Driving Your Monte Carlo," Section 1 of this manual.

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 economy. Too high an air pressure can result in abnormal wear, harsh ride, and can increase the chance of damage from road hazards.

LUGGAGE/CARGO LOAD CAPACITY

Maximum Luggage Compartment Load	
Coupe	72 Kilograms (160 Pounds)

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

Check tire inflation pressures at least monthly (this includes the spare tire) and whenever your vehicle is serviced. When possible, check tire inflation pressures when the tires are "cold."

1. The "cold" tire inflation pressure is the tire pressure when a vehicle has not been driven more than one mile (1.6 kilometers) after sitting for three hours or more. This is the most accurate setting.
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. If you must set inflation pressures when the tires are not "cold," add 30 kilopascals (4 pounds per square inch) to the recommended cold pressures on the Tire Placard.
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 allowed by law, **cold inflation pressures must be increased 20 kPa (3 psi) above the cold inflation pressures stated on the tire placard up to the maximum for each load range as listed in the chart below. Sustained speeds of 75 mph to 85 mph (120 km/h to 140 km/h) are not allowed** when the 20 kPa (3 psi) adjustment would require the pressures of either the front or the rear tires to be greater than the maximum pressure for each load range listed on the chart below. **For speeds faster than 85 mph (140 km/h) follow Caution at the beginning of this "tire" section.**

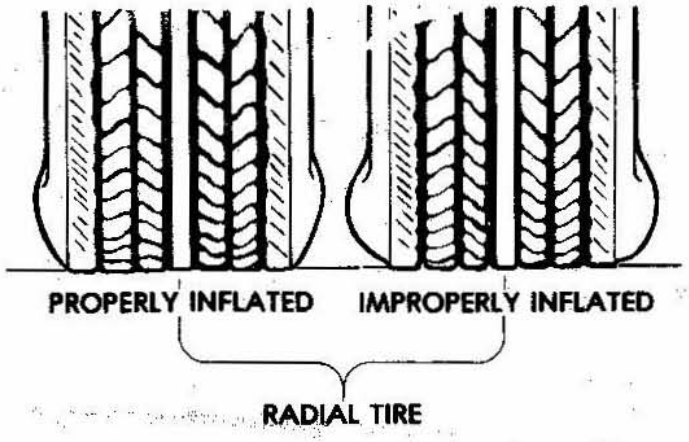
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TIRE LOAD AND INFLATION PRESSURES

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 5-17 FOR LOCATION ON THE TIRE SIDEWALL).

4. Always use a tire pressure gage when checking inflation pressures (we suggest you purchase a quality pocket-type gage). Simply looking at the tires to check 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.



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

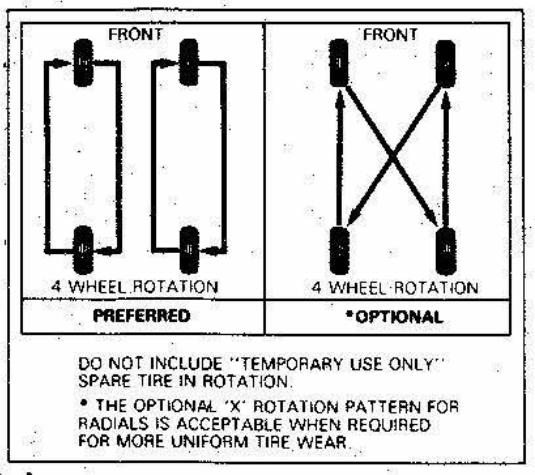
Front and rear tires perform different jobs and can wear differently depending on the types of roads driven, your driving habits, etc.

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 caused by wrong inflation pressures, lack of regular rotation, improper wheel alignment, out of balance tires, or poor driving habits).

After rotation, adjust the front and rear tire pressures (see the Tire Placard) and be sure to check wheel nut tightness. (Wheel nuts should also be tightened at certain intervals; see the Wheel Nut Torque Caution in "In Case of Emergency" section, page 3-7, for further information.)

