



2001

VITARA/GRAND VITARA

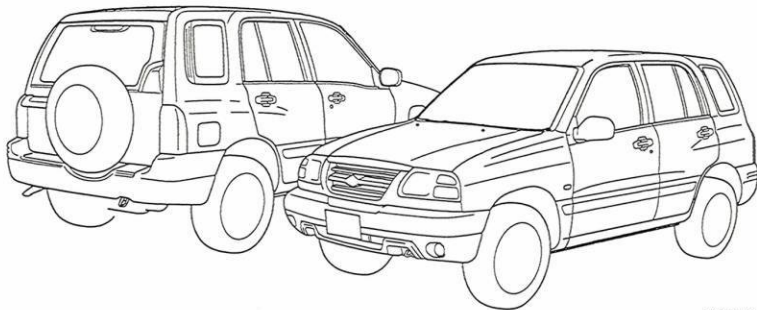
OWNER'S MANUAL

Keep With Vehicle At All Times.
Contains Important Information
On Safety, Operation & Maintenance.

SUZUKI
Caring for Customers

Part No. 99011-65D22-03E
February, 2001 © ®

**This owner's manual applies to
the VITARA/GRAND VITARA series:**



0X-65D226A

NOTE: The illustrated model is one of the VITARA/GRAND VITARA series.

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This manual should be considered a permanent part of the vehicle and should remain with the vehicle when resold or otherwise transferred to a new owner or operator. Please read this manual carefully before operating your new Suzuki and review the manual from time to time. It contains important information on safety, operation, and maintenance.

California Proposition 65 Warning

WARNING

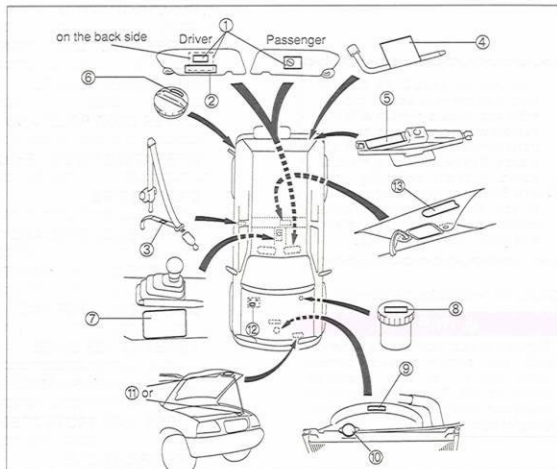
Engine exhaust, some of its constituents, and certain product components contain or emit chemicals known to the State of California to cause cancer and birth defects or other reproductive harm.

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LOCATION OF WARNING MESSAGES

Read and follow all of the warnings (labels etc.) on your vehicle. Make sure you understand all of them. Keep them on the vehicle. Do not remove the messages for any reason. If a label comes off or the messages become difficult to be read, have it corrected by your SUZUKI dealer.

- ① Air bag warning labels
(on both sun visors)
- ② Rollover warning label
- ③ Passenger seat belt warning label
- ④ Jacking warning label
- ⑤ Jacking warning label
- ⑥ Fuel filler cap message
- ⑦ Transfer lever warning label
- ⑧ Brake fluid cap message
- ⑨ Engine cooling fan warning label
- ⑩ Radiator cap warning label
- ⑪ Air conditioner warning label
- ⑫ Battery label
- ⑬ Canvas top warning label
(canvas top model)



00-65D207A

FOREWORD

Your SUZUKI multipurpose vehicle is designed and built to be capable of performing both on pavement and off road.

You should therefore remember that your vehicle is distinctly different from ordinary passenger cars in handling as well as in structure. As with other vehicles of this type, failure to operate this vehicle correctly may result in loss of control or an accident. Be sure to read "Important Vehicle Design Features to Know" and the "on-pavement" and "off-road" driving guidelines which follow. It is very important to familiarize yourself with the proper operation of this vehicle before you start driving.

All information in this manual is based on the latest product information available at the time of publication. Due to improvements or other changes, there may be discrepancies between information in this manual and your vehicle.

SUZUKI MOTOR CORPORATION reserves the right to make production changes at any time, without notice and without incurring any obligation to make the same or similar changes to vehicles previously built or sold.

SUZUKI MOTOR CORPORATION believes in conservation and protection of Earth's natural resources.

To that end, we encourage every vehicle owner to recycle, trade in, or properly dispose of, as appropriate, used motor oil, coolant, and other fluids; batteries; and tires.

IF YOU HAVE ANY PROBLEMS WITH YOUR SUZUKI:

Please review the New Vehicle Warranty Information booklet supplied with your SUZUKI. Should you have a question or problem regarding the warranty or service of your vehicle, please take the following action:

Consult the Service Manager and the Owner of the Suzuki Automotive Dealership. Explain your problem and ask for their assistance in resolving your problem. The Owner of the dealership is in the very best position to assist you as he or she is vitally concerned with your continued satisfaction.

If you are still in need of additional information, or if you are dissatisfied, request that your dealer arrange a meeting with your District Service Manager.

If, after doing so, you still require further assistance, and you purchased your SUZUKI in the continental United States, please contact the American Suzuki Customer Relations Department at 1-800-934-0934 or write:

American Suzuki Motor Corporation
Automotive Customer Relations
3251 East Imperial Highway
Brea, CA 92821-6722

Please be certain to provide us with the following information: the model, Vehicle Identification Number, mileage, accessories involved, event dates, dealer name, dealer personnel consulted, your problem or question, and any other comments you have. When we receive your correspondence, we will be glad to contact the Owner of your dealership and assist in resolving your concern.

For owners outside the continental United States, please refer to the distributor's address listed in your Warranty Information booklet.

6SD-0004-A0E

IMPORTANT

▲ WARNING/▲ CAUTION/NOTE

Please read this manual and follow its instructions carefully. To emphasize special information, the symbol ▲ and the words **WARNING**, **CAUTION**, and **NOTE** have special meanings. Pay special attention to the messages highlighted by these signal words:

▲ WARNING

Indicates a potential hazard that could result in death or injury.

▲ CAUTION

Indicates a potential hazard that could result in vehicle damage.

NOTE:

Indicates special information to make maintenance easier or instructions clearer.



00-60A591A

The circle with a slash in this manual means "Don't do this" or "Don't let this happen".

6SD-0005-A0E

MODIFICATION WARNING

▲ WARNING

Do not modify this vehicle. Modification could adversely affect safety, handling, performance, or durability and may violate governmental regulations. In addition, damage or performance problems resulting from modification may not be covered under warranty.

▲ CAUTION

Improper installation of mobile communication equipment such as cellular telephones or CB (Citizen's Band) radios may cause electronic interference with your vehicle's ignition system, resulting in vehicle performance problems. Consult your SUZUKI dealer or qualified service technician for advice on installing such mobile communication equipment.

SUZUKI MOTOR CORPORATION

65D-0100-A0E

FUEL RECOMMENDATION

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65D-0200-A1E

BEFORE DRIVING

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FUEL RECOMMENDATION

6SD-0101-A0E

FUEL RECOMMENDATION



02-60A004A

Your vehicle requires regular unleaded gasoline with a minimum rating of 87 pump octane ($\frac{(R+M)}{2}$ method). In some areas, the only fuels that are available are oxygenated fuels.

Oxygenated fuels which meet the minimum octane requirement and the requirements described below may be used in your vehicle without jeopardizing the New Vehicle Limited Warranty.

NOTE:

Oxygenated fuels are fuels which contain oxygen-carrying additives such as MTBE or alcohol.

Gasoline Containing MTBE

Unleaded gasoline containing MTBE (methyl tertiary butyl ether) may be used in your vehicle if the MTBE content is not greater than 15%. This oxygenated fuel does not contain alcohol.

Gasoline/Ethanol Blends

Blends of unleaded gasoline and ethanol (grain alcohol), also known as gasohol, may be used in your vehicle if the ethanol content is not greater than 10%.

Gasoline/Methanol Blends

Fuels containing 5% or less methanol (wood alcohol) may be suitable for use in your vehicle if they contain cosolvents and corrosion inhibitors. Do NOT USE fuels containing more than 5% methanol under any circumstances. Fuel system damage or vehicle performance problems resulting from the use of such fuels are not the responsibility of SUZUKI and may not be covered under the New Vehicle Limited Warranty.

Fuel Pump Labeling

In some states, pumps that dispense oxygenated fuels are required to be labeled for the type and percentage of oxygenate and whether important additives are present. Such labels may provide enough information for you to determine if a particular blend of fuel meets the requirements listed above. In other areas, pumps may not be clearly labeled as to the content or type of oxygenate and additives. If you are not sure that the fuel you intend to use meets these requirements, check with the service station operator or the fuel supplier.

NOTE:

To help clean the air, SUZUKI recommends you use the oxygenated fuels. However, if you are not satisfied with the driveability or fuel economy of your vehicle when you are using an oxygenated fuel, switch back to the regular unleaded gasoline.

CAUTION

Be careful not to spill fuel containing alcohol while refueling. Fuels containing alcohol can cause paint damage, which is not covered under the New Vehicle Limited Warranty.

65D-0202-AGE

KEYS

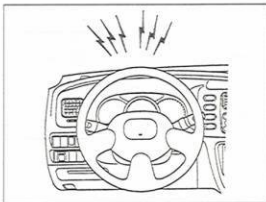


02-60A007A

Your vehicle comes with a pair of identical keys. Keep the spare key in a safe place. One key can open all of the locks on the vehicle.

The key identification number is stamped on a metal tag provided with the keys. Keep the tag in a safe place. If you lose your keys, you will need this number to have new keys made. Write the number below for your future reference.

KEY NUMBER:

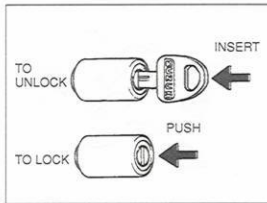


02-65D004A

Ignition Key Reminder

A buzzer sounds to remind you to remove the ignition key if it is in the ignition switch when the driver's door is opened.

65D-0211-AGE

**SPARE TIRE NUT LOCK
(if equipped)**

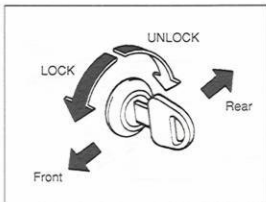
02-65D283A

A nut lock is used for the spare tire. Simply insert the ignition key into the lock as far as the key will go and remove the lock with the key in. To lock the spare tire nut, put the lock on the nut and push the lock in.

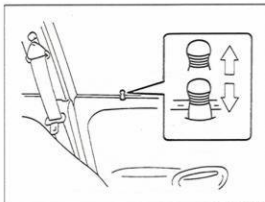
BEFORE DRIVING

65D-0203-A3E

DOOR LOCKS



02-60A009A



02-60G006A

⚠ WARNING

Always lock all doors when driving. Locking the doors helps to prevent occupants from being thrown from the vehicle in the event of an accident. It also helps prevent unintended opening of the doors.

Side Door Locks

To lock a front door from outside the vehicle:

- Insert the key and turn the top of the key toward the front of the vehicle, or
- For 2.5ℓ model:
Push in the lock knob and hold the door handle up as you close the door.

For 1.6ℓ/2.0ℓ models:

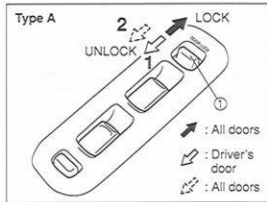
Push the lock knob down and close the door.

To unlock a front door from outside the vehicle, insert the key and turn the top of the key toward the rear of the vehicle.

To lock a door from inside the vehicle, push down the lock knob. Pull up the lock knob to unlock the door.

• For 4-DOOR MODEL

To lock a rear side door from outside the vehicle, push in the lock knob and close the door. You do not need to hold the door handle up as you close the door.



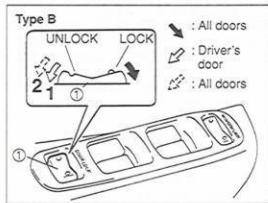
02-65D283A

Power Door Locking System (if equipped)

The power door locking switch is located on the driver's side door panel.

You can lock and/or unlock driver's door and all other doors (except Canvas top model rear gate) by:

- Turning the key in a door lock, or
 - Pushing the central door locking switch ①.
- To lock all doors (except Canvas top rear gate) simultaneously, push the switch ① to "LOCK" as shown in the illustration or turn the key in one of the door locks to the LOCK side.



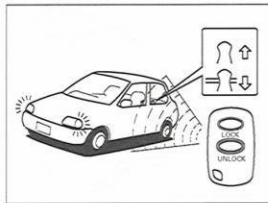
02-65D294A

- To unlock the driver's door only, push the switch ① to "UNLOCK" as shown in the illustration or turn the key in the driver's door to the UNLOCK side.
- To unlock all other doors (except Canvas top rear gate), repeat above UNLOCK operation (by the switch ① or by the key) once again within a short time.

NOTE:

For Vitara without the keyless entry system, two stage unlocking is unavailable:

- * All doors are unlocked by operating the switch ① one time and
- * only the driver's door can be unlocked by using the key in the driver's door lock.
- Unlocking by using the key in a door lock other than driver's door will unlock that door only.



02-65D266A

Keyless Entry System (if equipped)

You can lock or unlock all doors (except Canvas top model rear gate) simultaneously by operating the transmitter near the vehicle.

- Push the "LOCK" button on the transmitter to lock the doors.
- Push the "UNLOCK" button on the transmitter to unlock the driver's door.
- Push the "UNLOCK" button one more time, within a short time, to unlock other doors.

The turn signal lights will flash once when the doors are locked.

The turn signal lights will flash twice when the door(s) is (are) unlocked.

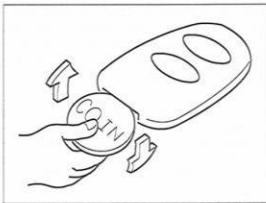
Be sure the doors are locked after you operate the "LOCK" button. If no door is opened within about 30 seconds after the "UNLOCK" button is operated, the doors will automatically lock again.

NOTE:

- * The maximum operating distance is about 5m (16ft.), but this can vary depending on the surroundings, especially near other transmitting devices such as radio towers or CB (Citizen's Band) radios.
- * The door locks can not be operated with the transmitter:
if the ignition key is in the "ON" or "START" position, or
if any door is open or incompletely closed.
- * If you lose your transmitter, ask your Suzuki dealer as soon as possible for a replacement and to have the lost one deactivated.

⚠ CAUTION

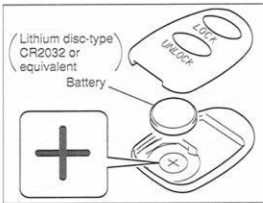
The transmitter is a sensitive electronic instrument. To avoid damaging the transmitter, do not expose it to impacts, moisture, or high temperature (such as on the dashboard under direct sunlight).



02-60G355A

Replacement of the transmitter battery
If the transmitter becomes unreliable, replace the battery.

- 1) Put the edge of a coin or a flat blade screw driver in the slot of the transmitter and pry it open.
- 2) Replace the battery (specified in the illustration) so its $\oplus$ terminal faces the "+" mark of the transmitter.
- 3) Close the transmitter firmly.
- 4) Make sure the door locks can be operated with the transmitter.
- 5) Dispose of the used battery properly according to applicable rules or regulations. Do not dispose of lithium batteries with ordinary household trash.



02-60G356A

WARNING

Swallowing a lithium battery may cause serious internal injury. Do not allow anyone to swallow a lithium battery. Keep lithium batteries away from children and pets. If swallowed, contact physician immediately.

CAUTION

The transmitter is a sensitive electronic instrument. To avoid damaging the transmitter, do not expose it to dust or moisture or tamper with internal parts.

For vehicles sold in U.S.A.:

FCC ID: MOZ D01TB MADE IN JAPAN

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions:

- 1) this device may not cause harmful interference, and
- 2) this device must accept any interference received, including interference that may cause undesired operation.

FCC ID: MOZ D01RB MADE IN JAPAN

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions:

- 1) this device may not cause harmful interference, and
- 2) this device must accept any interference received, including interference that may cause undesired operation.

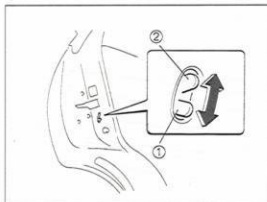
NOTE:

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

For vehicles sold in Canada:

This device complies with RSS-210 of Industry Canada. Operation is subject to the following two conditions:

- 1) this device may not cause interference, and
- 2) this device must accept any interference, including interference that may cause undesired operation of the device.



02-60G008A

Child Lock System (4-door models)

Each of the rear doors is equipped with a child lock which can be used to help prevent unwanted opening of the door from inside the vehicle. When the lock lever is in the "LOCK" position ①, the rear door can only be opened from outside. When the lock lever is in the "RELEASE" position ②, the rear door can be opened from inside or outside.

Rear Door Lock

02-65D001A

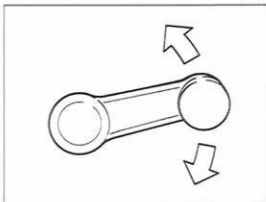
Rear Door Lock/Tail Gate Lock (if equipped)

To lock the rear door or the tail gate, insert the key and turn it clockwise. To unlock the door, turn the key counterclockwise.

BEFORE DRIVING

6SD-0204-A0E

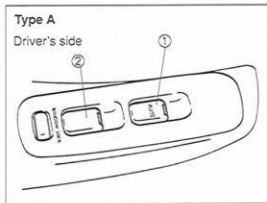
WINDOWS



02-60G010A

Manual Window Control (if equipped)

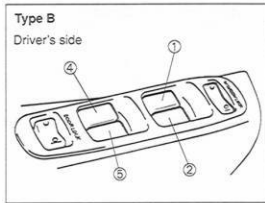
Raise or lower the door windows by turning the hand crank located on the door panel.



02-60G011A

Power Window Controls (if equipped)

The driver's door has a switch to operate the driver's window ①, and a switch to operate the front passenger's window ②. In 4-door models, there are switches ④, ⑤, to operate the rear left and right passenger windows, respectively.

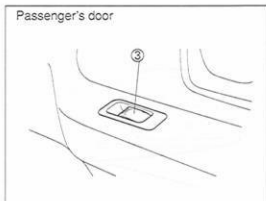


02-60G012A

The passenger's door only has a switch to operate the passenger's window ③. The power windows can only be operated when the ignition switch is in the "ON" position.

To open a window, push the top part of the switch and to close a window lift up the top part of the switch.

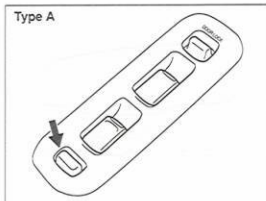
Passenger's door



02-65D002A

The driver's window has an auto-down feature for added convenience (at toll booths or drive-through restaurants, for example). This means you can open the window without holding the window switch in the "Down" position. Press the driver's window switch completely down and release it. To stop the window before it reaches the bottom, pull the switch up briefly.

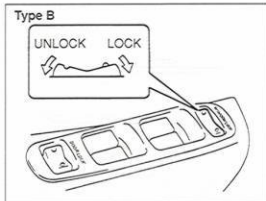
Type A



02-65D295A

The driver's door also has a lock switch for the passenger's window(s). When you push in the lock switch or the lock side of the switch, the passenger's window(s) can not be raised or lowered by operating either of the switches ② or ③, and ④ or ⑤ in 4-door models. To restore normal operation, release the lock switch by pushing it in again or by pushing the unlock side of the switch.

Type B



02-60G014A

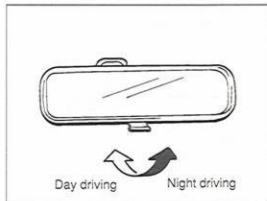
⚠ WARNING

You should always lock the passenger's window operation when there are children in the vehicle. Children can be seriously injured if they get part of their body caught by the window during operation.

BEFORE DRIVING

65D-0205-A0E

MIRRORS

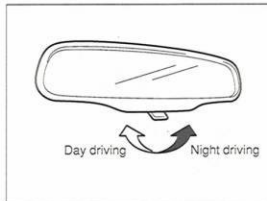


02-50G010A

Day-Night Rearview Mirror (if equipped)

To adjust the inside rearview mirror, set the selector tab to the day position, then move the mirror up, down, or sideways to obtain the best view.

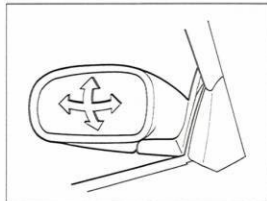
When driving at night, you can move the selector tab to the night position to reduce glare from the headlights of vehicles behind you.



02-65D277A

⚠ WARNING

- * Always adjust the mirror with the selector set to the day position.
- * Only use the night position if it is necessary to reduce glare from the headlights of vehicles behind you. Be aware that in this position you may not be able to see some objects that could be seen in the day position.



02-60G016A

Outside Rearview Mirrors

Adjust the outside rearview mirrors so you can just see the side of your vehicle in the mirrors.

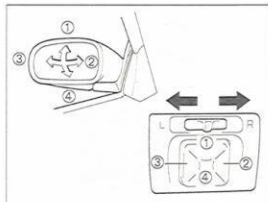
The passenger's side mirror is a convex (curved surface) mirror. Objects seen in this mirror will look smaller and appear farther away than when seen in a flat mirror.

⚠ WARNING

Be careful when judging the size or distance of a vehicle or other object seen in the side convex mirror. Be aware that objects look smaller and appear farther away than when seen in a flat mirror.

65D-0212-A0E

SEAT ADJUSTMENT



02-60G016A

02-60G334A

Power Mirror Control (if equipped)

The switch to control the power rearview mirrors is located on the instrument panel. You can only adjust the mirrors when the ignition switch is in the "ON" position. To adjust the mirrors:

- 1) Move the selector switch to the left or right to select the mirror you wish to adjust.
- 2) Press the outer part of the switch that corresponds to the direction you wish to move the mirror.
- 3) Return the selector switch to the center position to help prevent unintended adjustment.