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CAUTION: Before installing wheels, remove any buildup of corrosion on the wheel mounting surface and brake drum or brake 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. (Also see the "Wheel Nut Torque" Caution in "In Case of Emergency," Section 3 of this manual, on page 3-7.)



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 alignment can cause:

- the tires to roll at an angle, which will result in faster tire wear;
- your tires to wear unevenly;
- your 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

Driving, cornering, and braking traction are reduced when water, snow, ice, gravel, or other material is on the road. Adjust driving practices and vehicle speed to 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 the road has standing water or puddles.
3. Replace the tires when the tread wear indicators are showing.
4. Keep the tires properly inflated.

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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 tread. 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.

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

If you buy tire chains, make sure the side chain fasteners are not wider than the side chain links; otherwise, the chains may contact and possibly damage your vehicle.

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 (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.

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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 generaly 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.

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. 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.

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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 these grades, all such tires meet General Motors performance standards and have been approved for use on General Motors vehicles.

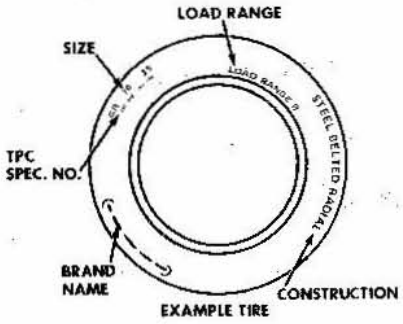
All passenger car tires must conform to Federal safety requirements in addition to these grades.

You should replace your tires when:

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

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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 treated harshly or have very high mileage, and could fail without warning.

You can get wheels from your dealer.

CAUTION: Before installing wheels, remove any buildup of corrosion on the wheel mounting surface, and brake drum or brake 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. (Also see the "Wheel Nut Torque" Caution in "In Case of Emergency," Section 3 of this manual.

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, Warren, Michigan 48090 (313-492-5500). (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 vehicle.

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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

BIRMINGHAM
3490 Independence 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) 891-7010

CHARLESTON
1205-1211 Virginia St. E.
Charleston, W. Va. 25301
(304) 347-5000

CHARLOTTE
6000 Monroe Road
Charlotte, N.C. 28213
(704) 371-5116

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

CINCINNATI
155 Tri-County Parkway
Cincinnati, Ohio 45246
(513) 841-5871

CLEVELAND
12990 Snow Road
Parma, Ohio 44130
(216) 265-5656

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) 460-7301

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
866 Ridgeway Loop Ave.
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
851 Duportail Rd.
Wayne, Pa. 19087
(215) 296-6610

PHOENIX
1625 W. 23rd St.
Tempe, Arizona 85282
(602) 968-9451

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

PORTLAND, ORE.
15005 S.W. Tualatin
Vally Hwy.
Beaverton, Ore 97006
(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) 895-8600

SAN DIEGO
10200 Willow Creek Rd.
San Diego, CA 92131
(714) 578-8050

SEATTLE
520 112th Ave., N.E.
Bellevue, WA 98004
(206) 464-5111

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 S.A. de C.V
Av Ejercito Nacional No 843
Mexico 5, D.F.
Mail—Apartado 107 Bis
Mexico 1, D.F.
5 45-70-20

SYRACUSE
107 Twin Oaks Drive
Syracuse, New York 13206
(315) 432-5301

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

WASHINGTON ZONE
1395 Piccard Drive
Rockville, Maryland 20850
(301) 258-1444

GM OF CANADA ZONE OFFICES

VANCOUVER, B.C. V6A 2N6
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) 686-2116

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

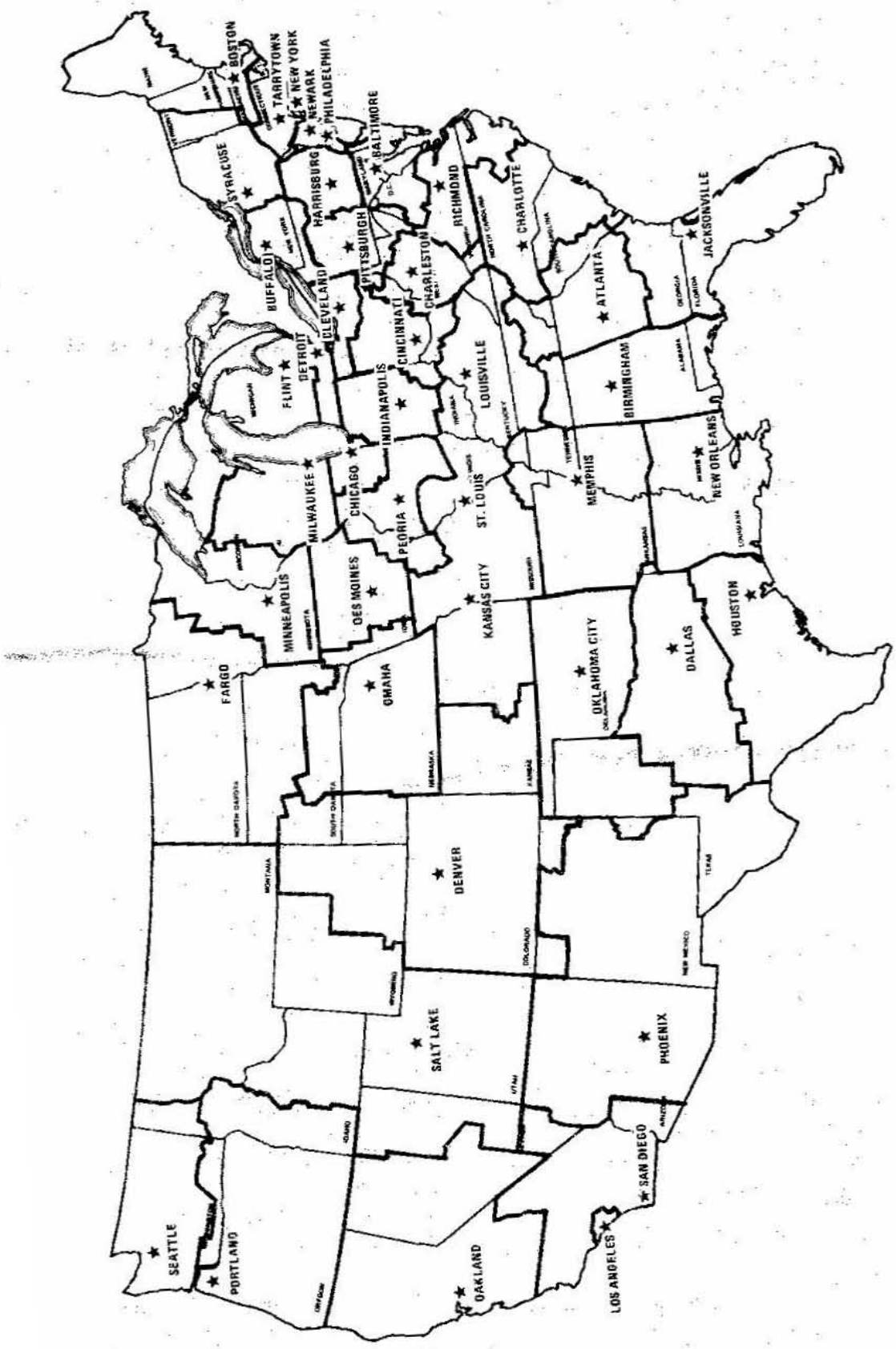
STE. FOY (QUEBEC), QUE. G1V 4K7
979 Avenue de Bourgogne
P.O. Box 10800
(418) 653-2054

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

Puerto Rico, U.S. Virgin Islands
General Motors Overseas Distr. Corp.
Suite No. 10
Centro Comercial San Fransisco
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
25-1983

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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	Metric Measure	U.S. Measure
Overall Length 2-Door Coupe	5090mm	200.4"
Overall Height	1370mm	53.9"
Width	1816mm	71.5"
Wheelbase	2745mm	108.1"

CAPACITIES	Metric Measure	U.S. Measure
Gasoline Tank (Approx.) All Models	68.5L	18.1 gal.