⚠ WARNING

Never attempt to adjust the driver's seat or seatback while driving. The seat or seatback could move unexpectedly, causing loss of control. Make sure that the driver's seat and seatback are properly adjusted before you start driving.

⚠ WARNING

To avoid excessive seat belt slack, which reduces the effectiveness of the seat belts as a safety device, make sure that the seats are adjusted before the seat belts are fastened.

Front seat



02-65D005A

Adjusting Seat Position

The adjustment lever for each front seat is located under the front of the seat. To adjust the seat position, pull up on the adjustment lever and slide the seat forward or rearward. After adjustment, try to move the seat forward and rearward to ensure that it is securely latched.



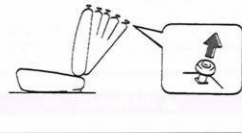
Adjusting Seatbacks

The front and rear seatbacks can be adjusted to different angles. To adjust the seatback angle of front seats, pull up the lever on the outboard side of the seat, move the seatback to the desired position, and release the lever to lock the seatback in place. After adjustment, try moving the seatback to make sure it is securely locked.

To adjust the seatback angle of the rear seats:

- Pull up the knob on the top of a split folding seat.

EXAMPLE



- Move the seatback to one of the lock positions. The number of the lock positions depends on the vehicle specification.
- Release the knob to lock the seatback in position. After adjustment, try moving the seatback to make sure it is securely locked.

⚠ WARNING

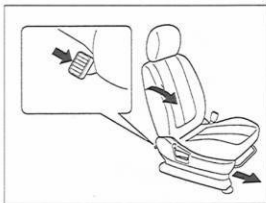
All seatbacks should always be in a fairly upright position when driving, or seat belt effectiveness may be reduced. Seat belts are designed to offer maximum protection when seatbacks are in the fully upright position.



Walk-In Type Seats (if equipped)

The walk-in type seat can be moved to provide easy entry to and exit from the rear seats. You can move a walk-in seat from outside the vehicle by pulling up the lever on the outboard side of the seat. You can move the front passenger's seat from inside the vehicle by depressing the pedal on the rear of the seat.

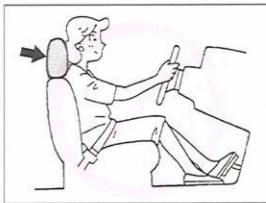
65D-0213-A0E

HEAD RESTRAINTS (if equipped)

02-65D008A

⚠ WARNING

- * After using the walk-in function, be sure to return the folded seat back to an upright position.
- * Before returning a walk-in seat to its normal seating position, make sure that the feet of the passenger in the rear seat are out of the way.
- * After returning the seat to its normal seating position, make sure it is securely latched.



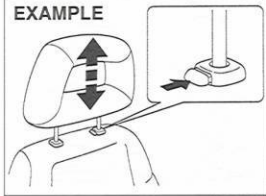
02-75F012A

Head restraints are designed to help reduce the risk of neck injuries in case of an accident.

Adjust the head restraint to the position which places the top of the head restraint closest to the top of your ears.

⚠ WARNING

- * Never drive the vehicle with the head restraints removed.
- * Do not attempt to adjust the head restraint while driving.

EXAMPLE

02-81A017A

To raise the head restraint, pull upward on the restraint until it clicks. To lower the restraint, push down on the restraint while holding in the release knob. If a head restraint must be removed (for cleaning, replacement, etc.), push in the release knob and pull the head restraint all the way out.

NOTE:

It may be necessary to recline the seatback to provide enough overhead clearance to remove the head restraint.

BEFORE DRIVING

65D-0209-A2E

SEAT BELTS AND CHILD RESTRAINT SYSTEMS



07-65D231A

⚠ WARNING

An air bag supplements, or adds to, the frontal crash protection offered by seat belts. The driver and all passengers must be properly restrained by wearing seat belts at all times, whether or not an air bag is mounted at their seating position, to minimize the risk of severe injury or death in the event of a crash.

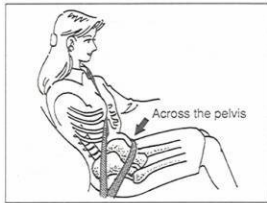


02-65D200A

⚠ WARNING

- * Never allow persons to ride in the cargo area of a vehicle. In the event of an accident, there is a much greater risk of injury for persons who are not riding in a seat with their seat belt securely fastened.
- * Seat belts should always be adjusted so the lap portion of the belt is worn low across the pelvis, not across the waist. Shoulder straps should be worn on the outside shoulder only, and never under the arm. Seat belts should never be worn with the straps twisted and should be adjusted as tightly as

(Continued)

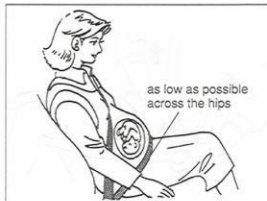


02-65D201A

(Continued)

- comfortable to provide the protection for which they have been designed. A slack belt will provide less protection than one which is snug.
- * Make sure that each seat belt buckle is inserted into the proper buckle catch. It is possible to cross the buckles in the rear seat.
 - * Do not wear your seat belt over hard or breakable objects in your pockets or on your clothing. If an accident occurs, objects such as glasses, pens, etc. under the seat belt can cause injury.

(Continued)



02-65D199A

WARNING

(Continued)

- * Never use the same seat belt on more than one occupant and never attach a seat belt over an infant or child being held on an occupant's lap. Such seat belt use could cause serious injury in the event of an accident.
- * Pregnant women should use seat belts, although specific recommendations about driving should be made by the woman's medical advisor. Remember that the lap portion of the belt should be worn as low as possible across the hips,

(Continued)

(Continued)

as shown in the diagram.

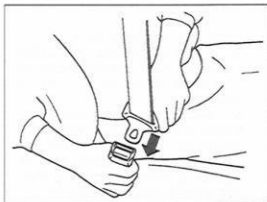
- * Periodically inspect seat belt assemblies for excessive wear and damage. Seat belts should be replaced if webbing becomes frayed, contaminated, or damaged in any way. It is essential to replace the entire seat belt assembly after it has been worn in a severe impact, even if damage to the assembly is not obvious.
- * Children age 12 and under should ride properly restrained in the rear seat, if equipped.
- * Infants and small children should never be transported unless they are properly restrained. Restraint systems for infants and small children can be purchased commercially and should be used. Make sure that the system you purchase meets Federal Motor Vehicle Safety Standards. Read and follow all the directions provided by the manufacturer.
- * Avoid contamination of seat belt webbing by polishes, oils, chemicals, and particularly battery acid. Cleaning may safely be carried out

(Continued)

(Continued)

using mild soap and water.

- * For children, if the shoulder belt irritates the neck or face, move the child closer to the center of the vehicle.
- * All seatbacks should always be in a fairly upright position when driving, or seat belt effectiveness may be reduced. Seat belts are designed to offer maximum protection when seatbacks are in the fully upright position.



02-60A036A

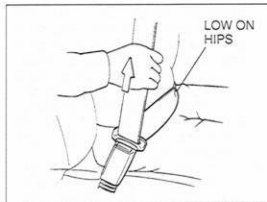
Your vehicle is equipped with a lap-shoulder belt at each outboard seating position and a lap belt at the rear center seating position (if available).

Front and Rear Lap-Shoulder Belts

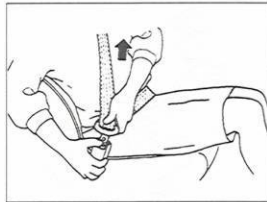
Pull the buckle tongue attached to the seat belt across your body and press it into the buckle catch until you hear a "click". The buckle catch is located at the inboard side of the seat. To reduce the risk of sliding under the belt during a collision, position the lap portion of the belt across your lap as low on your hips as possible and adjust it to a snug fit by pulling the shoulder portion of the belt upward through the latch plate.



02-60A038A



02-60A040A

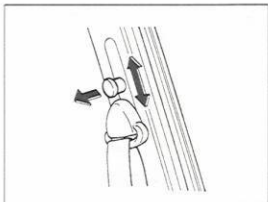


02-60A039A

The length of the diagonal shoulder strap adjusts itself to allow freedom of movement. The seat belt has an emergency locking retractor (ELR), which is designed to lock the seat belt only during a sudden stop or impact. To unfasten the belt, press the release button on the buckle catch.

NOTE:

The front passenger's seat belt and the rear seat belts have emergency locking retractors (ELRs) that can be temporarily converted to function as automatic locking retractors (ALRs). The ALR mode should be used if you need to secure a child restraint system in the seat. Refer to the "CHILD RESTRAINT" section for details.



02-60G026A

Shoulder anchor height adjuster (if equipped)

Adjust the shoulder anchor height so that the shoulder belt rides on the center of the outboard shoulder. To adjust the shoulder anchor height, slide the anchor up or down while pulling the lock knob out. After adjustment, make sure that the anchor is securely locked.

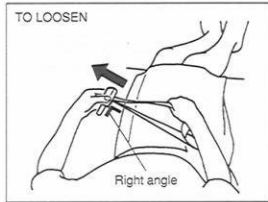


02-60B038A

Lap belt

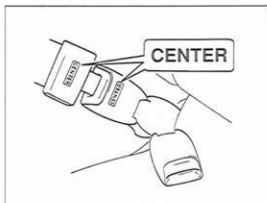
Sit up straight and well back in the seat. Pull the buckle tongue attached to the seat belt across your hips and press it into the buckle catch until you hear a "click". The buckle catch is located at the left side of the seating position. To reduce the risk of sliding under the belt during a collision, position the belt across your lap as low on your hips as possible and adjust it to a snug fit.

To tighten the belt, pull the free end of the belt across alongside the lap strap.



02-60A046A

To lengthen, release the tongue from the buckle catch, pull the tongue (adjuster) in the direction of the arrow, at right angles to the belt. The tongue should then be refitted into the buckle catch and the belt tightened as previously described.

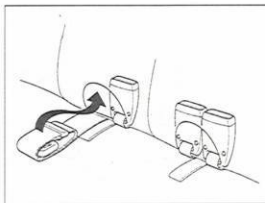


02-60G028A

NOTE:

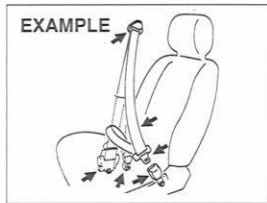
At the left side of the rear center seating position, there are two buckle catches, one for the center lap belt and one for the left lap-shoulder belt.

To identify them, "CENTER" is molded on the buckle catch for the center lap belt. The buckle catches are designed so a buckle tongue can not be inserted into the wrong buckle catch.



02-65D016A

Stow the rear seat belt buckle catches and the center seat belt webbing in the seat back as illustrated when the seatback is folded.



02-65D209A

Seat Belt Inspection

Periodically inspect the seat belts to make sure they work properly and are not damaged. Check the webbing, buckles, latch plates, retractors, anchorages, and guide loops. Replace any seat belts which do not work properly or are damaged.

WARNING

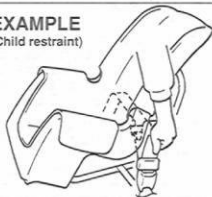
Be sure to inspect all seat belt assemblies after any collision. Any seat belt assembly which was in use during a collision (other than a very minor one) should be replaced, even if damage to the assembly is not obvious. Any seat belt assembly which was not in use during a collision should be replaced if it does not function properly or is damaged in any way.

Child Restraint Systems

02-60G332A

EXAMPLE

(Child restraint)



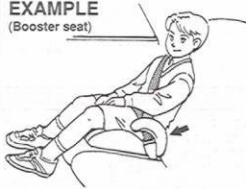
02-65D197A

EXAMPLE(Infant restraint
– rear seat only)

02-65D202A

EXAMPLE

(Booster seat)



02-65D203A

Child Restraint Systems

SUZUKI highly recommends that you use a child restraint system to restrain infants and small children. Many different types of child restraint systems are available; make sure that the restraint system you select meets Federal Motor Vehicle Safety Standards.

All child restraint systems are designed to be secured in vehicle seats by lap belts or the lap portion of lap-shoulder belts. When ever possible, SUZUKI recommends that child restraint systems be installed on the rear seat. According to accident statistics, children are safer when properly restrained in rear seating positions than in front seating positions.

If you must use a front-facing child restraint in the front passenger's seat, be sure to move the front passenger's seat as far back as possible.

WARNING

Do not install a rear-facing child restraint in the front passenger's seat. If the passenger's air bag inflates, a child in a rear-facing child restraint could be seriously injured. The back of a rear-facing child restraint would be too close to the inflating air bag.



02-60A582A

WARNING

Children could be endangered in a crash if their child restraints are not properly secured in the vehicle. When installing a child restraint system, be sure to follow the instructions below. Be sure to secure the child in the restraint system according to the manufacturer's instructions.



02-60A583A



02-60A577A

EXAMPLE



02-83E031A

EXAMPLE



02-83E035A

- 1) Pull all of the remaining webbing out of the retractor. You will hear a click, which means that the emergency locking retractor (ELR) has converted to function as an automatic locking retractor (ALR).

EXAMPLE



02-83E032A

- 2) Allow the extra webbing to retract, and pull the webbing toward the retractor to take up any slack. Make sure that the lap portion of the belt is tight around the child restraint system and the shoulder portion of the belt is positioned so that it can not interfere with the child's head or neck.

Installation with lap-shoulder seat belts (Child restraint with no Top Strap)

Install your child restraint system according to the instructions provided by the child restraint system manufacturer. If you install the child restraint system in the front seat, be sure to slide the seat to the rearmost position. After making sure that the seat belt is securely latched:

EXAMPLE



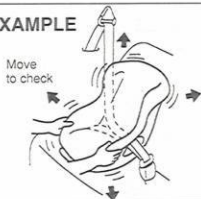
02-83E036A

- 3) Make sure that the retractor has converted to the ALR mode by trying to pull webbing out of the retractor. If the retractor is in the ALR mode, the belt will be locked.

WARNING

If the retractor is not in the ALR mode, the child restraint system can move or tip over when your vehicle turns or stops abruptly.

EXAMPLE

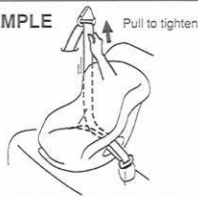


02-65D234A

- 4) Try moving the child restraint system in all directions, to make sure it is securely installed. If you need to tighten the belt, pull more webbing toward the retractor.

When you unbuckle the seat belt and allow it to retract to a certain length, the retractor will automatically revert back to the normal ELR mode.

EXAMPLE

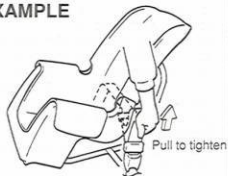


02-65D235A

EXAMPLE



02-65D267A

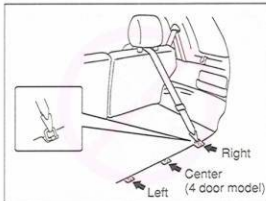
EXAMPLE

02-60G132A

Installation with a lap belt (Child restraint with no Top Strap)

Install your child restraint system according to the instructions provided by the child restraint system manufacturer.

To lengthen or tighten the belt, refer to the "Lap belt" item in this "SEAT BELTS AND CHILD RESTRAINT SYSTEMS" section. After making sure that the seat belt is securely latched, try moving the child restraint system in all directions, to make sure it is securely installed. If you need to tighten the belt, pull the free end of the webbing.

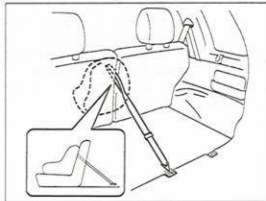


02-65D278A

Installation-Child Restraint with Top Strap

Some child restraint systems require the use of a top strap. Top strap anchor brackets are located on either side (and at the center (for 4 door model)) of the rear of the luggage compartment. Install the child restraint system as follows:

- 1) Remove the luggage compartment cover (if equipped).
- 2) Secure the child restraint on the rear seat using the procedure described above for securing a restraint system that does not require a top strap.
- 3) Lift up the anchor bracket. Hook the top strap to the anchor bracket and tighten the top strap according to the instructions provided by the child restraint system



02-65D279A

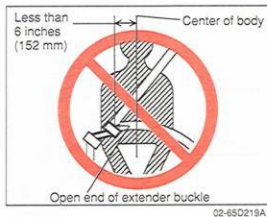
manufacturer. Be sure to attach the top strap to the corresponding anchor located directly behind the child restraint. Do not attach the top strap to the luggage restraint loops (if equipped).

⚠ WARNING

Do not attach the child restraint top strap to the luggage restraint loops (if equipped). Incorrectly attached top strap will reduce the intended effectiveness of the child restraint system.

- 4) When routing the top strap at an outboard seating position, be sure to pass it between the head restraint and the rear seatback as shown.

- 5) When routing the top strap at the center seating position, be sure to pass it between the rear seatbacks as shown, if the top strap connection to the child restraint is below the top of the rear seatback.
- 6) Make sure that cargo does not interfere with routing of the top strap.



Seat Belt Extender

If a front seat belt cannot be fastened securely because it is not long enough, see your authorized SUZUKI dealer for a seat belt extender. After inspecting the relationship between the seat belt length, the occupant's body size, and the seat adjustment (the driver's seat should always be adjusted as far back as possible while still maintaining control of the vehicle, and the passenger seat should be adjusted as far back as possible), he can select the appropriate seat belt extender for either the driver or passenger seat.

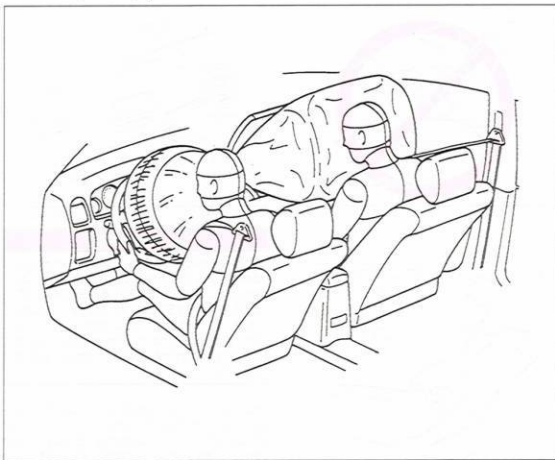
- A seat belt extender should only be used for the person, vehicle, and seating location it was provided for.
- When using the extender, ensure that both ends are latched securely. Do not use the extender if the open end of the extender's buckle is within 6 inches of the center of the occupant's body (See diagram). Use of the extender when the buckle is too close to the center of the body could increase the risk of abdominal injury in the event of an accident, and could cause the shoulder belt to be positioned incorrectly.
- Seat belt extenders are not intended for use by pregnant women, and should only be used upon approval by their medical advisors.
- Remove and stow the extender when it is not being used.

65D-0210-A0E

**SUPPLEMENTAL RESTRAINT
SYSTEM (Air Bags)****⚠ WARNING**

Failure to follow these instructions may increase the risk of injury in a crash.

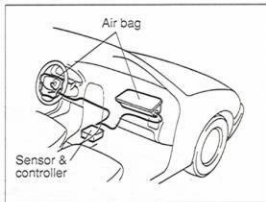
- * Only use an extender for the person, vehicle, and seating position it was provided for.
- * Do not use if open end of extender's buckle is within 6 inches of center of occupant's body (See diagram).



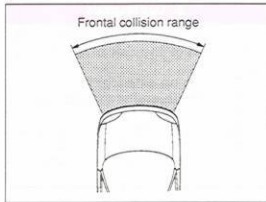
02-60A047A



02-60A585A



02-65D168A



02-50G032A



02-60A038A

⚠ WARNING

This section of the owner's manual describes the protection provided by your SUZUKI's SUPPLEMENTAL RESTRAINT SYSTEM (Air Bags). Please read and follow ALL these instructions carefully to minimize your risk of severe injury or death in the event of a collision.

Your vehicle is equipped with a Supplemental Restraint System consisting of a driver air bag and a front passenger air bag, crash sensors, an electronic controller, and air bag inflators, in addition to a lap/shoulder belt at each front seating position.

⚠ WARNING

An air bag supplements, or adds to, the frontal crash protection offered by seat belts. The driver and all passengers must be properly restrained by wearing seat belts at all times, whether or not an air bag is mounted at their seating position, to minimize the risk of severe injury or death in the event of a crash.

AIR BAG

02-50G212A

Air bags are designed to inflate only in severe frontal collisions. They are not designed to inflate in rear impacts, side impacts, rollovers, or minor frontal collisions, since they would offer no protection in those types of accidents. Also, since an air bag deploys only one time during an accident, seat belts are needed to restrain occupants from further movements during the accident.

Therefore, an airbag is NOT a substitute for seat belts. To maximize your protection, ALWAYS WEAR YOUR SEAT BELTS. Be aware that no system can prevent all possible injuries that may occur in an accident.

If the "AIR BAG" light on the instrument cluster does not blink when the ignition switch is first turned to the "ON" position, or the "AIR BAG" light stays on, or comes on while driving, the air bag system may not work properly. Have the air bag system inspected by an authorized SUZUKI dealer as soon as possible.



02-60A582A

WARNING

Do not install a rear-facing child restraint in the front passenger's seat. If the passenger's air bag inflates, a child in a rear-facing child restraint could be severely injured. The back of a rear-facing child restraint would be too close to the inflating air bag.

If you must use a front-facing child restraint in the front passenger's seat, be sure to move the front passenger's seat as far back as possible. Please refer to the "SEAT BELTS AND CHILD RESTRAINT SYSTEMS" section in the "BEFORE DRIVING" section for details on securing your child.

How the System Works.

In a frontal collision, the crash sensors will detect rapid deceleration and send a signal to the controller. If the controller judges that the deceleration represents a severe frontal crash, the controller will trigger the inflators. The inflators inflate the air bags with nitrogen or argon gas. The inflated air bags provide a cushion for your head and upper body. The air bag inflates and deflates so quickly that you may not even realize that it has activated. The air bag will neither hinder your view nor make it harder to exit the vehicle.