Crankcase (Approx. Refill)	Oil Change Only		Oil Change and Filter Change	
	Metric Measure	U.S. Measure	Metric Measure	U.S. Measure
V-8	3.8L	4 qts.	4.7L	5 qts.
V-6	3.8L	4 qts.	3.8L	4 qts.

After refill, fluid level must be checked as outlined under "Service and Maintenance" in this manual.

Cooling System (Approx.)	Metric Measure	U.S. Measure
3.8 (229) CID Engine	17.4 L	18½ qts.
3.8 (231) CID Engine	14.3 L	15½ qts.
5.0 (305) CID Engine	18.0L	19 qts.
4.4 (267) CID Engine	20.0L	21 qts.
Thermostat (All)	91°C	195°F
Radiator Pressure Cap (All)	105kPa	15 PSI

BATTERY RATING

Engine	Cold Crank 18°C (0°F)	25 AMP Reserve Capacity (Minutes)
All (Base) F-14	350 Amps	80
Heavy Duty F-18	460 Amps	115

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TIRE INFORMATION

Wheel Nut Torque ..... 80 ft. lbs. (109 N m)

Complete tire information will be found in Section 5.

TURN SIGNAL FLASHER ..... 3 Lamp Type

HAZARD WARNING FLASHER ..... 6 Lamp Type

ENGINE SPECIFICATIONS

ENGINE DATA	V-6 ENGINES		(TURBO)	V-8 ENGINES	
No. Carb. Barrels	2	2	4	2	4
Engine Code	K	A	3	J	H
Displacement Liter	3.8	3.8	3.8	4.4	5.0
Cubic Inch	229	231	231	267	305
Comp. Ratio	8.6:1	8.0:1	8.0:1	8.3:1	8.6:1
Bore	3.74	3.80	3.80	3.50	3.74
Stroke	3.48	3.40	3.40	3.48	3.48
Firing Order	1-6-5-4-3-2			1-8-4-3-6-5-7-2	

SPARK PLUGS

The following spark plugs are recommended for your engine.

	Normal Service Original Equip.
229 V-6 Engine	AC Type R45TS
231 V-6 Engine	AC Type R45TS8
231 V-6 Engine *	AC Type R45TS
All V-8	AC Type R45TS

ITEM	USAGE	RECOMMENDATION
Engine Oil Filter	229 V-6 Engine 231 V-6 Engine 231 V-6 Engine * All V-8 Engines	AC Type PF51 AC Type PF40 AC Type PF47 AC Type PF25
Radiator Cap	All Engines	AC Type RC-36
Engine Air Cleaner Element	229 V-6 Engine 231 V-6 Engine* 231 V-6 Engine 267 V-8 Engine 305 V-8 Engine	AC Type A178CW AC Type A633C AC Type A329 AC Type A178CW AC Type A348C
Carburetor Fuel Filter	229 V-6 Engine 231 V-6 Engine* 231 V-6 Engine 267 V-8 Engine 305 V-8 Engine	AC Type GF471 AC Type GF471 AC Type GF470 AC Type GF471 AC Type GF471
Positive Crankcase Ventilation Filter	229 V-6 Engine 231 V-6 Engine* 231 V-6 Engine All V-8 Engines	AC Type CV789C AC Type CV781C AC Type CV770C AC Type CV853C
Oxygen Sensor	All Engines	AC Type AFS5P
Crankcase Ventilation Filter	All Engines, exc. Turbo 231 V-6 Engine *	AC Type FB59 AC Type FB73

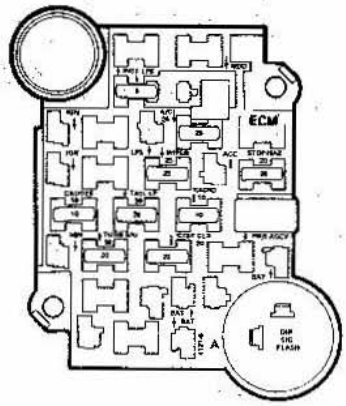
*Turbocharged Engine

□Except Calif. V-8

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FUSES AND CIRCUIT BREAKER

The wiring circuits in your 1981 Chevrolet 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 block is located under the left 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.