Airbags must inflate quickly and forcefully in order to reduce the chance of serious or fatal injuries. However, an unavoidable consequence of the quick inflation is that the air bag may irritate bare skin, such as the facial area. Also, upon inflation, a loud noise will occur and some powder and smoke will be released. These conditions are not harmful and do not indicate a fire in the car. Be aware, however, that some air bag components may be hot for a while after inflation.

A seat belt helps keep you in the proper position for maximum protection when an airbag inflates. Adjust your seat as far back as possible while still maintaining control of the vehicle. Sit fully back in your seat; sit up straight; do not lean over the steering wheel

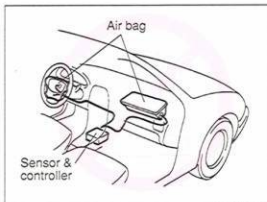
or dashboard. Please refer to the "FRONT SEAT ADJUSTMENT" section and the "SEAT BELTS AND CHILD RESTRAINT SYSTEMS" section in the "BEFORE DRIVING" section for details on proper seat and seat belt adjustments.

⚠ WARNING

Do not attach any objects to, or place any objects over, the steering wheel or dashboard. Do not place any objects between the air bag and the driver or front passenger. These objects may interfere with air bag operation or may be propelled by the air bag in the event of a crash. Either of these conditions may cause severe injury.

Note that even though your vehicle may be moderately damaged in a frontal collision, the collision may not have been severe enough to trigger the air bags to inflate. If your car sustains ANY front-end damage, have the air bag system inspected by an authorized SUZUKI dealer to ensure it is in proper working order.

Your vehicle is equipped with a diagnostic module which records information about the air bag system if the air bags deploy in a crash. The module records information about overall system status, which sensors



02-65D168A

activated the deployment, and whether the driver's seat belt was in use.

Servicing the Air Bag System.

If the air bags inflate, have the air bags and related components replaced by an authorized SUZUKI dealer as soon as possible.

If your vehicle ever gets in deep water and the driver's floor is submerged, the air bag controller could be damaged. If it does, have the air bag system inspected by the SUZUKI dealer as soon as possible.

Special procedures are required for servicing or replacing an air bag. For that reason, only an authorized SUZUKI dealer should be allowed to service or replace your air

bags. Please remind anyone who services your SUZUKI that it has air bags.

Service on or around air bag components or wiring must be performed only by an authorized SUZUKI dealer. Improper service could result in unintended air bag deployment or could render the air bag inoperative. Either of these two conditions may result in severe injury.

To prevent damage or unintended inflation of the air bag system, be sure the battery is disconnected and the ignition switch has been in the "LOCK" position for at least 90 seconds before performing any electrical service work on your SUZUKI. Do not touch air bag system components or wires. The wires are wrapped with yellow tape or yellow tubing, and the couplers are yellow for easy identification.

Scrapping a car that has an uninflated air bag can be hazardous. Ask your dealer, body repair shop, or scrap yard for help with disposal.

STEERING COLUMN CONTROLS

Ignition Switch	3-1
Lighting/Turn Signal Control Lever	3-3
Windshield wiper and washer lever	3-6
Tilt Steering Lock Lever (if equipped)	3-7
Cruise Control (if equipped)	3-8
Horn	3-9

65D-0301-A2E

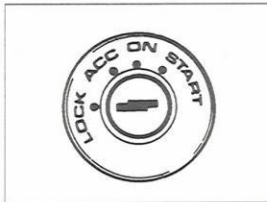
IGNITION SWITCH



03-70G142A

⚠ WARNING

To avoid possible injury, do not operate controls by reaching through the steering wheel.



03-60A054A

The ignition switch has the following four positions:

LOCK

This is the normal parking position. It is the only position in which the key can be removed.

MANUAL TRANSMISSION



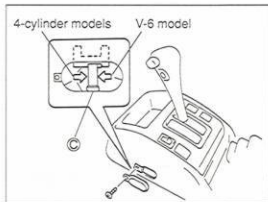
03-60A055A

Manual Transmission Vehicles

You must push in the key to turn it to the "LOCK" position. It locks the ignition, and prevents normal use of the steering wheel after the key is removed.

Automatic Transmission Vehicles

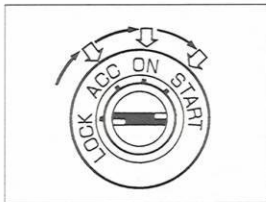
The shift lever must be in the "P" (Park) position to turn the key to the "LOCK" position. It locks the ignition and prevents normal use of the steering wheel and shift lever.



16-65D058A

If the shift lever can not be shifted out of Park in the normal way, pushing the release cam © forward (for V-6 model) or rearward (for 4-cyl. models) with the key in the "ON" or "ACC" position will permit movement of the shift lever out of "P". (see "Emergency Shifting out of "P" (Park)" of "USING THE TRANSMISSION" in "OPERATING YOUR VEHICLE" section.). The shift lever can be moved back to "P" without pushing the release cam ©.

To release the steering lock, insert the key and turn it clockwise to one of the other positions. If you have trouble turning the key to unlock the steering, try turning the steering wheel slightly to the right or left while turning



03-60A300A

the key.

ACC

Accessories such as the radio can operate, but the engine is off.

ON

This is the normal operating position. All electrical systems are on.

START

This is the position for starting the engine using the starter motor. The key should be released from this position as soon as the engine starts.

⚠ WARNING

- * For manual transmission vehicles, never remove the ignition key while the vehicle is moving. The steering wheel will lock and you will not be able to steer the vehicle.
- * Do not leave children or pets alone in a parked vehicle, and always remove the keys. Unattended children could cause accidental movement of the vehicle or could tamper with power windows. Children or pets could suffer from heatstroke in warm or hot weather, which could result in severe injury or even death.

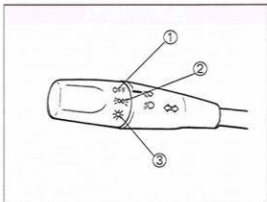
⚠ CAUTION

- * Do not turn the starter motor for more than 15 seconds at a time. If the engine does not start, wait 15 seconds before trying again. If the engine does not start after several attempts, check the fuel and ignition systems or consult your SUZUKI dealer.
- * Do not leave the ignition switch in the "ON" position if the engine is not running or the battery will discharge.

STEERING COLUMN CONTROLS

65D-0302-A2E

LIGHTING/TURN SIGNAL CONTROL LEVER



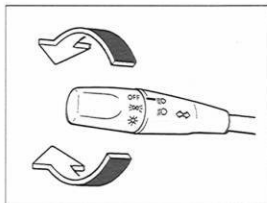
Your vehicle's lighting system is controlled by three main systems: the Lighting switch, the Auto-On Headlight System, and the Daytime Running Light (D.R.L.) system.

The three systems work together to operate your lights as shown in the following chart:

H/L : Head lights E/G : Engine
IG : Ignition switch ☼ : Lights ON
LIGHT : When it is light around the light sensor Ⓐ.
DARK : When it is dark around the light sensor Ⓐ.



Lighting switch position	Main lights to be operated	IG OFF		IG ON			
		E/G OFF		E/G OFF		E/G RUNNING	
		LIGHT	DARK	LIGHT	DARK	LIGHT	DARK
① OFF	D.R.L.	—	—	—	—	☼	—
	Parking lights	—	—	—	☼	—	☼
	H/L, Tail lights	—	—	—	☼	—	☼
② Middle	D.R.L.	—	—	—	—	☼	—
	Parking lights	☼	☼	☼	☼	☼	☼
	H/L, Tail lights	—	—	—	☼	—	☼
③ Third	D.R.L.	—	—	—	—	—	—
	Parking lights	☼	☼	☼	☼	☼	☼
	H/L, Tail lights	☼	☼	☼	☼	☼	☼

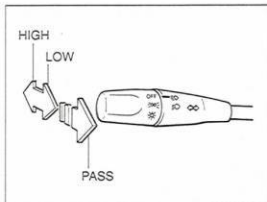


03-60G034A

Lighting Operation

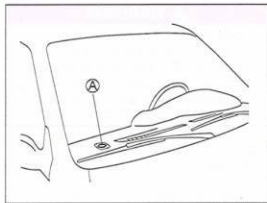
This control lever is located on the outboard side of the steering column. Operate the lever as described below.

To turn the lights on or off, twist the knob on the end of the lever. There are three positions: in the "OFF" position all lights are off; in the middle position the front parking lights, tail-lights, license plate light, and instrument lights are on, but the headlights are off; in the third position the headlights come on in addition to the other lights.



03-60G035A

With the headlights on, push the lever forward to switch to the high beams or pull the lever toward you to switch to the low beams. When the high beams are on, a light on the instrument panel will come on. To momentarily activate the high beams as a passing signal, pull the lever slightly toward you and release it when you have completed the signal.



03-65D166A

Auto-On Headlight System

When it is dark and the ignition switch is turned to the "ON" position, this system automatically turns on all the lights that are operated by the lighting control lever on the steering column even if you do not operate the lighting control lever.

This system is operated by the signal from the light sensor (A) on the right end of the instrument panel. Do not cover the sensor (A). If you do, the system will not work correctly.

WARNING

It takes about 20 seconds for the light sensor to react to a change in lighting conditions. To help avoid an accident due to reduced visibility, turn on your headlights before driving into a tunnel, parking structure, or the like.

NOTE:

This system does not react to all types of ambient light. As the sensor is infrared type, it will not work correctly with ambient lights that do not contain infrared rays.

Daytime Running Light (D.R.L.) System
The headlights light, but are dimmer than the low beam, when the following three conditions are all met.

Conditions for D.R.L. system operation:

1. The engine is running.
2. The parking brake is released.
3. The lighting switch is at either the "OFF" or the "middle" position.

NOTE:

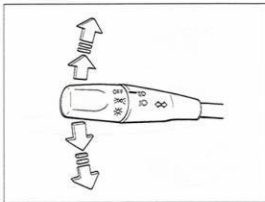
Be sure to turn the lighting switch to the third position at night or at any time of the day when driving or weather conditions require the headlights to operate at full brightness and the taillights to be on.

Lights "On" Reminder

A buzzer sounds to remind you to turn off the lights if they are left on when the ignition key is removed and the driver's door is opened.

Turn Signal Operation

With the ignition switch in the "ON" position, move the lever up or down to activate the right or left turn signals.



03-60GC36A

Normal Turn Signal

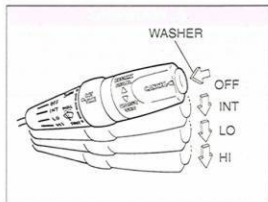
Move the lever all the way up to signal a right turn or all the way down to signal a left turn. When the turn is completed, the signal will cancel and the lever will return to its normal position.

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 and holding it there. The lever will return to its normal position when you release it.

65D-C3D4-A0E

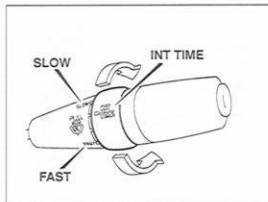
WINDSHIELD WIPER AND WASHER LEVER



03-60G135A

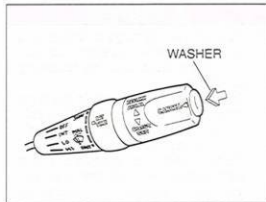
Windshield Wipers

To turn the windshield wipers on, move the lever down to one of the three operating positions. In the "INT" position (if equipped), the wipers operate intermittently. The "INT" position is very convenient for driving in mist or light rain. In the "LO" position, the wipers operate at a steady low speed. In the "HI" position, the wipers operate at a steady high speed. To turn off the wipers, move the lever back to the "OFF" position.



03-60G040A

If the lever is equipped with the "INT TIME" control, turn the control toward the "SLOW" or "FAST" positions to adjust the intermittent wiper operation to the desired interval.



03-60G205A

Windshield Washer

To spray windshield washer fluid, pull the lever toward you. The windshield wipers will automatically turn on at low speed if they are not already on and if the "INT" position is equipped.

⚠ WARNING

- * To prevent windshield icing in cold weather, turn on the defroster to heat the windshield before and during windshield washer use.
- * Do not use radiator antifreeze in the windshield washer reservoir. It can severely impair visibility when sprayed on the windshield, and can also damage your vehicle's paint.

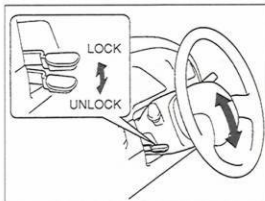
65D-0305-A0E

TILT STEERING LOCK LEVER (if equipped)

⚠ CAUTION

To help prevent damage to windshield wiper and washer system components, you should take the following precautions:

- * Do not continue to hold in the lever when there is no windshield washer fluid being sprayed or the washer motor can be damaged.
- * Do not attempt to remove dirt from a dry windshield with the wipers or you can damage the windshield and the wiper blades. Always wet the windshield with washer fluid before operating the wipers.
- * Clear ice or packed snow from the wiper blades before using the wipers.
- * Check the washer fluid level regularly. Check it often when the weather is bad.
- * Only fill the washer fluid reservoir 3/4 full during cold weather to allow room for expansion if the temperature falls low enough to freeze the solution.



03-65D214A

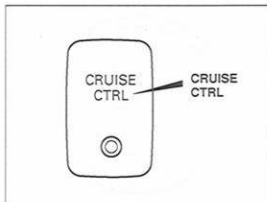
The release lever is located on the left side of the steering column. To adjust the steering wheel height:

- 1) Push down on the release lever and hold it there to unlock the steering column.
- 2) Adjust the steering wheel to the desired height and lock the steering column by letting the release lever return slowly. The steering column will be locked automatically.
- 3) Try moving the steering wheel up and down to make sure it is securely locked in position.

⚠ WARNING

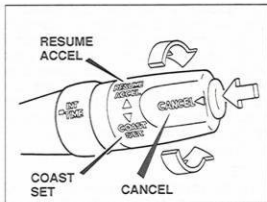
Never attempt to adjust the steering wheel height while the vehicle is moving or you could lose control of the vehicle.

65D-0308-A0E

CRUISE CONTROL (if equipped)

03-65D296A

The cruise control system allows you to maintain a steady speed without keeping your foot on the accelerator pedal. The controls for operating the cruise control system are on the windshield wiper lever and there is an on/off switch for the system on the instrument panel. When the system is on, an indicator light on the instrument panel switch will be lit. You can use the cruise control system at speeds of about 25 mph (40 km/h) or higher.



03-60G137A

WARNING

To help avoid loss of vehicle control, do not use the cruise control system when driving in heavy traffic, on slippery or winding roads, or on steep downgrades.

To Set Cruising Speed

Turn on the cruise control system by pushing the "CRUISE CTRL" button on the instrument panel. Accelerate to the desired speed, turn the control lever to the "COAST SET" position, and then slowly release the lever. Take your foot off the accelerator pedal and the set speed will be maintained.

While the vehicle speed is controlled with this system, the "CRUISE" light on the instrument cluster will be on.

With the cruise control on, you can increase speed for passing by using the accelerator pedal. When you take your foot off the pedal, your vehicle will return to the set speed.

To Change Cruising Speed

To reset the cruise control to a slower speed, hold the control lever in the "COAST SET" position until the vehicle has slowed to the desired speed, then slowly release the lever. The new speed will be maintained.

To reset the cruise control to a faster speed, use either of the following procedures:

- a) Turn the control lever to the "RESUME ACCEL" position and hold it there. Vehicle speed will steadily increase. When you release the lever, the new speed will be maintained.

HORN

- b) Accelerate to the desired speed using the accelerator pedal and turn the control lever to the "COAST SET" position. When you slowly release the lever, the new speed will be maintained.

To Cancel

To cancel cruise control operation, use one of the following procedures:

- a) Slightly depress the brake pedal or clutch pedal, or push in the "CANCEL" button. Cruise control operation will be cancelled until you reset a cruising speed turning the control lever to the "RESUME ACCEL" or the "COAST SET" positions.
- b) Push the "CRUISE CTRL" button on the instrument panel. Cruise control operation will be cancelled until you turn on the system by pushing the "CRUISE CTRL" button again and reset a cruising speed turning the control lever to the "COAST SET" position.

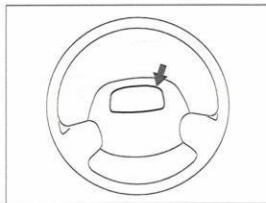
Cruise control operation will also be cancelled any time the vehicle speed falls below 25 mph (40 km/h). The cruise control system will be turned off each time the ignition switch is turned off.

To "Resume" a Previously Set Speed

After canceling cruise control operation without turning off the instrument panel switch, you can "resume" a previously set speed, if you have not let your speed drop below 25 mph (40 km/h), by holding the control lever in "RESUME ACCEL" position for about one second. When you release the lever the vehicle will accelerate to and maintain the previously set speed.

NOTE:

If vehicle speed drops below 25 mph (40 km/h), the set speed in the memory is cleared and you can not use the Resume feature. In this case, reset your CRUISE speed.

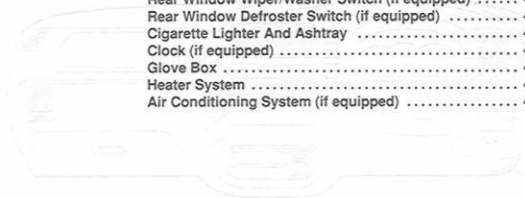


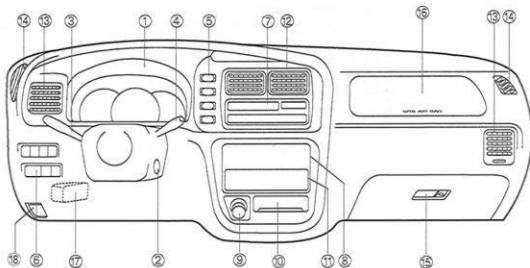
03-65D083A

Press the horn pad on the steering wheel to sound the horn. The horn will sound with the ignition switch in any position.

INSTRUMENT PANEL

Warning And Indicator Lights	4-3
Speedometer/Odometer/Tripmeter (if equipped)	4-7
Tachometer (if equipped)	4-8
Fuel Gauge	4-8
Temperature Gauge	4-9
Hazard warning switch	4-9
Instrument Light Brightness Control	4-9
Rear Window Wiper/Washer Switch (if equipped)	4-10
Rear Window Defroster Switch (if equipped)	4-10
Cigarette Lighter And Ashtray	4-10
Clock (if equipped)	4-11
Glove Box	4-11
Heater System	4-12
Air Conditioning System (if equipped)	4-14

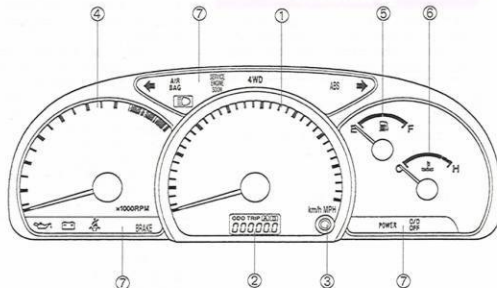




- ① Instrument cluster
- ② Ignition switch
- ③ Lighting switch/Turn signal and dimmer switch
- ④ Windshield wiper and washer switch
- ⑤ Hazard warning switch
- ⑥ Other switches (if equipped)
- ⑦ Heater control panel
- ⑧ Radio (if equipped)
- ⑨ Cigarette lighter (if equipped)
- ⑩ Ashtray
- ⑪ Clock (if equipped)
- ⑫ Center ventilator
- ⑬ Side ventilator
- ⑭ Side defroster
- ⑮ Glove box
- ⑯ Passenger's air bag
- ⑰ Fuse box
- ⑱ Hood release

04-65D159A

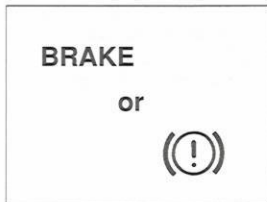
EXAMPLE



- ① Speedometer
- ② Odometer/Trip meter
- ③ Odometer/Trip meter selector knob
- ④ Tachometer (if equipped)
- ⑤ Fuel gauge
- ⑥ Temperature gauge
- ⑦ Warning and indicator lights

04-65D160A

WARNING AND INDICATOR LIGHTS



04-60A072A

Brake System Warning Light

This light comes on briefly when the ignition switch is turned to the "ON" position. The light also comes on under the following conditions: 1) when the ignition switch is turned to the "START" position, 2) when the parking brake is engaged, and 3) when the fluid in the brake fluid reservoir falls below the specified level. The light should go out after starting the engine and fully releasing the parking brake, if the fluid level in the brake fluid reservoir is adequate.

If the brake system warning light comes on while you are driving the vehicle, it may mean that there is something wrong with the vehicle's brake system. If this happens, you should:

- 1) Pull off the road and stop carefully.

⚠ WARNING

Remember that stopping distance may be longer, you may have to push harder on the pedal, and the pedal may go down farther than normal.

- 2) Test the brakes by carefully starting and stopping on the shoulder of the road.
 - 3) If you determine that it is safe, drive cautiously at low speed to the nearest dealer for repairs,
- or
- 4) Have the vehicle towed to the nearest dealer for repairs.

⚠ WARNING

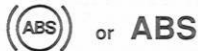
If any of the following conditions occur, you should immediately ask your SUZUKI dealer to inspect the brake system.

- * If the brake system warning light does not go out after the engine has been started and the parking brake has been fully released.
- * If the brake system warning light does not come on when the ignition switch is turned to the "START" position.
- * If the brake system warning light comes on at any time during vehicle operation.

NOTE:

Because the disc brake system is self-adjusting, the fluid level will drop as the brake pads become worn.

Replenishing the brake fluid reservoir is considered normal periodic maintenance.



04-50G049A

Anti-Lock Brake System (ABS) Warning Light (if equipped)

When the ignition switch is turned to the "ON" position, the light comes on briefly so you can check that the bulb is working. If the light stays on, or comes on when driving, there may be something wrong with the ABS.

For V6 engine models, if the ABS light and the brake system warning light stay on, or come on simultaneously when driving, then there may be something wrong with both the rear brake proportioning valve function and anti-lock function of the ABS system.

If one of these happens, have the system inspected by your SUZUKI dealer. If the ABS becomes inoperative, the brake system will function as an ordinary brake system that has no ABS.



04-50G051A

Oil Pressure Light

This light comes on when the ignition switch is turned on, and goes out when the engine is started. The light will come on and remain on if there is insufficient oil pressure. If the light comes on when driving, pull off the road as soon as you can and stop the engine. Check the oil level and add oil if necessary. If there is enough oil, the lubrication system should be inspected by your SUZUKI dealer before you drive the vehicle again.

⚠ CAUTION

- * If you operate the engine with this light on, severe engine damage can result.
- * Do not rely on the Oil Pressure Light to indicate the need to add oil. Be sure to periodically check the engine oil level.



04-50G052A

Charging Light

This light comes on when the ignition switch is turned on, and goes out when the engine is started. The light will come on and remain on if there is something wrong with the battery charging system. If the light comes on when the engine is running, the charging system should be inspected immediately by your SUZUKI dealer.



04-60A341A

Seat Belt Warning Light

When the ignition switch is turned to the "ON" position, this light comes on as a reminder and stays on until the driver's seat belt is buckled.

At the same time the warning light is lit, a buzzer sounds for about 6 seconds as a reminder if the driver's seat belt is not buckled.

⚠ WARNING

It is absolutely essential that the driver and passengers wear their seat belts at all times. Persons who are not wearing seat belts have a much greater risk of injury if an accident occurs. Make a regular habit of buckling your seat belt before putting the key in the ignition.

**AIR
BAG**

04-60A212A

"AIR BAG" light

This light blinks for several seconds when the ignition switch is turned to the "ON" position so you can check if the bulb is working. The light will come on and stay on if there is a problem in the air bag system.

⚠ WARNING

If the "AIR BAG" light does not blink when the ignition switch is turned to the "ON" position, or stays on, or comes on when driving, the air bag system may not work properly. Have the air bag system inspected by an authorized SUZUKI dealer.

**SERVICE
ENGINE
SOON**

04-60A511A

**Malfunction Indicator Lamp
("SERVICE ENGINE SOON")**

Your vehicle has a computer-controlled emission control system. A malfunction indicator lamp is provided on the instrument panel to indicate when it is necessary to have the emission control system serviced. The malfunction indicator lamp comes on when the ignition switch is turned on to let you know the bulb is working and goes out when the engine is started.

If the malfunction indicator lamp comes on or blinks when the engine is running, service to the emission control system is necessary. Bring the vehicle to your SUZUKI dealer to have the emission control system serviced right away and avoid hard acceleration until the service is performed.

⚠ CAUTION

Continuing to drive the vehicle when the malfunction indicator lamp is on or blinking can cause permanent damage to the vehicle's emission control system, and can affect fuel economy and driveability.

NOTE:

If the fuel filler cap is not installed fully, the electrical system gets wet (such as by driving through a deep puddle of water) or the fuel tank gets nearly empty, the malfunction indicator lamp may come on. If so, the lamp will go off after driving a few times after the fuel filler cap is installed fully, the electrical system dries out or the fuel tank is filled.

CRUISE

04-60A297A

"CRUISE" indicator light (if equipped)

When the vehicle's speed is controlled by the cruise control system, this light will be on.

POWER

04-60A297A

"POWER" indicator light (if equipped)

When the ignition switch is turned to "ON" with the power mode selector switch turned to "N" (normal), this indicator comes on briefly to let you know the bulb is working.

When the power mode selector switch is turned to "P" (power) with the ignition switch in the "ON" position, this indicator comes on and remains on.

O/D OFF

04-60A298A

"O/D OFF" indicator light (if equipped)

When the ignition switch is turned to "ON" with the 4-speed automatic transmission in the 4-speed mode (3-speeds plus overdrive), this light comes on briefly to let you know the bulb is working.

When the automatic transmission is converted to the 3-speed mode (overdrive is off) with the ignition switch in the "ON" position, this indicator comes on and stays on.



04-50G055A

Turn Signal Indicators

When you turn on the left or right turn signals, the corresponding green arrow on the instrument panel will flash along with the respective turn signal lights.

When you turn on the hazard warning switch, both arrows will flash along with all of the turn signal lights.



04-50G056A

High Beam Indicator Light

This indicator comes on when headlight high beams are turned on.

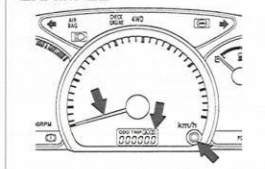
65D-0402-A1E

SPEEDOMETER/ODOMETER/TRIPMETER (if equipped)

04-60A080A

"4WD" Indicator Light (if equipped)

This indicator comes on when the ignition switch is in the "ON" position and the transfer lever is in one of the four-wheel drive positions; either "4H" or "4L".

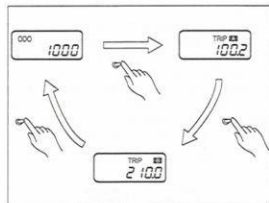
EXAMPLE

04-65D010A

The speedometer indicates vehicle speed in km/h and miles/h. The odometer records the total distance the vehicle has been driven. The trip meter can be used to measure the distance traveled on short trips or between fuel stops.

CAUTION

Keep track of your odometer reading and check the maintenance schedule regularly for required services. Increased wear or damage to certain parts can result from failure to perform required services at the proper mileage intervals.



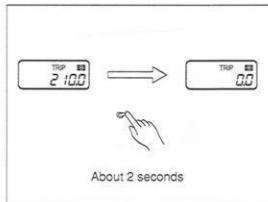
04-65D059A

When the ignition switch is turned to "ON", the display shows the odometer or trip meter.

The display shows three types of indication; odometer, trip meter A and trip meter B. Push the selector knob quickly to switch the indication among the three.

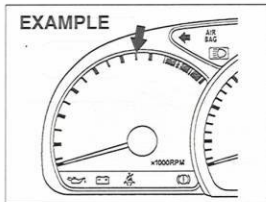
You can use the two trip meters (A and B) independently.

65D-0403-A0E

TACHOMETER (if equipped)

04-65D060A

Hold in the selector knob for about 2 seconds to reset the trip meter to zero.



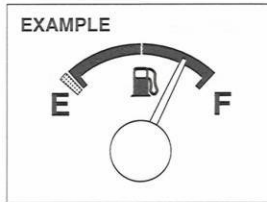
04-65D011A

The tachometer indicates engine speed in revolutions per minute.

⚠ CAUTION

Never drive with the engine speed indicator in the red zone or severe engine damage can result.

65D-0404-A0E

FUEL GAUGE

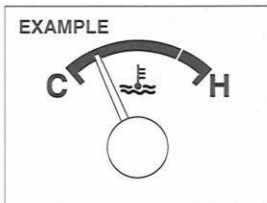
04-65D181A

This gauge gives an approximate indication of the amount of gasoline in the fuel tank. "F" stands for full and "E" stands for empty.

INSTRUMENT PANEL

65D-0405-A1E

TEMPERATURE GAUGE



04-65D052A

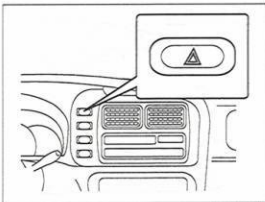
When the ignition switch is on, this gauge indicates the engine coolant temperature. Under normal driving conditions, the indicator should stay within the normal, acceptable temperature range between "H" and "C". If the indicator goes outside this range and approaches "H", overheating is indicated. Follow the instructions in the "If the Engine Overheats" of "EMERGENCY REMEDIES" section.

CAUTION

Continuing to drive the vehicle when engine overheating is indicated can result in severe engine damage.

65D-0419-A0E

HAZARD WARNING SWITCH



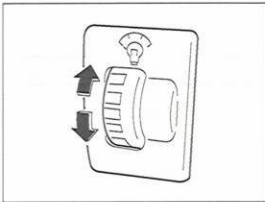
04-65D055A

Push in the hazard warning switch to activate the hazard warning lights. All four turn signal lights and both turn signal indicators will flash simultaneously. To turn off the lights, push the switch again.

Use the hazard warning lights to warn other traffic during emergency parking or when your vehicle could otherwise become a traffic hazard.

65D-0406-A0E

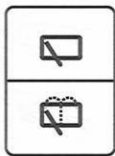
INSTRUMENT LIGHT BRIGHTNESS CONTROL



04-60G340A

Turn this control to dim or brighten the instrument lights.

60A-0408-A0E

REAR WINDOW WIPER/WASHER SWITCH (if equipped)

04-75F024A

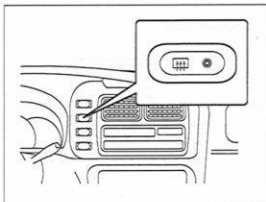
With the ignition switch in the "ON" position, push the top switch to turn on the rear wiper. To turn the wiper off, push the switch again.

To spray window washer fluid, hold in the bottom switch. Washer fluid will stop spraying when you release the switch.

⚠ CAUTION

Clear ice or snow from the rear window and rear wiper blade before using the rear wiper. Accumulated ice or snow could prevent the wiper blade from moving, causing damage to the wiper motor.

65D-0409-A0E

REAR WINDOW DEFROSTER SWITCH (if equipped)

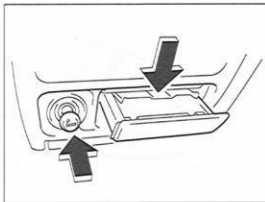
04-65D066A

When the rear window is fogged, push this switch to clear the window. An indicator light below the switch will be lit when the defroster is on. The defroster will only work when the ignition switch is in the "ON" position. To turn off the defroster, push the switch again.

⚠ CAUTION

The rear window defroster uses a large amount of electricity. Be sure to turn off the defroster after the window has become clear.

65D-0413-A1E

CIGARETTE LIGHTER AND ASHTRAY

04-60G343A

Cigarette Lighter (if equipped)

To use the cigarette lighter, push it all the way into the receptacle and release it. It will automatically heat up and will pop out to its normal position when it is ready for use.

⚠ CAUTION

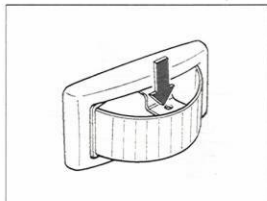
Holding the cigarette lighter in can overheat and damage the lighter. Release the lighter after you push it in.

⚠ CAUTION

To avoid damage to the cigarette lighter socket, do not use it as an accessory power source. Some accessories' power plug can damage the inner mechanism of the cigarette lighter socket.

65D-0414-A0E

CLOCK (if equipped)



04-60B078A

Ashtray

To remove the front panel ashtray for cleaning, push down on the metal plate, and pull the ashtray completely out of its holder.

To remove the rear ashtray, push down on the tongue and pull the ashtray out of its holder.

⚠ WARNING

Make sure tobacco is fully extinguished before closing the ashtrays. Never throw waste in the ashtrays: it could create a fire hazard.

EXAMPLE

04-65D061A

The clock operates as long as the battery remains connected and power is supplied to the system. To set the clock, follow the instructions below.

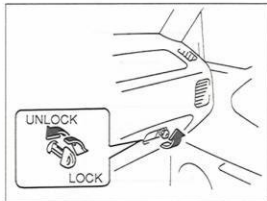
To set the minute display:

- Push the “:00” knob to reset the minute display to zero. The hour display may also be affected when the minute display is reset. For example, times between 1:01 ~ 1:29 will be reset to 1:00 and times between 1:30 ~ 1:59 will be reset to 2:00.
- Push the “M” knob to advance the minute display.

To set the hour display:

Push the “H” knob to advance the hour display.

65D-0415-A0E

GLOVE BOX

04-65D162A

To open the glove box, pull the latch lever. To close it, push the lid until it latches securely. Lock the glove box by inserting the key and turning it clockwise and unlock the glove box by turning the key counterclockwise.

⚠ WARNING

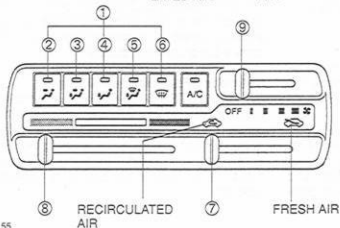
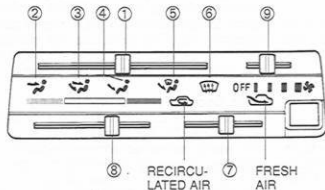
Never drive with the glove box lid open. It could cause injury if an accident occurs.

65D-0416-A2E

HEATER SYSTEM

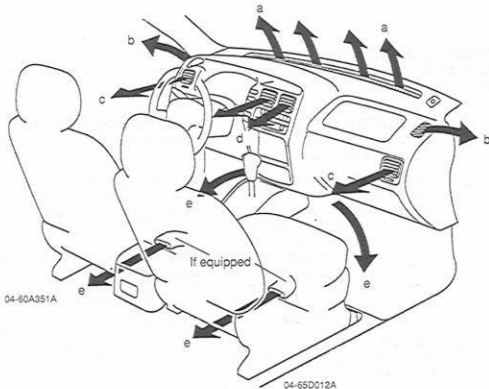
The heater system provides heating, defrosting, and ventilation.

- a. Windshield defroster
- b. Side defroster
- c. Side outlet
- d. Center outlet
- e. Floor outlet

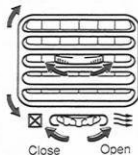


04-60A351A

04-65D013A



04-65D012A



(When "Open", air comes out regardless of the function selector (1) position.)

04-65D0225A

Description of Controls

Function Selector ①: This selector is used to select one of the functions described below.

D4-60A102A



VENTILATION ②: Temperature-controlled air comes out of the center and side air outlets.

D4-60A103A



BI-LEVEL ③: Temperature-controlled air comes out of the floor outlets and cooler air comes out of the center and side outlets. When the temperature control lever is in the fully COLD position or fully HOT position, however, the air from the floor outlets and the air from the center and side outlets will be the same temperature.

D4-60A104A



HEATER ④: Temperature-controlled air comes out of the floor outlets and the side outlets.

D4-60A105A



HEATER & DEFROST ⑤: Temperature-controlled air comes out of the floor outlets, the windshield defroster outlets, the side defroster outlets and the side outlets.

D4-60A106A



DEFROST ⑥: Temperature-controlled air comes out of the windshield defroster outlets, the side defroster outlets and the side outlets.

Air Intake Lever ⑦: This lever is used to select between circulating outside air (FRESH AIR) or recirculating inside air (RECIRCULATED AIR).

Temperature Control Lever ⑧: This lever is used to control the temperature of the air that comes out of the air outlets.

Fan Lever ⑨: This lever is used to turn on the fan and to select fan speed. There are five positions: OFF, LOW, MEDIUM, MEDIUM HIGH and HIGH.

System Operating Instructions

Natural Ventilation

Select "VENTILATION" and move the air intake lever to "FRESH AIR", the temperature control lever to the desired temperature position, and the fan lever to "OFF". Fresh air will flow through the vehicle during driving.

Forced Ventilation

The lever/selector settings are the same as for natural ventilation except you move the fan lever to a position other than "OFF".

Normal Heating (Using outside air)

Select "HEAT" and move the air intake lever to "FRESH AIR", the temperature control lever to the desired temperature position and the fan lever to the desired fan speed position. Moving the fan lever to a higher fan

speed position increases heating efficiency.

Quick Heating (Using recirculated air)

The lever/selector settings are the same as for normal heating except you move the air intake lever to "RECIRCULATED AIR". If you use this heating method for an extended period of time, the air in the vehicle can become contaminated and the windows can become misty. Therefore, use this method only for quick heating and change to the normal heating method as soon as possible.

Head Cooled/Feet Warmed Heating

Select "BI-LEVEL" and move the air intake lever to "FRESH AIR", the temperature control lever to the desired temperature position, and the fan lever to the desired fan speed position. Unless the temperature control lever is in the fully COLD position or fully HOT position, the air that comes out of the center and side outlets will be cooler than the air that comes out of the floor outlets.

Defrosting/Feet Warmed Heating

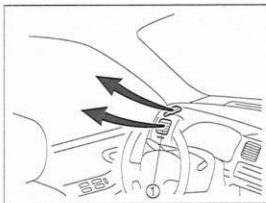
Select "HEATER & DEFROST" and move the air intake lever to "FRESH AIR", the temperature control lever to the desired temperature position, and the fan lever to HIGH. When the windshield has become clear, move the fan lever to the desired fan speed position.

Defrosting

Select "DEFROST" and move the air intake lever to "FRESH AIR", the temperature control lever to the desired temperature position (higher temperature provides more efficient defrosting), and the fan lever to HIGH. When the windshield has become clear, move the fan lever to the desired fan speed position.

NOTE:

The air conditioning system (if equipped) will come on automatically when the function selector ① is turned either to "HEATER & DEFROST" or "DEFROST" with the "HEATER" system on. Although the air conditioning is operating, the indicator light on the A/C button will not come on.

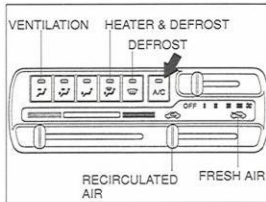


04-65D220A

① Side outlet**NOTE:**

If you need maximum defrosting, adjust the temperature control lever to the HOT end and adjust the side outlets so the air blows on the side window, in addition to the above Defrosting steps.

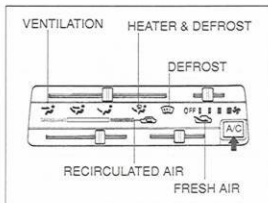
65D-0417-A3E

**AIR CONDITIONING SYSTEM
(if equipped)**

04-65D013A

If your vehicle is equipped with air conditioning, it has an "A/C" button located on the heater control panel. The air conditioning system can be used to provide cooling and dehumidifying, as described below. To turn on the air conditioning system, push in the "A/C" button and move the fan lever to a position other than "OFF". With this mode of "A/C" operation, an indicator light will come on when the air conditioning system is on. To turn off the air conditioning system, push the "A/C" button again.

During operation of the air conditioner, you may notice slight changes in engine speed. These changes are normal; the system is designed so that the compressor turns on or off to maintain the desired temperature. Less operation of the compressor results in



04-60A351A

better fuel economy.

System Operating Instructions

Normal Cooling (Using outside air)

Push in the "A/C" button, select "VENTILATION", and move the air intake lever to "FRESH AIR", the temperature control lever to the desired temperature position, and the fan lever to the desired fan speed position. Moving the fan lever to a higher fan speed position increases cooling efficiency.

If the ambient temperature is high enough to cause insufficient cooling, use the "Quick Cooling" below.

Quick Cooling (Using recirculated air)

The lever/function button settings are the same as for normal cooling except you

move the air intake lever to "RECIRCULATED AIR". If you use this cooling method for an extended period of time, the air in the vehicle can become contaminated. Therefore, you should occasionally move the air intake lever to "FRESH AIR".

NOTE:

If your vehicle has been left in the sun with the windows closed, it will cool faster if you open the windows briefly while you operate the air conditioner with the air intake lever at "FRESH AIR" and the fan at high speed.

Dehumidifying

Push in the "A/C" button and select a desired function selector position, and move the air intake lever to "FRESH AIR", the temperature control lever to the desired temperature position, and the fan lever to the desired fan speed position.

NOTE:

Because the air conditioner dehumidifies the air, turning it on will help keep the windows clear, even when blowing heated air using the "DEFROST" or "HEATER & DEFROST" functions.

NOTE:

Your vehicle uses the air conditioning refrigerant HFC-134a, commonly called "R-134a". R-134a replaced R-12 a few

years ago for automotive applications. Other refrigerants are available, including recycled R-12, but only R-134a should be used in your vehicle.

CAUTION

Using the wrong refrigerant may damage your air conditioning system. Use R-134a only. Do not mix or replace the R-134a with other refrigerants.

Maintenance

Your air conditioner is equipped with air filters. Clean or replace them as specified in the "MAINTENANCE SCHEDULE" in the "INSPECTION AND MAINTENANCE" section. Have this job done by your SUZUKI dealer as the lower glove box must be lowered for this job.

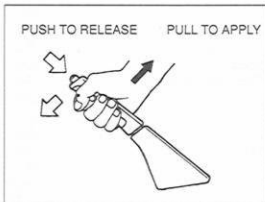
OTHER CONTROLS AND EQUIPMENT

Parking Brake Lever	5-1
Pedals	5-1
Gearshift Lever	5-2
Transfer Lever (if equipped)	5-3
Free Axle Mechanism (For 4WD Vehicle)	5-3
Fuel Filler Cap	5-4
Folding Seats	5-5
Front Seat Armrest	5-8
Canvas Top (if equipped)	5-8
Sun Visor	5-23
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Interior Light Switch	5-24
Spot Light (if equipped)	5-24
Assist Grips (if equipped)	5-25
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Engine Hood	5-26
Cup Holder And Storage Bin (if equipped)	5-27
Frame Hooks	5-27
Tire Changing Tools	5-28
Front Seat Back Pocket (if equipped)	5-28
Underseat Tray (if equipped)	5-29
Luggage Restraint Loops (if equipped)	5-29
Luggage Compartment Cover (if equipped)	5-30
Roof Rails (if equipped)	5-31

OTHER CONTROLS AND EQUIPMENT

6SD-0501-A0E

PARKING BRAKE LEVER



05-60A305A

The parking brake lever is located between the seats. To set the parking brake, hold the brake pedal down and pull the parking brake lever all the way up. To release the parking brake, hold the brake pedal down, pull up slightly on the parking brake lever, push the button on the end of the lever with your thumb, and lower the lever to its original position.

For automatic transmission vehicles, always set the parking brake before moving the gearshift lever to the "P" (PARK) position. If you park on an incline and shift into "P" before you set the parking brake, the weight of the vehicle may make it difficult to shift out of "P" when you are ready to drive the vehicle. When preparing to drive the vehicle, move the gearshift lever out of the "P"

position before releasing the parking brake.