Also, a circuit breaker, on the fuse panel, protects the power window, power seat, rear window defogger (elec.) and other circuits when vehicle is so equipped. Where current load is too heavy, the circuit breaker intermittently opens and closes, protecting the circuit until the cause is found and eliminated.

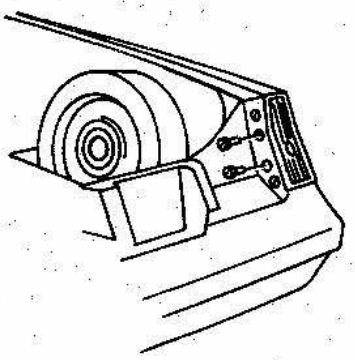
Fuses, located in the Junction Block beneath the dash on the driver's side are:

	Fuses
Instrument Lamp, Heater Dial, Audio Alarm	5 Amp
Electronic Control Module	10 Amp
Cruise Control, Rear Defogger, Gages, Warning Lamps, Warning Buzzers, Closed Loop	20 Amp
License, Parking Lamp, Sidemarker Lamps, Tail Lamp	20 Amp
Heater, A/C	25 Amp
W/S Wiper	25 Amp
Stop Lamp, Hazard Lamp, Courtesy Light, Dome Light, Glove Box Light, Underhood Light	20 Amp
Luggage Lamp, Lighter, Clock, Key Warning Buzzer, Dome & Read Light, Power Antenna, Closed Loop	20 Amp
Radio, Delay Wiper, Idle Stop Sol.	10 Amp
Back-up Lamps, Dir. Sig. Lamps	20 Amp
Choke Heater	20 Amp

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LAMP BULB DATA

Application	Power Rating @ 12.8V, Watts	Trade No.
Headlamp Assembly		
Outer – High Beam	40	4652
Low Beam	60	
Inner – High Beam (Standard)	50	4651
High Intensity (Opt.)	50	H4651
	Candle Power	**Type**
Parking Lamp and Front Directional Signal	24-2.2	1157NA
Tail and Stop Lamps		
Rear Directional Signal	32-3	1157
License Plate Lamp	2	194
Cornering Lamp	32	1156
Back Up Lamp	32	1156
Glove Compartment Lamp	2	1895
Tail Lamp Assembly	2	194
Indicator Lamps	2	194
W/S Washer & Light Switch Lamp	2	194
Temperature Indicator Lamp	2	194
Oil/Choke Indicator Lamp	2	194
Generator Indicator Lamp	2	194
Ashtray Lamp	1	1449
Hi-Beam Indicator Lamp	1	161
Brake System Warning Lamp	3	168
Seat Belt Warning Lamp	2	194
Directional Signal Indicator Lamp	2	194
Instrument Panel Cluster Lamps	3	168
Side Marker-Front	2	194
Side Marker-Rear	2	194
Heater, A/C Control Panel Lamp	2	194
Dome Lamp	12	561
Dome and Reading Lamp	15	1004
Luggage Compartment Lamp	15	1003
Underhood Lamp	15	93
Courtesy Lamp	6	906
Radio Dial Lamp	2	194
Radio Indicator (Stereo & 8 Track)	LED	DS410
Radio Indicator (Stereo)	1	66
8-Track Tape Player Dial	5	37
Cassette Player (Dial)	5	37



Rear Taillamp Bulb Servicing:
To replace a burned out bulb:

1. Open the trunk and remove the two screws as shown in illustration, and disengage taillamp assembly.
2. Remove the socket by first pressing down on the socket latch, then rotate the socket clockwise to remove.
3. Reverse the above procedure to reinstall.