⚠ WARNING

- * Never drive your vehicle with the parking brake set: rear brake effectiveness can be reduced from overheating, brake life may be shortened, or permanent brake damage may result.
- * If the parking brake does not hold the vehicle securely or does not fully release, have your vehicle inspected immediately by an authorized SUZUKI dealer.

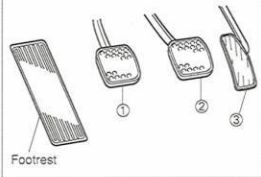
⚠ WARNING

Always set the parking brake fully before leaving your vehicle or it may roll, causing injury or damage. When parking, make sure the gearshift lever for manual transmission vehicles is in 1st gear or "R" (Reverse) and the gearshift lever for automatic transmission vehicles is in "P" (Park). Never leave the transfer lever in "N" (Neutral) when you are parked. Remember, even though the transmission is in gear or in Park, you must set the parking brake fully.

6SD-0502-A0E

PEDALS

Manual transmission



05-6SD053A

Clutch Pedal ① **(For manual transmission)**

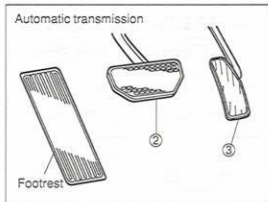
The clutch pedal is used to disengage the drive to the wheels when starting the engine, stopping, or shifting the transmission lever or transfer lever. Depressing the pedal disengages the clutch.

⚠ CAUTION

Do not drive with your foot resting on the clutch pedal. It could result in excessive clutch wear or clutch damage.

6SD-0503-A0E

GEARSHIFT LEVER

**Brake Pedal ②**

Your SUZUKI vehicle is equipped with front disc brakes and rear drum brakes. Depressing the brake pedal applies both sets of brakes.

You may hear occasional brake squeal when you apply the brakes. This is a normal condition caused by environmental factors such as cold, wet, snow, etc.

⚠ WARNING

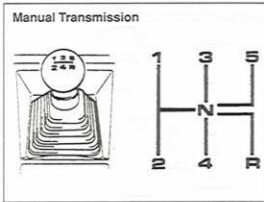
If brake squeal is excessive and occurs each time the brakes are applied, you should have the brakes checked by your SUZUKI dealer.

⚠ WARNING

Do not "ride" the brakes by applying them continuously or resting your foot on the pedal. This will result in overheating of the brakes which could cause unpredictable braking action, longer stopping distances, or permanent brake damage.

Accelerator Pedal ③

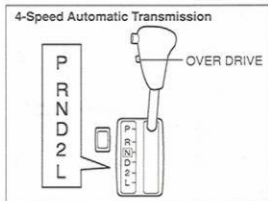
This pedal controls the speed of the engine. Depressing the accelerator pedal increases power output and speed.



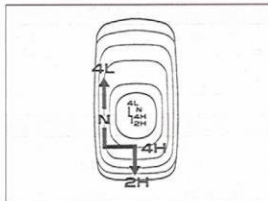
Your vehicle is equipped with either a manual transmission or automatic transmission. The gearshift lever for each transmission type is shown below. For details on how to use the transmission, refer to the "USING THE TRANSMISSION" in "OPERATING YOUR VEHICLE" section.

65D-0518-A0E

TRANSFER LEVER (if equipped)



05-65D068A

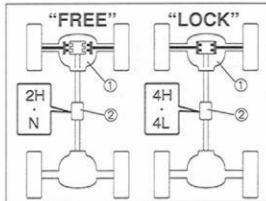


05-65D161A

The transfer lever is used to change between 2-wheel drive and 4-wheel drive. For details on how to use the transfer lever, refer to the "USING THE TRANSFER LEVER" in "OPERATING YOUR VEHICLE" section.

65D-0531-A0E

FREE AXLE MECHANISM (For 4WD Vehicle)



05-65D241A

- ① Front differential case
- ② Transfer case

Your vehicle is equipped with the Free Axle Mechanism. With this feature, the front axles are engaged with (or disengaged from) the front differential gear automatically when the transfer lever is shifted to 4H or 4L (or, to 2H or N) with the ignition switch in the "ON" position.

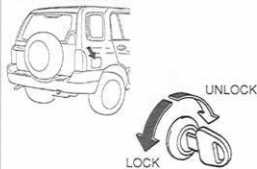
This feature keeps the front drive train components from rotating during 2-wheel drive operation, providing improved fuel economy and reducing noise and wear.

For proper operation of this system, refer to the "USING THE TRANSFER LEVER" item in the "OPERATING YOUR VEHICLE" section.

65D-0504-A0E

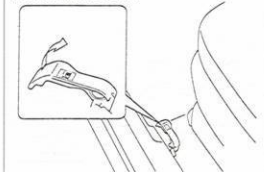
FUEL FILLER CAP

For fuel filler lid lock



05-65D242A

For fuel filler lid opener



05-65D040A

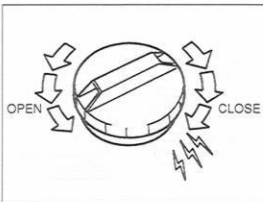
- 2) Remove the cap by turning it counter-clockwise.

⚠ WARNING

Remove the fuel filler cap slowly. The fuel may be under pressure and may spray out, causing injury.

To reinstall the fuel filler cap:

- 1) Turn the cap clockwise until you hear several clicks.
- 2) Close the fuel filler door. If the fuel filler door has a lock, turn the key counter-clockwise to lock the door.



05-60A128A

⚠ WARNING

Gasoline is extremely flammable. Do not smoke when refueling, and make sure there are no open flames or sparks in the area.

⚠ WARNING

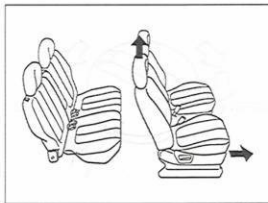
If you need to replace the fuel cap, use a genuine SUZUKI cap or its equivalent. Use of an improper cap can result in a malfunction of the fuel system or emission control system. It may also result in fuel leakage in the event of an accident.

The fuel filler cap is located on the right rear side of the vehicle. There are three different types of fuel filler doors. One type can be opened by using the key, another type can be opened by pulling up the opener lever located under the front outboard end of the driver's seat, and the third type can simply be opened by hand.

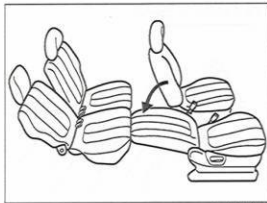
To remove the fuel filler cap:

- 1) Open the fuel filler door. If the fuel filler door is not the type that can be opened by hand, you must either insert the key in the fuel filler door lock and turn it clockwise or pull up on the opener lever located under the front outboard end of the driver's seat.

FOLDING SEATS



05-65D015A



05-65D072A

NOTE:

Refer to the "HEAD RESTRAINTS" section for details on how to raise the head restraint. Refer to the "SEAT ADJUSTMENT" section for details on how to slide the seat forward and how to recline the seatback.

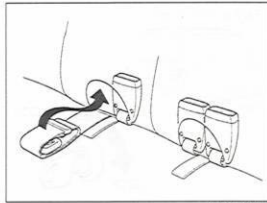
Flat Folding Front Seats (if equipped)

WARNING

Never drive the vehicle with the seats folded fully back. Seatbacks should always be in a fairly upright position when driving, or seat belt effectiveness may be reduced. Seat belts are designed to offer maximum protection when seatbacks are in the fully upright position.

The front seats of your vehicle can be reclined fully back to provide a flat resting place. To fold back a front seat so it is flat:

- 1) Remove the head restraint.
- 2) Slide the seat fully forward.
- 3) Recline the seatback fully.

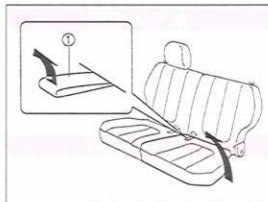


05-65D016A

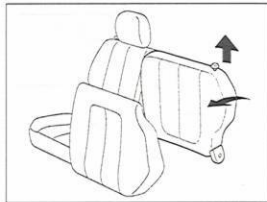
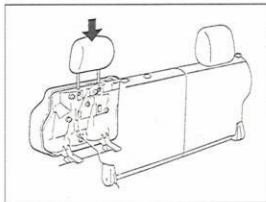
Folding Rear Seats

The rear seat(s) of your vehicle can be folded forward to provide additional cargo space. To fold the rear seat(s) forward:

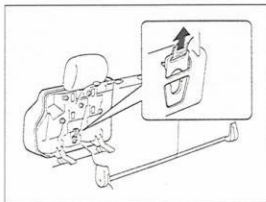
- 1) Stow the seat belt buckles and center belt webbing in the seatback as illustrated.
- 2) Fold the front seatback(s) forward.
- 3) Remove the rear headrest(s) (if equipped).

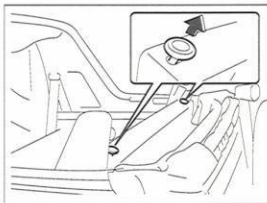


- 4) Pull up the lock release strap ① to fold the bottom cushion forward.
- 5) Fully install the removed headrest to the top of the folded bottom cushion directing the front side of the headrest rearward.
- 6) Extract the plate ring from the holder.



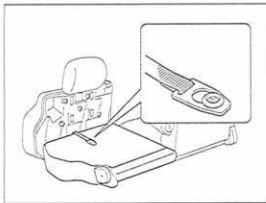
- 7) Pull up the knob on the top of the seatback and fold the seatback forward.





05-65D115A

For one-piece seatback, pull up both knobs simultaneously to fold the seatback forward.



05-65D021A

- 8) Hook the plate ring to the button on the back of the seatback.

To return the seat(s) to the normal position, reverse the procedure used to fold the seat(s) forward. After returning the seat(s) to the normal position, try moving the seat and seatback to make sure they are securely latched. Also, make sure the seat belt buckle catches and center belt webbing are properly located on the bottom cushion.

⚠ WARNING

When returning a rear seat to the normal position, make sure that movement of the seat is unobstructed and the seat and seatback are securely latched.

⚠ WARNING

Luggage or other cargo should be stowed in the luggage compartment with the rear seat in an upright position, whenever possible. If you need to carry cargo in the passenger compartment with the rear seat back folded forward, be sure to secure the cargo or it may be thrown about, causing injury. Never pile cargo higher than the seatbacks.

65D-0541-A0E

**FRONT SEAT ARMREST
(if equipped)**

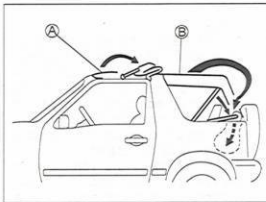
05-65D297A

From the stowed (fully up) position, lower the armrest as far as it will go. Then raise it slowly to the desired position. When not in use, return the armrest to the stowed position.

⚠ CAUTION

To avoid damage to the armrest, do not lean on it or allow a child to sit on it.

65D-0520-A4E

CANVAS TOP (if equipped)

05-65D128A

The canvas top consists of two main parts, the folding sunroof **A** and the rear canvas top **B**. The rear canvas top **B** can be opened fully and folded into the luggage compartment with the rear side windows removed and the rear window opened. For the details on how to operate the canvas top, carefully read and follow the instructions and precautions in this section.



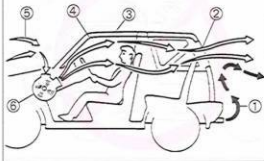
05-60A133A

- ① Exhaust gas
- ② Rear window opened or removed
- ③ Folding sunroof opened
- ④ Side window glass slightly opened

NOTE:

You can open or close the rear gate with the rear window closed.

SHOULD YOU NEED TO OPEN THE REAR WINDOW



05-60A134A

- ① Exhaust gas
- ② Rear window opened or removed
- ③ Folding sunroof CLOSED
- ④ Side window CLOSED
- ⑤ FRESH AIR
- ⑥ Fan (HIGH SPEED)

⚠ WARNING

- * The canvas top is provided only to offer some protection against undesirable weather conditions. It is not designed to hold occupants inside the vehicle, or to protect against the intrusion of foreign objects in the event of an accident. Wear your seat belt at all times.

(Continued)

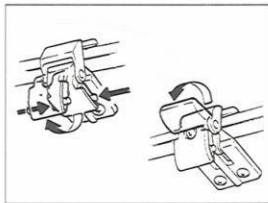
(Continued)

- * Do not modify the center pillar of your canvas top vehicle. Modification or damage can result in reduced occupant protection in the event of an accident. If the center pillar becomes damaged in any way, have it checked immediately by your SUZUKI dealer.
- * Avoid operating the vehicle with the rear gate open and/or the rear window open or removed. If it is necessary to open the rear gate or to open or remove the rear window, make sure the folding sunroof and all windows are closed, and the fan is at high speed with the air intake lever set to "FRESH AIR". If you do not take this precaution, exhaust gas can enter the vehicle. Refer to the "EXHAUST GAS WARNING" section for details.

⚠ CAUTION

To help prevent damage to the canvas top, you should take the following precautions:

- * Avoid opening or removing the canvas top when the temperature is below 41°F (5°C). Bending or folding the canvas in cold temperatures can cause damage to the canvas.
- * Do not run your canvas top vehicle through automatic car washes. The windows can be scratched or the canvas can be damaged.
- * Do not tap or beat the plastic windows to remove snow or dust when the temperature is below 41°F (5°C). Tapping or beating the plastic windows in cold temperatures can damage the windows.



05-60A135A

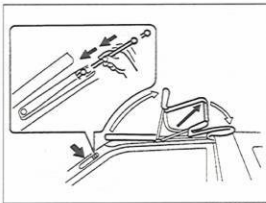
Opening and Closing the Folding Sunroof

⚠ WARNING

Never attempt to open or close the folding sunroof while driving. You may lose control of the vehicle or may damage the canvas top.

To open the folding sunroof, use the following procedure:

- 1) After lowering the sun visors, push in the release buttons on the front latches and unhook the latches.

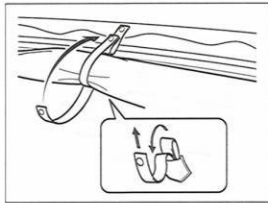


05-65D215A

- 2) Slide the radio antenna all the way in, then pull back the swing arm as shown in the illustration. Make sure that the canvas folds outward as shown.

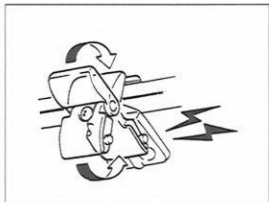
⚠ CAUTION

The swing arm may hit and damage the extended radio antenna. Slide the antenna all the way in before moving the swing arm.



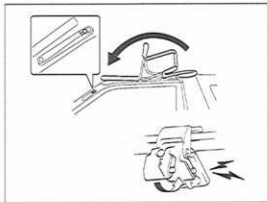
05-65D245A

- 3) Fasten the strap as shown in the illustration to hold the folded canvas in position.



05-60A139A

- 4) Refasten the front latches. Make sure that you hear a "click" when you close each of the latches; the "click" indicates that the latch has locked into place.



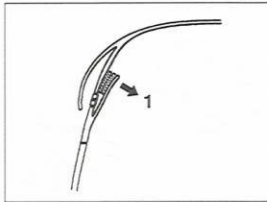
05-65D246A

To close the folding sunroof, first unhook the front latches, then reverse the procedure used to open the sunroof.

Make sure that you hear a "click" when you close each of the front latches; the "click" indicates that the latch has locked into place.

⚠ WARNING

After opening or closing the sunroof, make sure that the swing arm is secured in place. Failure to properly secure it can cause personal injury or damage.

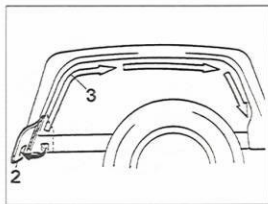


05-65D247A

Opening and Closing the Rear Window To open the rear window:

- 1) Inside the vehicle, peel apart the fasteners around the rear window.
- 2) Peel off the canvas flap at the bottom corner of the window.
- 3) Unzip the zipper.

To close the rear window, zip the zipper all the way up and refasten all the fasteners peeled apart.



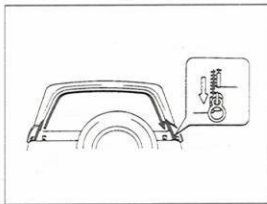
05-65D284A

⚠ WARNING

When closing the rear window, make sure that it is fully closed and the corner flap is fastened, or exhaust gas can enter the vehicle.

NOTE:

If it is hard to unzip the zipper, try lubricating it with a bar of soap.

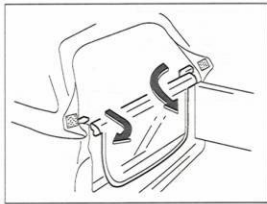


05-60A358A

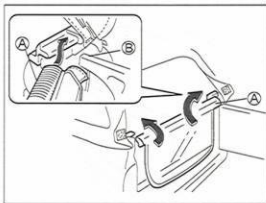
Removing and Installing the Rear Window

The rear window of your vehicle is removable. This allows you to access the cargo area or to replace the window if it becomes deteriorated. To remove the rear window:

- 1) Inside the vehicle, peel apart the fasteners around the rear window.
- 2) Open the rear gate fully.
- 3) Unfasten the canvas flaps at the lower corners of the rear window.
- 4) Unzip the zipper fully.
- 5) Let the rear window hang down to the rear.
- 6) Pull off the rear window frame. At this moment, slide the right end of the frame rear-leftward so it does not hit the tail gate.
- 7) Slide the rear window sideward to remove it from the frame if necessary.



05-65D155A



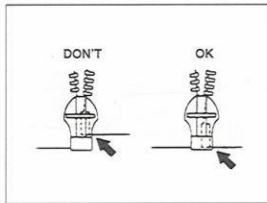
05-65D128A

To install the rear window:

- 1) If the rear window has been removed from the rear window frame, install the window to the frame by sliding so each end of the window aligns with the corresponding end of the frame.
- 2) Install the rear window frame by sliding its right end **A** from the left to the right so the right end **A** does not hit the tail gate **B**.

NOTE:

Make sure that the right end of the sliding core of the rear window aligns with the metal frame end before installation.



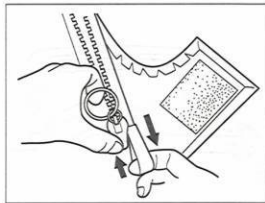
05-60A361A

- 3) Raise the rear window.
- 4) Close the tail gate.
- 5) Fasten the zipper so the end of the zipper is pushed all the way in (as shown in the illustration).

NOTE:

If it is difficult to fully seat the zipper end, pull the zipper end loop as shown.

- 6) Zip the zipper fully.
- 7) Refasten all the fasteners peeled apart.



05-65D248A

⚠ WARNING

When installing the rear window, make sure that it is fully closed and both corner flaps are fastened, or exhaust gas can enter the vehicle.

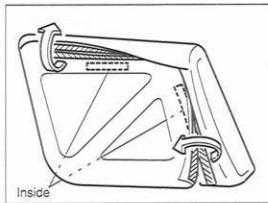


05-65D133A

Removing and Installing the Side Window

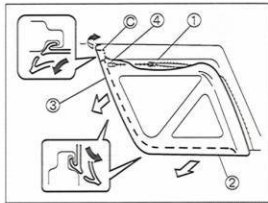
To remove the side window:

- 1) Turn both bottom pieces of top bow forward while sliding down the release knob (D).



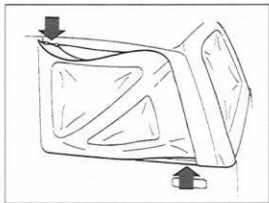
05-65D129A

- 2) Unfasten the top end and rear end of the side window (Both outside and inside).



05-65D130A

- 3) Unhook the front end (C) of the rear canvas top.
- 4) Unzip the zipper as far as it goes (to the position ①).
- 5) Unhook the bottom end ② and front end ③ of the side window by pulling it down and forward. A rocking motion will help this job.
- 6) Unzip the zipper fully (to position ④) and remove the side window.
- 7) Hook the front end (C) of the canvas top.
- 8) Turn back the bottom pieces of top bow to give tension to the top.

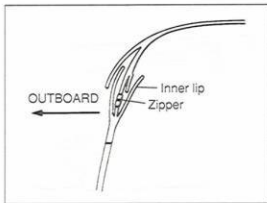


05-60A364A

To install the side window, reverse the procedure used to remove it.

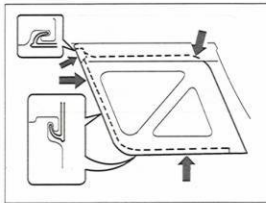
Be sure to:

- 1) put the rear bottom corner of the window on the rear part of the vehicle body temporarily to engage the zipper end.
- 2) push the end of the zipper all the way in, and



05-60A365A

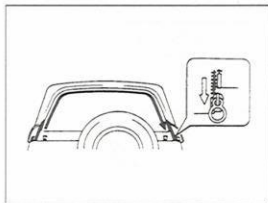
- 3) push in the inner lip of the side window inside the canvas top while zipping.
- 4) Refasten the inner lip.



05-65D131A

After completing installation, make sure that the front and bottom ends are securely hooked and the rear top end is under the canvas top.

Also, make sure that the front end of the rear canvas top is securely hooked.



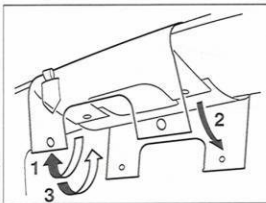
05-60A358A

Lowering and Raising the Rear Canvas Top

To lower the rear canvas top:

- 1) Remove the side windows of the canvas top.
- 2) Open the rear window and hang it down inside the luggage compartment.

Make sure the right end of the zipper is detached.



05-65D249A

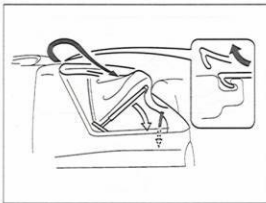
- 3) Unfasten all the snaps that secure the canvas top to the roof piece.

Refasten the snaps that secure the folding sunroof canvas to the roof piece.



05-65D133A

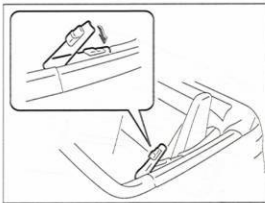
- 4) Turn both bottom pieces of top bow forward while sliding down the release knob ⓐ if this hasn't been done yet.



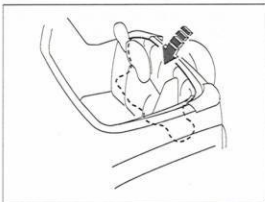
05-65D134A

- 5) Unhook the front end of the rear canvas top.
- 6) Lower the top bow slowly while neatly tucking the canvas into the luggage compartment.
- 7) Turn both bottom pieces of top bow rearward fully.
- 8) Stow the canvas in the luggage compartment completely.

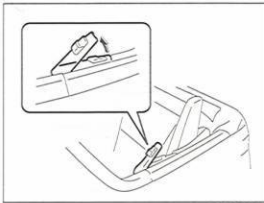
Make sure that the rear seat belts around the shoulder anchor are clear from the folded canvas top.



05-65D117A



05-65D135A



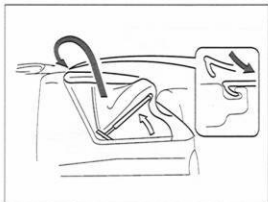
05-65D250A

To raise the rear canvas top:

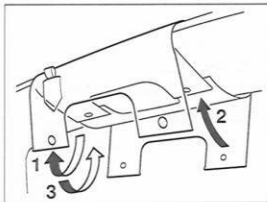
- 1) Unlock the bottom pieces of top bow.
- 2) Raise the top bow while spreading the canvas forward.
- 3) Hook the front end of the canvas to the roof piece completely.

NOTE:

When hooking the front end of the canvas, align the center notch (A) of the canvas with the center mark (B) of the roof piece.



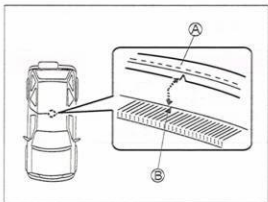
05-65D136A



05-65D251A



05-65D138A

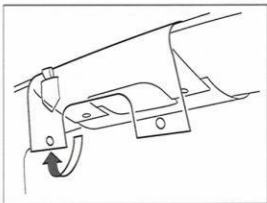


05-65D137A

- 4) Unfasten the snaps that secure the folding sunroof canvas to the roof piece. Fasten the snaps to secure the rear canvas top to the roof piece. Refasten the snaps of the folding sunroof.
- 5) Raise and close the rear window.
- 6) Install the side windows.

- 7) Turn both bottom pieces of top bow rearward until it clicks.

Make sure the canvas top is properly tensioned with the front end and both rear bottom corners hooked firmly.



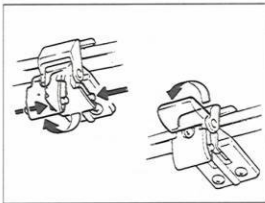
05-65D252A

Removing and Installing the Folding Sunroof

If you need to replace the folding sunroof, proceed as follows.

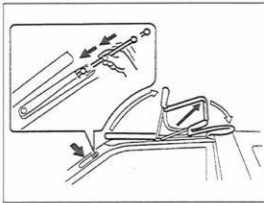
To remove the folding sunroof:

- 1) Unfasten the snaps that secure the folding sunroof canvas to the roof piece.



05-60A135A

- 2) After lowering the sun visors, push in the release buttons on the front latches and unhook the latches.

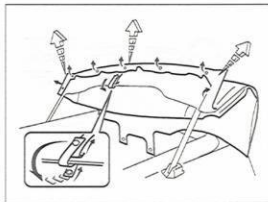


05-65D215A

- 3) Slide the radio antenna all the way in, then pull back the swing arm as shown in the illustration. Make sure that the canvas folds outward as shown.

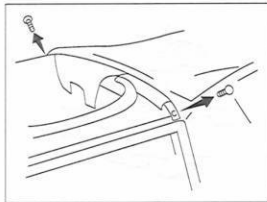
CAUTION

The swing arm may hit and damage the extended radio antenna. Slide the antenna all the way in before moving the swing arm.



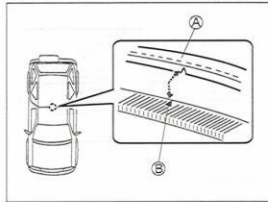
05-65D253A

- 4) Unfasten all the snaps that secure the sunroof canvas to the swing arm.
- 5) Detach the sunroof canvas from the swing arm.



05-65D254A

- 6) Undo the two screws that secure the rear end of sunroof canvas to the center pillar.
- 7) Remove the sunroof canvas by slightly sliding rearward.



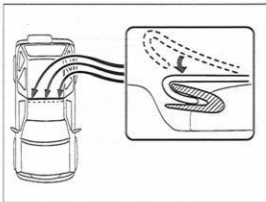
05-65D137A

To install the sunroof canvas:

Reverse the procedure used to remove it.

NOTE:

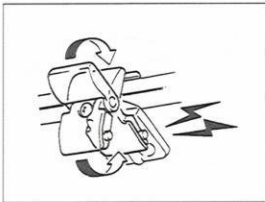
When hooking the rear end of the sunroof canvas, align the center notch (A) of the canvas with the center mark (B) of the roof piece.



05-65D118A

NOTE:

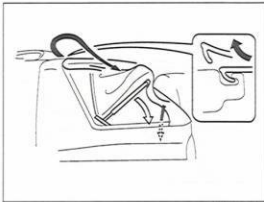
When fitting the rear end of sunroof canvas to the roof piece, make sure the rear end is completely hooked in the groove of roof piece (all the way from the right end to the left end).



05-60A139A

⚠ WARNING

After closing the sunroof, make sure that the swing arm is secured in place. Failure to properly secure the swing arm can cause personal injury or damage.



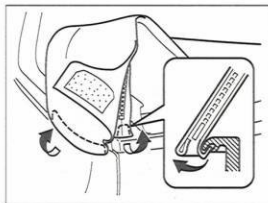
05-65D134A

Removing and Installing the Rear Canvas Top

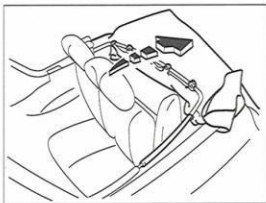
If you need to replace the rear canvas top, proceed as follows.

To remove the rear canvas top:

- 1) Lower the rear canvas top.
(See "Lowering and Raising the Rear Canvas Top" item.)

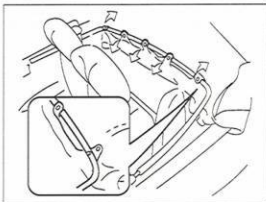


05-65D119A

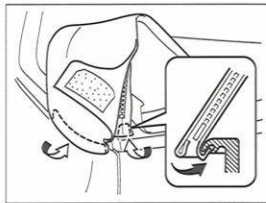


05-65D120A

- 2) Unhook both rear bottom corners of rear canvas top.
Remember that there are two portions to be unhooked for each corner.
- 3) Let the front part of the rear canvas top come to the rear.
- 4) Unhook the snaps that secure the canvas to the top bow.
- 5) Remove the canvas.



05-65D223A



05-65D122A

To install the rear canvas top:

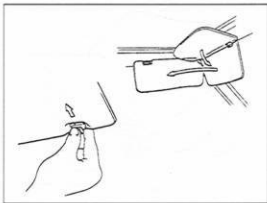
Reverse the procedure used to remove it.

Make sure that each rear bottom corner of the canvas top are hooked at two portions.

OTHER CONTROLS AND EQUIPMENT

6SD-0506-A1E

SUN VISOR

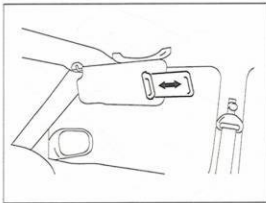


05-60A158A

The sun visors can be pulled down to block glare coming through the windshield, or they can be unhooked and turned to the side to block glare coming through the side window.

CAUTION

When unhooking and hooking a sun visor, be sure to handle it by the hard plastic parts or the sun visor can be damaged.



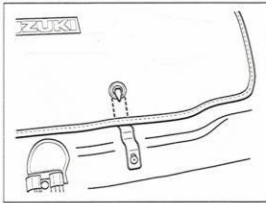
05-65D123A

Sun visor extension (if equipped)

If you need more surface area on the sun visor when it is turned to the side, pull out the extension. Be sure to push it in when you return the sun visor to the forward position.

6SD-0542-A0E

DRIVER'S SIDE FLOOR MAT (if equipped)



05-65D303A

Unhook grommet from the bracket to remove floor mat from vehicle.

Hook the grommet to the bracket to install floor mat into the vehicle. Make sure that floor mat is in position before driving.

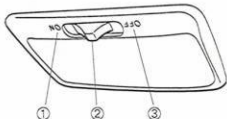
WARNING

To keep floor mat away from pedals, securely position grommet over floor mat bracket.

65D-0507-A0E

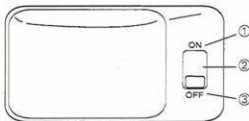
INTERIOR LIGHT SWITCH

Center



05-60G070A

4 door's Rear (if equipped)



05-60G314A

The interior light switch has three positions.

- ① The light comes on and stays on regardless of whether the door is open or closed.
- ② The light comes on when the door is opened.
- ③ The light remains off even when the door is opened.

NOTE:

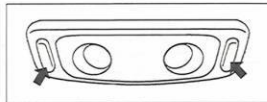
The number of doors involved in the lighting operation of the interior light depends on the vehicle specification. If there is a switch (rubber projection) at the door opening as shown, the door is involved in the lighting operation.



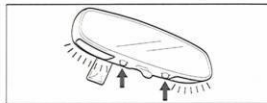
05-65D069A

65D-0521-A1E

SPOT LIGHT (if equipped)



05-65D022A



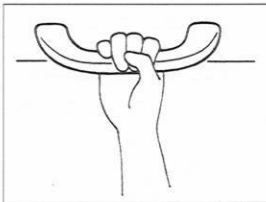
05-65D273A

Push the switch to turn on the light and push it again to turn off the light.

OTHER CONTROLS AND EQUIPMENT

65D-0509-A0E

ASSIST GRIPS (if equipped)



05-60A165A

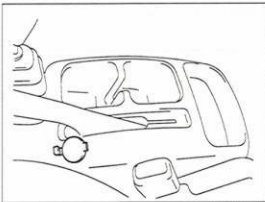
Assist grips are provided for passenger convenience.

⚠ WARNING

Do not hang items on the assist grips. They could obstruct the driver's view, resulting in an accident, or could be thrown about in an accident or abrupt maneuver, causing injury.

65D-0420-A1E

ACCESSORY SOCKET (if equipped)



05-65D185A

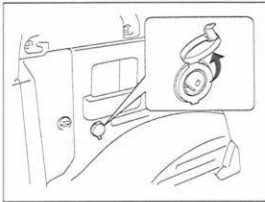
The socket is located either on the center console or on the left side of the luggage compartment.

This socket can be used to provide 12 volt/120 watt power for electrical accessories which are designed to plug into a cigarette lighter receptacle. Make sure that the cap remains on the socket when the socket is not in use.

⚠ CAUTION

Use of inappropriate electrical accessories can cause damage to your vehicle's electrical system. Make sure that any electrical accessories you

(Continued)



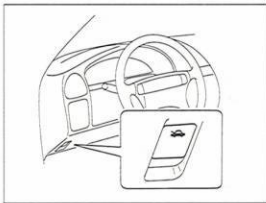
05-65D153A

(Continued)

use are designed to plug into this type of socket.

65D-0510-A0E

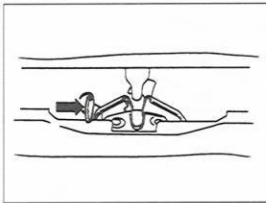
ENGINE HOOD



05-60G072A

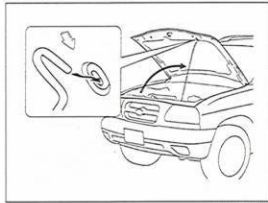
To open the engine hood:

- 1) Pull the hood release handle located on the outboard side of the driver's side of the instrument panel. This will disengage the engine hood lock half-way.



05-65D039A

- 2) Push the under-hood release lever sideways with your finger, as shown in the illustration. While pushing the lever, lift up the engine hood.



05-65D023A

- 3) Continue to lift up the hood until it is high enough to support with the prop rod.

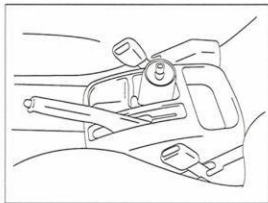
⚠ WARNING

Make sure the hood is fully closed and latched before driving. If it is not, it can fly up unexpectedly during driving, obstructing your view and resulting in an accident.

OTHER CONTROLS AND EQUIPMENT

65D-0529-A0E

CUP HOLDER AND STORAGE BIN (if equipped)



05-65D186A

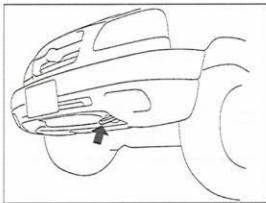
Cup holders and a storage bin are provided in the center console.

WARNING

Do not use the cup holder or the storage bin to hold cups containing hot liquids, or sharp-edged, hard or breakable objects. Objects in these bins may be thrown about during a sudden stop or impact, and could cause personal injury.

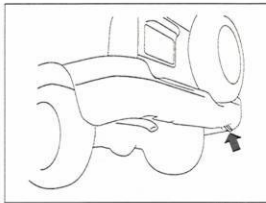
65D-0523-A0E

FRAME HOOKS



05-65D024A

Frame hooks are provided at the front and rear of the vehicle.



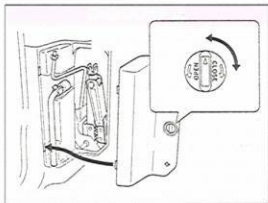
05-65D025A

WARNING

Do not use the frame hooks to tow another vehicle or to have your vehicle towed on the road or highway. The hooks are designed for use in emergency situations only, such as if your vehicle or another vehicle gets stuck in deep mud or snow.

65D-0512-A0E

TIRE CHANGING TOOLS

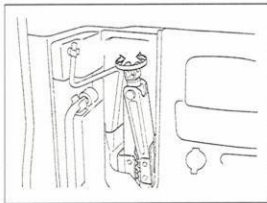


05-65D196A

The jack, wheel wrench and jack handle are stowed in the rear left corner of the luggage compartment.

Turn the knob and remove the cover to access the tools.

To remove the jack, turn its shaft counter-clockwise and pull the jack out of the storage bracket. To stow the jack, place it in the storage bracket and turn the shaft clockwise until the jack is securely held in place.



05-65D027A

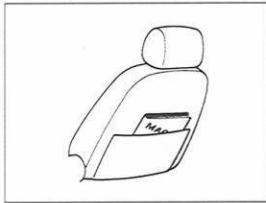
⚠ WARNING

The jack should be used only to change wheels. It is important to read the jacking instructions in the "EMERGENCY SERVICE" section of this manual before attempting to use the jack.

⚠ WARNING

After using the jack, jack handle, and wheel wrench, be sure to stow them securely or they can cause injury if an accident occurs.

65D-0515-A0E

FRONT SEAT BACK POCKET
(if equipped)

05-60B119A

This pocket is provided for holding light and soft things such as gloves, newspapers or magazines.

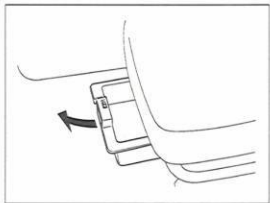
⚠ WARNING

Do not put hard or breakable objects in the pocket. If an accident occurs, objects such as bottles, cans, etc. can injure the occupants in the rear seat.

OTHER CONTROLS AND EQUIPMENT

65D-0529-A0E

UNDERSEAT TRAY (if equipped)

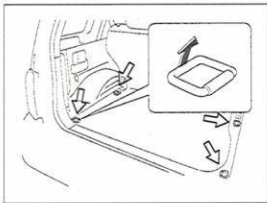


05-70G074A

The tray is located under the driver's seat. Pull the lever forward to draw out the tray. Be sure to push the tray back in before driving.

65D-0529-A1E

LUGGAGE RESTRAINT LOOPS (if equipped)



05-65D028A

Four luggage restraint loops are provided on the luggage compartment floor. An optional rubber net can be hooked to these loops to help keep cargo from moving around in the luggage compartment during normal driving.

⚠ WARNING

The luggage restraint loops and optional rubber net can be used to help keep lightweight cargo from moving around in the luggage compartment during normal driving. They are neither capable of nor intended for preventing cargo from being thrown around in a crash.

Place heavier objects on the floor and as far forward in the cargo area as possible. Never pile cargo higher than the top of the seat backs.

⚠ WARNING

Do not attach the child restraint top strap to the luggage restraint loops. Incorrectly attached top strap will reduce the intended effectiveness of the child restraint system.

65D-0513-A2E

LUGGAGE COMPARTMENT COVER (if equipped)

Luggage or other cargo placed in the luggage compartment can be hidden from view by a luggage compartment cover (ring hook type or roll type).

However, the luggage compartment covers are not designed to support items loaded on top of them, and may get damaged if used as a shelf.

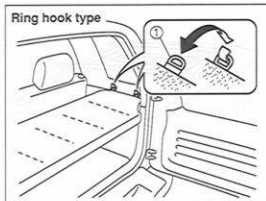
⚠ WARNING

Do not carry items on top of the luggage compartment cover, even if they are small and light. Objects on top of the cover could be thrown about in an accident, causing injury, or could obstruct the driver's rear view.

⚠ CAUTION

To avoid damaging the luggage compartment cover:

- * Do not place items on top of it.
- * Do not push down on it or lean on it.
- * Handle it carefully when installing or removing.



05-65D280A

① Ring hook

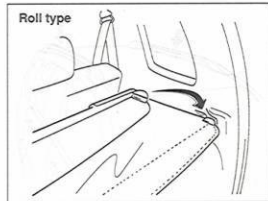
Ring hook type

To use the cover, simply hook the rings ① as shown.

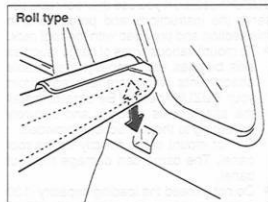
Roll type

To use the cover, pull it rearward and hook it as shown.

To remove the cover housing, simply push up both ends. To install the cover housing push the ends back in.

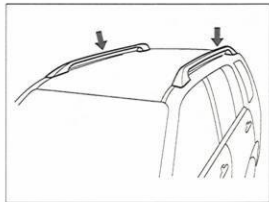


05-65D081A

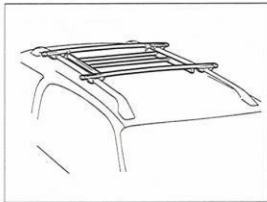


05-65D082A

ROOF RAILS (if equipped)



05-65D167A



05-65D163A

You can use the roof rails to attach the optional roof rack which is available at your SUZUKI dealer. If you use the roof rack, observe the instructions and precautions in this section and provided with the roof rack.

- To mount various types of cargo (such as skis, bicycles, etc.) properly, use suitable attachments which are available from your SUZUKI dealer. Be sure to install the attachments properly and securely according to the instructions provided. Do not mount cargo directly on the roof panel. The cargo can damage the roof panel.
- Do not exceed the loading capacity (100 lbs (45kg)). Also, do not let the gross vehicle weight (fully loaded vehicle including driver, passengers, cargo, roof load

and trailer tongue weight) exceed the Gross Vehicle Weight Rating (GVWR) listed on the driver's door lock pillar.

- Mount and secure the cargo onto the roof rack properly according to the instructions provided. Be sure to stow the heaviest items at the bottom and distribute the cargo as evenly as possible.
- Do not carry items so large that they hang over the bumpers or the sides of the vehicle, or block your view.
- Secure the front and rear ends of long items--such as wood panels, surfboards and so forth--to both the front and rear of the vehicle. You should protect the painted surfaces of the vehicle from scuffing caused by tie-down ropes.

- Check periodically to make sure the roof rack is securely installed and free from damage.

WARNING

- Abrupt maneuvers or failure to properly secure the cargo can allow the cargo to fly off the vehicle and hit others, causing personal injury or property damage. Mount the cargo securely and avoid abrupt maneuvers (such as "jackrabbit" starts, sharp turns, fast cornering and sudden braking). Check periodically to make sure the cargo is securely fastened.
- Large, bulky, long, or flat items can affect vehicle aerodynamics or be caught by the wind, and can reduce vehicle control resulting in an accident and personal injury. Drive cautiously at a safely reduced speed when carrying this type of cargo.

OPERATING YOUR VEHICLE

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Daily Inspection Checklist	6-1
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Improving Fuel Economy	6-12

EXHAUST GAS WARNING



06-65D042A

⚠ WARNING

Avoid breathing exhaust gases. Exhaust gases contain carbon monoxide, a potentially lethal gas that is colorless and odorless. Since carbon monoxide is difficult to detect by itself, be sure to take the following precautions to help prevent carbon monoxide from entering your vehicle.

- * Do not leave the engine running in garages or other confined areas.
- * Do not park with the engine running for a long period of time, even in an open area. If it is necessary to sit for a short time in a parked vehicle with the engine running,

(Continued)

(Continued)

- make sure the air intake lever is set to "FRESH AIR" and the fan is at high speed.
- * Avoid operating the vehicle with the rear door, tailgate, or rear window open. If it is necessary to operate the vehicle with the rear door, tailgate, or rear window open, make sure the folding sunroof (if equipped) and all windows are closed, and the fan is at high speed with the air intake lever set to "FRESH AIR".
- * 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.
- * Keep the exhaust tailpipe area clear of snow and other material to help reduce the buildup of exhaust gases under the vehicle. This is particularly important when parked in blizzard conditions.
- * Have the exhaust system inspected periodically for damage and leaks. Any damage or leaks should be repaired immediately.