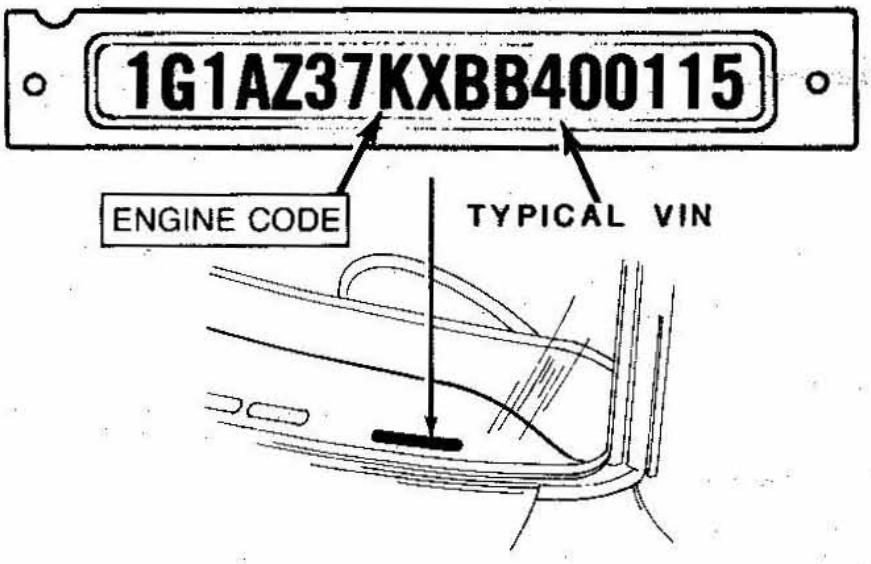
Note: Make sure the catch release and the bulb socket are held securely.

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GENERAL DATA

Vehicle Identification Number (VIN)

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



Engine Identification

You can identify your 1981 GM engine from the Vehicle Identification Number. The eighth character of the VIN is the Engine Code. See the Engine Code Identification chart below. Some information in this manual may refer to the Engine Code. For example, a 5.0 Liter V-8 engine may be referred to as a 5.0 Liter (Engine Code H) engine.

1981 ENGINE CODE IDENTIFICATION

Engine Code	ENGINE DESCRIPTION			Produced in a GM Plant Operated by:
	Displacement Liter (CID)	Type	Carb. Bbls.	
K	3.8 (229)	V-6	2	Chevrolet Motor Division
A	3.8 (231)	V-6	2	Buick Motor Division
3	3.8 (231) ■	V-6	4	Buick Motor Division
J	4.4 (267)	V-8	2	Chevrolet Motor Division*
H	5.0 (305)	V-8	4	Chevrolet Motor Division*

■ Turbocharged
* or General Motors of Canada

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Air Conditioner
Four Season 2-24
Maintenance 5-11
Air Pressure, Tires 5-12
Air Vents 2-23
Alternator (GEN) Light 2-17
Aluminum Care 4-4
AM or AM-FM Radios 2-27, 2-28
Antenna 2-29
Antifreeze ..... (See "Coolant")
Appearance Care 4-1
Ashtrays & Lighters 2-22
Assistance, Owner 6-1
Automatic Door Locks 1-2
Automatic Transmission
Converter Clutch 2-10
Maintenance 5-5
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Operating Tips 2-9
Axle, Rear
Standard 5-9
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Ball Joints 5-10
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Gas Caution 3-1
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Pedal Travel 2-14
Trailer Towing 1-12
Warning Light 2-17
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Bright Headlights 2-7, 2-21
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OPERATING RECORD

DATE	MILEAGE	GASOLINE		OIL		REPAIRS	
		$		$		$	

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Service Publications— Monte Carlo

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.

Form No.	Description	Price
ST 329-81	**1981 PASSENGER CAR SERVICE MANUAL** Includes coverage of engine and chassis components in terms of maintenance, on-the-vehicle repairs and adjustments, removal and installation of components. Also includes Electrical Troubleshooting and Wiring Diagram information. Will provide coverage to handle most owner's requirements. *(Available January, 1981).* For complete coverage, **ST-333-81** and **ST-335-81** must ***also*** be purchased.	**$12.00**
ST 333-81	**1981 OVERHAUL MANUAL** Includes basic off-the-car overaul of major components, (e.g. transmission, etc.). *(Available January, 1981)*	**$7.00**
ST 335-81	**1981 BODY SERVICE MANUAL** Includes: Complete Body Service Information for all body styles.	**$10.00**
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All orders will be mailed within 10 days of receipt. Please allow adequate time for postal service.

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Make check or money order (NO STAMPS) for this amount payable to Helm, Incorporated.

NOTE: Prices apply to owners in the United States only. Canadian residents should obtain a Canadian Service Manual Order Form from any General Motors dealership.

Other purchasers outside domestic U.S.A. please write to Helm, Incorporated, P.O. Box 07130, Detroit, Michigan 48207 for quotation.

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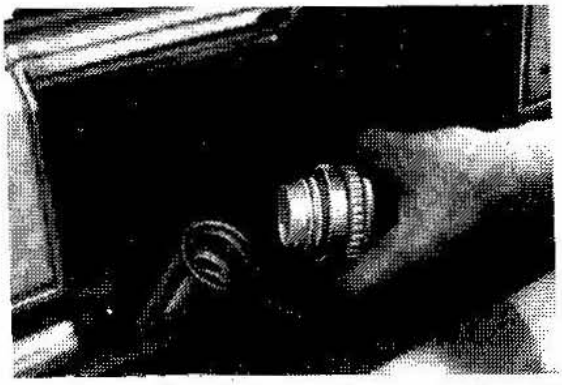
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SERVICE STATION INFORMATION

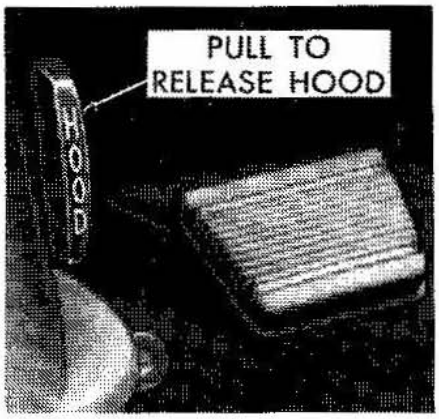
Refer to "Service and Maintenance," Section 5 for Further Details

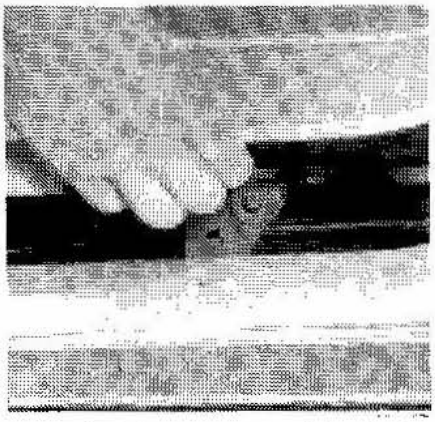
Fuel Cap — Located behind the license plate. See fuel cap removal procedure on page 5-1.



Fuel Requirements — Use **unleaded gasoline** only. See "Fuel Requirements" in "Starting and Operating," Section 2 of this manual.

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. (See illustration).





Engine Oil Dipstick — Located on right or left side of engine block depending on engine model. 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 (Gasoline Engine) — Use only SF-quality oils. (See "Service and Maintenance," Section 5 of this manual.) The chart on page 5-5 will serve as a guide for choosing the proper viscosity oil.

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

Engine Cooling System — Check the fluid level in the "see-through" coolant recovery tank at regular intervals, such as during a fuel stop. (See "Engine Cooling System" in "Service and Maintenance," Section 5 of this manual.

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

Battery — Your new car has a Delco FREEDOM II 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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