DAILY INSPECTION CHECKLIST

Before driving:

- 1) Make sure that windows, mirrors, lights, and reflectors are clean and unobstructed.
- 2) Check the tires.
- 3) Look for fluid, oil leaks.

NOTE:

It is normal for water to drip from the air conditioning system after use.

- 4) Make sure the hood is fully closed and latched.
- 5) Check the headlights, turn signal lights, brake lights and horn for proper operation.
- 6) Lock all doors.
- 7) Adjust the seat and adjustable head restraints (if equipped).
- 8) Check the brake pedal.
- 9) Adjust the mirrors.
- 10) Make sure that you and all passengers have properly fastened your seat belts.
- 11) Make sure that all warning lights come on as the key is turned to the "ON" or "START" position.
- 12) Check all gauges.
- 13) Make sure that the BRAKE light turns off when the parking brake is released.

65D-0603-A0E

STARTING THE ENGINE

Once a week, or each time you fill your fuel tank, perform the following under-hood checks:

- 1) Engine oil level.
- 2) Coolant level.
- 3) Brake fluid level.
- 4) Power steering (if equipped) fluid level.
- 5) Windshield washer fluid level.
- 6) Hood latch operation

Pull the hood release handle inside the vehicle. Make sure that you cannot open the hood all the way without releasing the secondary latch. Be sure to close the hood securely after checking for proper latch operation. See the item "All Latches, Hinges and Locks" of "CHASSIS AND BODY" in the "PERIODIC MAINTENANCE SCHEDULE" section in the "INSPECTION AND MAINTENANCE" section for lubrication schedule.

⚠ WARNING

Make sure the hood is fully closed and latched before driving. If it is not, it can fly up unexpectedly during driving, obstructing your view and resulting in an accident.

Before starting the engine:

- 1) Make sure the parking brake is set fully.
 - 2) Manual Transmission — Shift into "N" (Neutral) and depress the clutch pedal all the way to the floor.
Hold it while starting the engine.
- Automatic Transmission — If the shift lever is not in "P" (Park) position, shift into "P" (Park). (If you need to re-start the engine while the vehicle is moving, shift into "N".)

NOTE:

Automatic transmission vehicles have a starter interlock device which is designed to keep the starter from operating if the transmission is in any of the drive positions.

⚠ WARNING

Make sure that the parking brake is set fully and the transmission is in Neutral (or Park for vehicles with an automatic transmission) before attempting to start the engine.

Starting a Cold Engine

With your foot off the accelerator pedal, crank the engine by turning the ignition key to "START". Release the key when the engine starts.

⚠ CAUTION

- * Stop turning the starter immediately after the engine has started or the starter system can be damaged.
- * Do not crank the engine for more than 15 seconds at a time. If the engine doesn't start on the first try, wait about 15 seconds before trying again.

If the engine does not start after 15 seconds of cranking, wait about 15 seconds, then press down the accelerator pedal to 1/3 of its travel and try cranking the engine again. Release the key and accelerator pedal when the engine starts.

If the engine still does not start, try holding the accelerator pedal all the way to the floor while cranking. This should clear the engine if it is flooded.

If you are unable to start the engine using this procedure, consult your SUZUKI dealer.

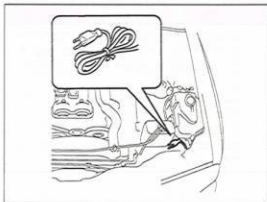
Starting a Warm Engine

Use the same procedure as for "Starting a Cold Engine".

OPERATING YOUR VEHICLE

65G-0611-A0E

ENGINE BLOCK HEATER (if equipped)



06-65D301A

The engine block heater will help you start the engine more easily in very cold weather (0°F (-18°C)) or below). To use the engine block heater:

- 1) Turn off the engine.
- 2) Open the engine hood.
- 3) Untie the block heater cord and remove the block heater plug cap. When the engine block heater is not in use, ensure the heater cord is secured to prevent contact with any moving parts.
- 4) Using a heavy-duty, three-prong grounded extension cord, plug the female end into the block heater socket and the male end into a normal, grounded 110-volt AC outlet.

NOTE:

Activate the heater at least four hours before you start the engine. However, as the heating

time varies depending on the ambient temperature and other factors, adjust the time by observing the engine cranking condition.

⚠ WARNING

To avoid serious personal injury caused by electrical shock or fire:

- * Do not plug the cord into a non-grounded outlet. Only use a properly grounded three-prong 110-volt AC outlet.
- * Do not use a 2-wire (non-grounded) extension cord.
- * Only use a heavy-duty, three-prong extension cord rated for at least 15 amps.

After using the block heater:

- 1) Unplug the extension cord and reinstall the plug cap.
- 2) Tie the block heater cord back to its original position.

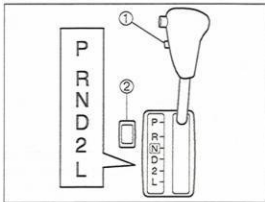
⚠ CAUTION

Secure the block heater cord back to its original position or to the routed position. A loose cord could get caught in the engine accessory drive belt(s) or other moving parts.

- 3) Close the engine hood securely before starting the engine.

65D-0604-A1E

USING THE TRANSMISSION

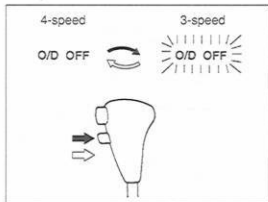


06-65D068A

- ① Overdrive off switch
- ② Power mode selector switch

4-Speed Automatic Transmission

The transmission is a 4-speed (3-speed plus overdrive) automatic transmission. By operating the overdrive off switch, the transmission can be converted to a 3-speed automatic transmission that will not shift to the overdrive position. To convert the transmission to the 3-speed mode, push in the overdrive off switch and release it with the ignition switch in the "ON" position. The "O/D OFF" indicator light in the instrument cluster comes on.



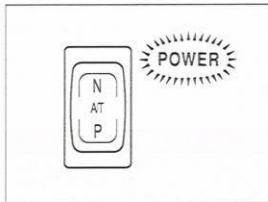
06-65D298A

To return the transmission to the 4-speed mode, push in the overdrive off switch again. The "O/D OFF" indicator light goes off.

When the ignition switch is turned to the "ACC" position, the transmission in the 3-speed mode is converted to the 4-speed mode automatically.

NOTE:

With the transfer lever in the "4L" position, the 4-speed automatic transmission will remain in the 3-speed mode.



06-65D071A

A power mode selector switch is fitted as well. When you need more power for climbing hills or quicker acceleration, turn the switch to "P" (power). The "POWER" indicator light in the instrument cluster comes on, and the shifting points are delayed so the engine can rev higher in each gear. For normal driving, turn the switch to "N" (normal). The "POWER" indicator light goes off.

The gearshift lever has a lock mechanism to help prevent accidental shifting into or out of "P" (Park), into "R" (Reverse), from "D" (Drive) to "2" (Low 2), and from "2" (Low 2) to "L" (Low 1). To release the lock, push in the lock button on the left side of the gearshift lever before shifting.

The shift lever is designed so that it can not be shifted out of the "P" position unless the ignition switch is in the "ON" position and the brake pedal is depressed at the time that you push in the shift lever lock button.

⚠ WARNING

Always depress the brake pedal before shifting from "P" (Park) or "N" (Neutral) to a forward or reverse gear, to help prevent the vehicle from moving unexpectedly when you shift.

For all normal driving, make sure that the "O/D OFF" and "POWER" indicator lights are off, then put the gearshift lever into "D" (Drive). Use the other gearshift lever positions as described below:

P (Park)

Use this position to lock the transmission with the transfer lever in gear when the vehicle is parked or when starting the engine. Shift into Park only when the vehicle is completely stopped.

R (Reverse)

Use this position to back the vehicle from stop. Make sure that the vehicle is completely stopped before shifting into Reverse.

N (Neutral)

Use this position for starting the engine if the engine stalls and you need to restart it while the vehicle is moving. You may also shift into Neutral and depress the brake pedal to hold the vehicle stationary during idling.

D (Drive)

Use this position for all normal driving.

With the selector in "D" range, you can get an automatic downshift by pressing the accelerator pedal. The higher the vehicle speed is, the more you will need to press the accelerator pedal to get a downshift.

2 (Low 2)

Use this position to provide extra power when climbing hills, or to provide engine braking when going down hills.

NOTE:

In this position, if the power mode selector switch is turned to the "P" position, the transmission will not downshift into "L" (Low).

L (Low 1)

Use this position to provide maximum power when climbing steep hills or driving through deep snow or mud, or to provide maximum engine braking when going down steep hills.

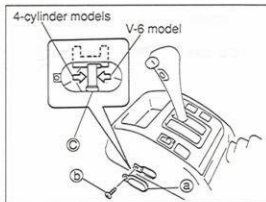
NOTE:

If you move the shift lever to a lower gear while driving faster than the maximum allowable speed for the lower gear, the transmission will not actually downshift until your speed drops below the maximum speed for the lower gear.

⚠ CAUTION

Be sure to take the following precautions to help avoid damage to the automatic transmission:

- Make sure that the vehicle is completely stopped before shifting into "P" or "R".
- Do not shift from "P" or "N" to "R", "D", "2", or "L" when the engine is running above idle speed.
- Do not rev the engine with the transmission in a drive position ("R", "D", "2", or "L") and the rear wheels not moving.
- Do not use the accelerator pedal to hold the vehicle on a hill. Use the vehicle's brakes.



Emergency Shifting out of "P" (Park)

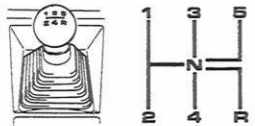
Vehicles with an automatic transmission have an electrically operated park-lock feature. If the vehicle's battery is discharged, or there is some other electrical failure, the automatic transmission cannot be shifted out of Park in the normal way. Jump starting may correct the condition. If not, follow the procedure described below. This procedure will permit shifting the transmission out of Park.

If you are unable to shift the transmission out of Park in the normal manner:

- 1) Be sure the parking brake is firmly applied.
- 2) Remove the access hole cover (a) by unfastening the screw (b) with a Phillips Screwdriver.
- 3) If the engine is running, stop the engine.
- 4) Make sure the key is in the "ON" or "ACC" position.
- 5) Move the release cam (c) forward for V-6 model or rearward for 4-cylinder model.
- 6) While holding the release cam (c) in the moved position, shift the transmission lever to the desired position.
- 7) Replace the access hole cover (a) and the screw (b).

This procedure is for emergency use only. If repeated use of this procedure is necessary, or the procedure does not work as described, take the vehicle to your dealer for repair.

Manual Transmission



06-60A177A

Manual Transmission Starting Off

To start off, push in the clutch pedal and shift into 1st gear. After releasing the parking brake, gradually release the clutch. When you hear a change in the engine's sound, slowly press the accelerator while continuing to gradually release the clutch.

Shifting

All forward gears are synchronized, which provides for quiet, easy shifting. Always push in the clutch pedal fully before shifting gears. The table shows the maximum allowable speed for each gear.

2-Wheel drive model and transfer gear in "2H" or "4H" position

GEAR	MAXIMUM SPEED
First	25 mph (41 km/h)
Second	48 mph (78 km/h)
Third	68 mph (110 km/h)
Fourth	94 mph (152 km/h)
Fifth	Vehicle top speed

Transfer gear in "4L" position

GEAR	MAXIMUM SPEED
First	14 mph (23 km/h)
Second	27 mph (43 km/h)
Third	38 mph (61 km/h)
Fourth	52 mph (84 km/h)
Fifth	Vehicle top speed

6SD-0610-A0E

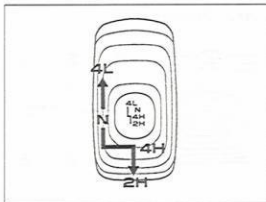
USING THE TRANSFER LEVER (if equipped)

⚠ WARNING

- * Reduce your speed and downshift to a lower gear before going down a long or steep hill. Downshifting will allow the engine to provide braking. Avoid riding the brakes or they may overheat, resulting in brake failure.
- * When driving on slippery roads, be sure to slow down before downshifting. Large and sudden changes in engine speed may cause loss of traction, which could cause you to lose control.
- * Make sure that the vehicle is completely stopped before you shift into reverse.

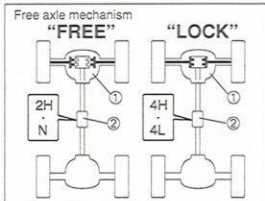
⚠ CAUTION

- * To help avoid clutch damage, do not use the clutch pedal as a foot-rest while driving or use the clutch to keep the vehicle stationary on a hill. Depress the clutch fully when shifting.
- * When changing gears or starting off, do not race the engine. Racing the engine can shorten engine life and prevent smooth shifting.



05-65D161A

Your vehicle is equipped with the Drive Select 4 x 4 system that consists of a transfer case with a synchronizer (between "2H" and "4H" gears) and the Free axle mechanism in the front differential case. With this feature, you can switch the drive mode between 2-wheel drive high range and 4-wheel drive high range by operating the transfer lever even when the vehicle is moving, provided the front wheels are in the straight ahead position and the speed is less than 100 km (60 mph).



05-65D241A

- ① Front differential case
- ② Transfer case

Description of Transfer Lever Positions 2H (2-Wheel Drive High Range)

In this position, engine power is supplied to the rear axle only. Use this position for normal driving on dry, hard surfaces.

4H (4-Wheel Drive High Range)

In this position, engine power is supplied to the front and rear axles at normal speed, providing greater traction than 2-wheel drive. Use this position for offroad driving, or for driving on slippery roads (wet, snow-covered, muddy, etc.).

N (Neutral)

In this position, engine power is not supplied to the front or rear axles. Only use this position for towing your vehicle.

4L (4-Wheel Drive Low Range)

In this position, engine power is supplied to the front and rear axles at reduced speed. Use this position for off-road driving on soft or slippery surfaces, or for climbing or descending steep, slippery hills.

Transfer Lever Operation

Shift the transfer lever according to the appropriate procedure described below:

From 2H to 4H

You can shift the transfer lever either when the vehicle is stopped or while the vehicle is moving.

Position the front wheels straight ahead and shift into "4H". If the vehicle is moving, the speed must be less than 100 km (60mph) during this operation.

From 4H to 4L

Stop the vehicle completely, place the transmission in "N" (Neutral) or depress the clutch pedal fully (if equipped), then shift into "4L".

From 4L to 4H

Stop the vehicle completely, place the transmission in "N" (Neutral) or depress the clutch pedal fully (if equipped), then shift into "4H".

From 4H to 2H

You can shift the transfer lever either when the vehicle is stopped or while the vehicle is moving.

Position the front wheels straight ahead and shift into "2H". If the vehicle is moving, the speed must be less than 100 km (60 mph) during this operation.

NOTE:

If it is difficult to shift between "2H" and "4H" while the vehicle is moving, stop the vehicle and operate the transfer lever.

NOTE:

If your vehicle has an automatic transmission, it is recommended that you stop the engine when shifting the transfer lever between "4H" and "4L". If you shift the transfer lever between "4H" and "4L" with the engine running, be sure to shift using a quick, continuous motion, without pausing in Neutral.

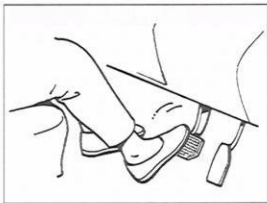
⚠ CAUTION

- * Be sure to stop the vehicle completely when shifting the transfer lever between "4H" and "4L".
- * Do not shift between "2H" and "4H" unless the front wheels are in the straight-ahead position and the vehicle speed is less than 100 km (60 mph).
- * Do not operate your vehicle in "4H" or "4L" on dry, hard surfaces.
- * Make sure that you have shifted completely into "4H" or "4L" by observing that the 4WD indicator is lit.

⚠ WARNING

Make sure that the transfer lever is fully engaged. Loss of power or transfer case damage can result from failure to completely engage a position. Be sure to completely familiarize yourself with the gearshift operation of your vehicle.

BRAKING



06-60G165A

The distance needed to bring any vehicle to a halt increases with the speed of the vehicle. The braking distance needed, for example, at 37 mph (60 km/h) will be approximately 4 times greater than the braking distance needed at 19 mph (30 km/h). Start to brake the vehicle when there is plenty of distance between your vehicle and the stopping point, and slow down gradually.

⚠ WARNING

If water gets into the brake drums, brake performance may become poor and unpredictable. After driving through water or washing the underside of the vehicle, test the brakes

(Continued)

(Continued)

while driving at a slow speed to see if they have maintained their normal effectiveness. If the brakes are less effective than normal, dry them by repeatedly applying the brakes while driving slowly until the brakes have regained their normal effectiveness.

Power assisted brakes

Your vehicle has power assisted brakes. If power assistance is lost due to a stalled engine or other failures, the system is still fully operational on reserve power and you can bring the vehicle to a complete stop by pressing the brake pedal once and holding it down. The reserve power is partly used up when you depress the brake pedal and reduces each time the pedal is pressed. Apply smooth and even pressure to the pedal. Do not pump the pedal.

⚠ WARNING

Even without reserve power in the brake system, you can still stop the vehicle by pressing the brake pedal harder than normally required. However, the stopping distance may be longer.

Anti-Lock Brake System (ABS) (if equipped) ABS will help you avoid skidding by electronically controlling braking pressure. It will also help you maintain steering control when braking on slippery surfaces or when braking hard.

The ABS works automatically, so you do not need any special braking technique. Just push the brake pedal down without pumping. The ABS will operate whenever it senses that the wheels are locking up.

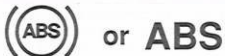
You may feel the brake pedal pulsate while the ABS is operating.

NOTE:

The ABS will not work if vehicle speed is under 3 – 4 mph (5 – 6 km/h).

⚠ WARNING

- * On some types of loose surfaces (such as gravel, snow-covered roads, etc.), the stopping distance required for an ABS-equipped vehicle may be slightly greater than for a comparable vehicle with a conventional brake system. With a conventional brake system, skidding tires are able to "plow" the gravel or snow layer, shortening the stopping distance. ABS minimizes this resistance effect. Allow for extra stopping distance when driving on loose surfaces.
- * On regular paved roads, some drivers may be able to obtain slightly shorter stopping distances with conventional brake systems than with ABS.
- * In both of the above conditions, ABS will still offer the advantage of helping you maintain directional control. However, remember that ABS will not compensate for bad road or weather conditions or poor driver judgment. Use good judgment and do not drive faster than conditions will safely allow.



06-50G116A

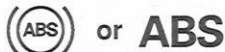
⚠ WARNING

- * If the ABS warning light (ⓘ or ABS) on the instrument panel comes on and stays on while driving, there may be a problem with the ABS system.

If this happens:

- 1) Pull off the road and stop carefully.
- 2) Turn the ignition switch to "LOCK" and then start the engine again.

If the warning light comes on briefly then turns off, the system is normal. If the warning light still stays on, have the system inspected by your SUZUKI dealer immediately. If the ABS system becomes inoperative, the brake system will function as an ordinary brake system that has no ABS.



06-83E091A

⚠ WARNING

(For V6 engine models)
If the ABS warning light (ⓘ or ABS) and the Brake system warning light (ⓘ) on the instrument panel simultaneously stay on or come on when driving, both anti-lock function and rear brake force control function (Proportioning valve function) of the ABS system may have failed. This could cause the rear wheels to skid or the vehicle to spin during braking on a slippery road or hard braking on a dry paved road. If both warning lights come on, drive carefully, avoiding hard braking as much as possible,

(Continued)

65D-0606-A0E

BREAK-IN

⚠ WARNING

(Continued)

and ask your SUZUKI dealer to inspect the ABS system immediately.

How the ABS works:

A computer continuously monitors wheel speed. The computer compares the changes in wheel speed when braking. If the wheels slow suddenly, indicating a skidding situation, the computer will change braking pressure several times each second to prevent the wheels from locking. When you start your vehicle or when you accelerate after a hard stop, you may hear a momentary motor or clicking noise as the system resets or checks itself.

⚠ WARNING

The ABS may not work properly if tires or wheels other than those specified in the owner's manual are used. This is because the ABS works by comparing changes in wheel speed. When replacing tires or wheels, use only the size and type specified in this owner's manual.

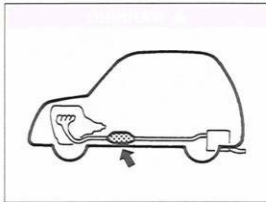
⚠ CAUTION

The future performance and reliability of the engine depends on the care and restraint exercised during its early life. It is especially important to observe the following precautions during the initial 600 miles of vehicle operation.

- * After starting, do not race the engine. Warm it up gradually.
- * Avoid prolonged vehicle operation at a constant speed. Moving parts will break in better if you vary your speed.
- * Start off from a stop slowly. Avoid full throttle starts.
- * Avoid hard stopping, especially during the first 200 miles (320 km) of driving.
- * Do not drive slowly with the transmission in a high gear.
- * Drive the vehicle at moderate engine speeds.
- * Do not tow a trailer during the first 600 miles of vehicle operation.

65D-0607-A0E

CATALYTIC CONVERTER



06-60A181A

The purpose of the catalytic converter is to minimize the amount of harmful pollutants in your vehicle's exhaust. Use of leaded fuel in vehicles equipped with catalytic converters is prohibited by federal law, because lead deactivates the pollutant-reducing components of the catalyst system.

The converter is designed to last the life of the vehicle under normal usage and when unleaded fuel is used. No special maintenance is required on the converter. However, it is very important to keep the engine properly tuned. Engine misfiring, which can result from an improperly tuned engine, may cause overheating of the catalyst. This may result in permanent heat damage to the catalyst and other vehicle components.

65D-0608-A0E

IMPROVING FUEL ECONOMY

The following instructions will help you improve fuel economy.

Avoid excessive idling:

If you are to wait for more than a minute while you are parked, stop the engine and start it again later. When warming up a cold engine, allow the engine to idle until the temperature gauge pointer comes up to the "C" position. In this position, the engine is sufficiently warm for starting off.

Avoid "jackrabbit" starts:

Fast starts away from lights or stop signs will consume fuel unnecessarily and shorten engine life. Start off slowly.

Avoid unnecessary stops:

Avoid unnecessary deceleration and stopping. Try to maintain a slow, steady speed whenever possible. Slowing down and then accelerating again uses more fuel.

Keep a steady cruising speed:

Keep as constant a speed as road and traffic conditions will permit.

⚠ CAUTION

To minimize the possibility of catalyst or other vehicle damage:

- * Maintain the engine in the proper operating condition.
- * In the event of an engine malfunction, particularly one involving engine misfire or other apparent loss of performance, have the vehicle serviced promptly.
- * Do not shut off the engine or interrupt the ignition when the transmission is in gear and the vehicle is in motion.
- * Do not try to start the engine by pushing or towing the vehicle, or coasting down a hill.
- * Do not idle the engine with any spark plug wires disconnected or removed, such as during diagnostic testing.
- * Do not idle the vehicle for prolonged periods if idling seems rough or there are other malfunctions.
- * Do not allow the fuel tank to get near the empty level.

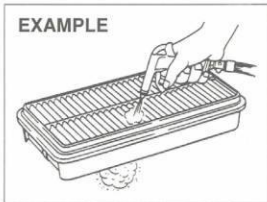


06-60A588A

⚠ WARNING

Be careful where you park and drive; the catalytic converter and other exhaust components can get very hot. As with any vehicle, do not park or operate this vehicle in areas where combustible materials such as dry grass or leaves can come in contact with a hot exhaust system.

EXAMPLE



06-60A183A

Keep the air cleaner clean:

A dirty air cleaner will cause the fuel injection system to supply too much fuel to the engine for the amount of air being supplied. The result is waste of fuel due to incomplete fuel burning.

Keep weight to a minimum:

The heavier the load, the more fuel the vehicle consumes. Take out any luggage or cargo when it is not necessary.

Keep tire pressure correct:

Underinflation of the tires can waste fuel due to increased running resistance of the tires. Keep your tires inflated to the correct pressure shown on the label located below the driver's side door latch striker.

65D-0707-A0E

IMPORTANT VEHICLE DESIGN FEATURES TO KNOW



07-65D231A

WARNING

- * **Wear Your Seat Belts at All Times.** Even though air bags are equipped at the front seating positions, the driver and all passengers should be properly restrained at all times, using the seatbelts provided. Refer to the "SEATBELTS AND CHILD RESTRAINT SYSTEMS" section for instructions on proper use of the seat belts.
- * **Never drive while under the influence of alcohol or other drugs.** Alcohol and drugs can seriously impair your ability to drive safely, greatly increasing the risk of injury to yourself and others. You should also avoid driving when you are tired, sick, irritated, or under stress.

WARNING

Your multipurpose vehicle has handling characteristics that differ from those of a conventional passenger car. For the safety of you and your passengers, please read the following section very carefully.

Multipurpose vehicles such as your new SUZUKI have higher ground clearance and a narrower track than conventional passenger cars, to make them capable of performing in a wide variety of off-road applications. Specific design characteristics give them a higher center of gravity than ordinary cars. An advantage of the higher ground clearance is a better view of the road allowing you to anticipate problems. They are not designed for cornering at the same speed as conventional passenger cars any more than low-slung sports cars are designed to perform satisfactorily under off-road conditions. If at all possible, avoid sharp turns or abrupt maneuvers. As with other vehicles of this type, failure to operate this vehicle correctly may result in loss of control or vehicle rollover.

Multipurpose vehicles have a significantly higher rollover rate than other types of vehicles.

EXAMPLE

 WARNING: HIGHER ROLLOVER RISK		
	Avoid Abrupt Maneuvers and Excessive Speed.	
	Always Buckle Up.	
	See Owners Manual For Further Information.	

07-65D218A

In a rollover crash, an unbelted person is significantly more likely to die than a person wearing a seat belt.

Important Differences Between Your Multipurpose Vehicle and Ordinary Passenger Cars

- * **Higher Ground Clearance**
The higher ground clearance of your vehicle enables it to clear off-road obstacles, such as rocks and tree stumps, that ordinary passenger cars can not drive over. An unavoidable result of this higher ground clearance is that the vehicle also has a higher center of gravity. Consequently, your vehicle will handle differently than a vehicle with a lower

65D-0705-A1E

ON-PAVEMENT DRIVING

center of gravity.

*** Shorter Wheelbase**

Along with its higher ground clearance, your vehicle has a shorter wheelbase and shorter front and rear overhangs than many passenger cars. These features combine to allow you to drive your vehicle over hillcrests without hanging up on them or damaging the frame and chassis components. The shorter wheelbase also makes the steering of your vehicle more responsive than that of vehicles with longer wheelbases.

*** Narrower Body Width and Track**

Your vehicle is narrower than the average passenger car so that it can pass through tight spaces.

Without the essential characteristics described above: higher ground clearance, shorter wheelbase, and narrower body width and track — your vehicle could not provide you with excellent off road driving performance. However, it is also true that on-pavement driving, handling, and steering will be different from what drivers experience with a conventional passenger car.

Government data show that most rollover accidents for multi-purpose vehicles are caused when a driver loses control of the vehicle and leaves the paved portion of the roadway striking a ditch, curb, or other off-road object that causes the vehicle to overturn. The following driving practices may reduce the risk of rollover.

*** Vehicle Slides Off-Road**

You can reduce the risk of this kind of rollover accident by always keeping the vehicle under control. Typically, drivers lose control of vehicles, often resulting in rollover accidents, when the driver is impaired because of alcohol or other drugs, falls asleep at the wheel or is otherwise inattentive, or is driving too fast for the road conditions.

*** Rollovers On the Roadway**

If, for any reason, your vehicle slides sideways or spins out of control at highway speeds, while on the paved portion of the roadway, the risk of rollover is greatly increased. This condition can be created when two or more wheels drop off onto the shoulder and you steer sharply in an attempt to reenter the roadway. To reduce the risk of rollover in these circumstances, if conditions permit, you should hold the steering wheel firmly and slow down before pulling back into the

travel lanes with controlled steering movements.

*** All Types of Rollover Accidents**

As with many kinds of automobile accidents, rollovers can be greatly reduced by doing what all prudent drivers should do, i.e., don't drink and drive, don't drive when tired, and don't do anything behind the wheel that could cause a loss of attention to the driving task.

Additional guidelines are set out below for your on-road driving.

*** Know Your Vehicle**

Take time to familiarize yourself with the unique handling characteristics of your vehicle by first driving around in an area away from traffic. Practice turning the vehicle at a variety of speeds and in different directions. Get a feel for the greater steering response that your vehicle has over a conventional car.

*** Wear Your Seat Belts at All Times**

The driver and all passengers should be properly restrained at all times, using the seat belts provided. Refer to the "SEAT BELTS AND CHILD RESTRAINT SYSTEMS" section for instructions on proper use of the seat belts.

OFF-ROAD DRIVING

*** Don't Make Sharp Turns**

As mentioned before, small multipurpose vehicles have specific design characteristics that allow them to perform in a wide variety of applications. These characteristics also change the cornering behavior relative to conventional passenger cars. Remember, small multipurpose vehicles have more responsive steering and a higher center of gravity than conventional passenger cars. If at all possible, avoid making sharp turns in your vehicle.

*** Slow Down on Curves**

Learn to approach curves cautiously and at a conservative speed. Do not attempt to take curves at the same speeds that you would in a vehicle with a lower center of gravity. Just as you would not drive a sports car on a trail, you should not attempt to drive your vehicle around curves like a sports car.

*** Slow Down and Use Caution on Slippery Roads**

Under wet road conditions you should drive at a lower speed than on dry roads due to possible slippage of tires during braking. When driving on icy, snowcovered, or muddy roads, reduce your speed and avoid sudden acceleration, abrupt braking, or sharp steering movements.

Use 4-wheel drive high range (4H) (if equipped) for better traction.

Your vehicle has specific design characteristics for off-road driving. When you leave the pavement, you will encounter driving surfaces of all kinds which may change continually as you drive. In most cases, off-road driving requires the use of 4-wheel drive. If your vehicle is a 2-wheel drive vehicle, you should limit your off-road driving only to hard, flat, nonslippery surfaces. 2-wheel drive vehicles have far less traction on off-road surfaces than 4-wheel drive vehicles. It is important when driving off-road to follow the guidelines below.

*** Use Caution on Steep Inclines**

Always inspect hills before you attempt to drive up them. Know what is on the other side and how you will get back down. If you have any doubt that it is safe, do not attempt to drive over a hill. Never drive your vehicle up an extremely steep incline.

Coming down a steep hill can be trickier than getting up one. Keep the vehicle heading straight down the hill and use low gear. Do not lock the brakes. If the vehicle begins to slide, accelerate slightly to regain steering control.

*** Do Not Turn on or Drive Across the Side of Hills**

Turning on or driving across the side of a hill can be extremely hazardous. Most of the vehicle's weight will be transferred to the downhill tires, which could result in the vehicle rolling sideways. Whenever possible, avoid this potential hazard. Also, if you have to exit your vehicle on a side-hill, always get out on the uphill side.

*** Wear Your Seatbelt at all Times**

You and your passengers should use the seatbelts at all times when driving off-road. For proper seat belt use, refer to the "Seat Belts and Child Restraint Systems" section in this manual.

*** Avoid Sudden Reactions in Mud, Ice, or Snow**

Be careful when off-road conditions are slick. Reduce your speed and avoid sudden movements of the vehicle. If your vehicle is a 2-wheel drive vehicle, do not drive in deep snow or mud. If your vehicle is a 4-wheel drive vehicle, be aware that driving in deep snow or mud can cause a loss of traction and an increase in the resistance to the vehicle's forward motion. Use 4WD low gear (4L) and maintain a steady but moderate speed with a light touch on the steering wheel and brakes.

*** If Your Vehicle Gets Stuck**

If your vehicle gets stuck in snow, mud, or sand, follow the directions below:

- 1) Shift the transfer lever (if equipped) to "4L".
- 2) Shift the transmission back and forth between a forward range (or first gear for manual transmission) and reverse. This will create a rocking motion which may give you enough momentum to free the vehicle. Press gently on the accelerator to keep wheel spin to a minimum. Remove your foot from the accelerator while shifting.

Do not race the engine. Excessive wheel spin will cause the tires to dig deeper, making it more difficult to free the vehicle.

- 3) If your vehicle remains stuck after a few minutes of rocking, get another vehicle to pull you out.

⚠ WARNING

Do not allow anyone to stand near the vehicle when you are rocking it, and do not spin the wheels faster than an indicated 25 mph (40 km/h) on the speedometer. Personal injury and/or vehicle damage may result from spinning the wheels too fast.

⚠ CAUTION

Do not continue rocking the vehicle for more than a few minutes. Prolonged rocking can cause engine overheating, transmission or transfer case damage, or tire damage.

Tire Chains

Tire chains should only be used if they are needed to increase traction or are required by law. Make sure that the chains you use are small-link chains or cable-type chains and are the correct size for your vehicle's tires. Also make sure that there is enough clearance between the fenders and the chains as installed on the tires.

Install the chains on the rear tires tightly, according to the chain manufacturer's instructions. Retighten the chains after driving about 1/2 mile (1.0 km) if necessary. With the chains installed, drive slowly.

⚠ CAUTION

If you hear the chains hitting against the vehicle body while driving, stop and tighten them.

*** Do not drive through deep or rushing water**

Driving in deep or rushing water can be hazardous. You could lose control of the vehicle and the occupants could drown. Also, your vehicle could be seriously damaged. To avoid these risks, observe the following instructions and precautions.

- Do not drive through deep or rushing water. Deep or rushing water, such as fast-moving streams or floodwaters, could carry your vehicle away from your intended path. The water is too deep if it covers your wheel hubs, axles, or exhaust tailpipe. Know the depth of the water before you attempt to drive through it.
- If water blocks the tailpipe, the engine may not start or run. If the water is deep enough to get drawn into the engine intake system, the engine will be badly damaged.
- Submerged brakes will have poor braking performance. Drive slowly and carefully. Driving slowly will also help avoid water splashing onto the ignition system, which could cause the engine to stall.
- Even when driving through shallow or still waters, drive carefully since the water may be hiding ground hazards such as holes, ditches, or bumps.

⚠ WARNING

In addition to following the driving tips in this section, it is important to observe the following precautions for on-road and off-road driving.

- * Driver and passengers should wear seat belts at all times.
- * Do not let anyone else drive your vehicle unless they are also aware of the vehicle characteristics and handling differences described in this section.
- * Avoid loaning your vehicle to anyone unless you accompany them.
- * Make sure your tires are in good condition and always maintain the specified tire pressure. Refer to "TIRES" in the "INSPECTION AND MAINTENANCE" section for details.
- * Do not use tires other than those specified by SUZUKI. Never use different sizes or types of tires on the front and rear wheels. For information regarding the specified tires, refer to the Tire Inflation Pressure Label located on the driver's side door pillar or the "SPECIFICATIONS" section.

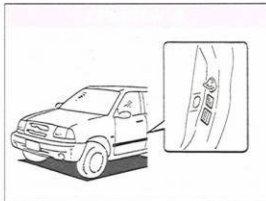
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- * Never use oversized tires or special shocks and springs to raise (jack up) your vehicle. This will raise the center of gravity of the vehicle and change its handling characteristics. Oversized tires may also rub against the fender over bumps, causing vehicle damage or tire failure.
- * After driving through water, mud, or sandy ground, test the brakes while driving at a slow speed to see if they have maintained their normal effectiveness. If the brakes are less effective than normal, dry them by repeatedly applying the brakes while driving slowly until the brakes have regained their normal effectiveness.
- * Do not use 4-wheel drive for normal driving on dry, hard surfaced roads.
- * After extended operation in mud, sand, or water, have the brakes inspected by your authorized SUZUKI dealer as soon as possible.

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VEHICLE LOADING



08-65D033A

Your vehicle was designed for specific weight capacities. The weight capacities of your vehicle are indicated by the Gross Vehicle Weight Rating (GVWR) and the Gross Axle Weight Rating (GAWR, front and rear). The GVWR and GAWR (front and rear) are listed on the Safety Certification Label which is located below the driver's side door latch striker.

- GVWR – Maximum permissible overall weight of the vehicle including the driver, passengers, and all cargo.
- GAWR – (Front and Rear) Maximum permissible weight on an individual axle.

Actual weight of the loaded vehicle and actual loads at the front and rear axles can only be determined by weighing the vehicle. Compare these weights to the GVWR and GAWR (front and rear) listed on the Safety Certification Label. If the gross vehicle weight or the load on either axle exceeds these ratings, you must remove enough weight to bring the load down to the rated capacity.

⚠ WARNING

Never overload your vehicle. The gross vehicle weight (sum of the weights of the loaded vehicle, driver, and passengers) must never exceed the Gross Vehicle Weight Rating (GVWR) listed on the Safety Certification Label. In addition, never distribute a load so that the weight on either the front or rear axle exceeds the Gross Axle Weight Rating (GAWR) listed on the Safety Certification Label.

⚠ WARNING

Always distribute cargo evenly. To avoid personal injury or damage to your vehicle, always secure cargo to prevent it from shifting if the vehicle moves suddenly. Place heavier objects on the floor and as far forward in the cargo area as possible. Never pile cargo higher than the top of the seat backs.

TRAILER TOWING

You can use your SUZUKI to tow a light trailer (class 1), but you should always observe the requirements and recommendations in this section. If you intend to tow a trailer, it is essential to select a trailer and trailer towing equipment which are compatible. A reputable trailer dealer can help you.

CAUTION

Trailer towing puts additional stress on the engine, drive train and brakes of your vehicle. Never tow a trailer during the first 600 miles of vehicle operation.

CAUTION

Because towing a trailer puts additional stress on your vehicle, more frequent maintenance will be required than under normal driving conditions. Follow the schedule for Maintenance Recommended Under Severe Driving Conditions.

Hitches

Use only a trailer hitch bracket that is designed to bolt to the frame of your vehicle, and a class 1 hitch that is designed to bolt to this bracket. We recommend that you use a genuine SUZUKI trailer hitch bracket and trailer hitch (available as options), or equivalent.

WARNING

Never use a bumper hitch or a hitch which attaches to the axle of your vehicle.

Safety Chains

Always attach safety chains between your vehicle and trailer. Cross safety chains under the tongue of the trailer so that the tongue will not drop to the road if the trailer becomes separated from the hitch. Follow the manufacturer's recommendation for attaching safety chains. Always leave just enough slack to permit full turning. Never allow safety chains to drag on the road.

WARNING

Never attach safety chains to the bumper of your vehicle. Secure connections so that they can't come loose.

Trailer Lights

Make sure your trailer is equipped with lights which meet federal, state, and local requirements. Always check for the proper operation of all trailer lights before you start to tow.

WARNING

Never splice trailer lights directly into your vehicle's electrical system, or electrical system damage may occur.

Brakes

WARNING

If trailer brakes are used, you should follow all instructions provided by the manufacturer. Never tap into the brake system of your vehicle.

Tires

WARNING

When towing a trailer, it is very important for your vehicle and trailer to have properly inflated tires. Your vehicle's tires should be inflated to the laden pressures listed on your vehicle's Tire Inflation Pressure label. Inflate trailer tires according to the specifications provided by the trailer manufacturer.

Mirrors

Check to see if your vehicle's mirrors meet federal, state, and local requirements for mirrors used on towing vehicles. If they do not, you must install required mirrors before you tow.

Vehicle/Trailer Weight Limits

Before towing, you must make sure that gross trailer weight, gross combined weight, trailer tongue weight, gross vehicle weight, and gross axle weight (front and rear) are within specified limits as described below. You can measure vehicle and trailer weights using a vehicle scale and can measure tongue weight using a bathroom scale.

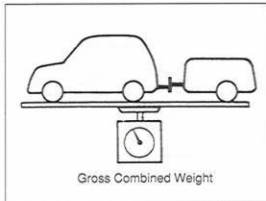


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Gross Trailer Weight is the weight of the trailer plus all cargo in it (measured with the trailer disconnected from the towing vehicle). Gross trailer weight must never exceed:

- 2-Door Model — 1,000 pounds (450 kg)
- 4-Door Model — 1,500 pounds (680 kg)

If you have a 4-door model and intend to tow a trailer having a gross trailer weight greater than 1,000 pounds (450 kg), the trailer must be equipped with trailer brakes.



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Gross Combined Weight is the weight of the fully loaded vehicle (including driver, passengers, and cargo) plus the weight of the fully loaded trailer. Gross combined weight must never exceed:

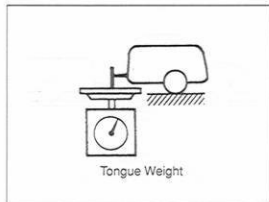
2-Door Model

- 1.6ℓ 2WD 4,350 pounds (1,980 kg)
- 1.6ℓ 4WD 4,500 pounds (2,030 kg)
- 2.0ℓ 2WD 4,500 pounds (2,030 kg)
- 2.0ℓ 4WD 4,600 pounds (2,080 kg)

4-Door Model

- 2.0ℓ 2WD 5,300 pounds (2,410 kg)
- 2.0ℓ 4WD 5,400 pounds (2,460 kg)
- 2.5ℓ 2WD 5,500 pounds (2,490 kg)
- 2.5ℓ 4WD 5,600 pounds (2,550 kg)

Tongue Weight is the downward force exerted on the hitch by the trailer coupler, with the trailer fully loaded and the coupler at its

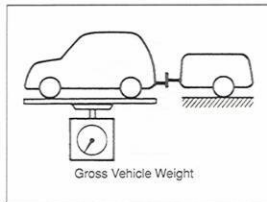


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normal towing height. Cargo should be distributed so that tongue weight is approximately 10% of gross trailer weight.

NOTE:

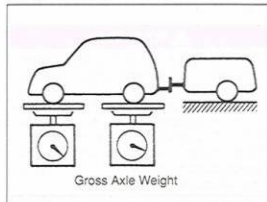
You can usually get tongue weight to be about 10% of gross trailer weight by placing about 60% of the total cargo weight in the front half of the trailer. You should measure gross trailer weight and tongue weight before towing, however, to make sure that your load is properly distributed.



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Gross Vehicle Weight is the weight of the fully loaded vehicle (including driver, passengers and cargo) plus the trailer tongue weight. The gross vehicle weight must never exceed the Gross Vehicle Weight Rating (GVWR) listed on the Safety Certification Label.

Gross Axle Weight (Front and Rear) is the weight supported by an individual axle with the vehicle fully loaded and the trailer connected. Gross axle weight for the front and rear axles must never exceed the Gross Axle Weight Rating (GAWR) listed on the Safety Certification Label.



08-60A382A

⚠ WARNING

Improper distribution of cargo in your trailer may result in poor vehicle handling and swaying of the trailer. Always make sure that trailer tongue weight is about 10% of gross trailer weight. Failure to observe this requirement may result in an accident.

⚠ WARNING

Never overload your trailer or your vehicle. Gross trailer weight must never exceed 1,000 pounds (450 kg) for 2-door models or 1,500 pounds (680 kg) for 4-door models. Gross combined weight must never exceed:

2-Door Model

- 1.6ℓ 2WD 4,350 pounds (1,980 kg)
- 1.6ℓ 4WD 4,500 pounds (2,030 kg)
- 2.0ℓ 2WD 4,500 pounds (2,030 kg)
- 2.0ℓ 4WD 4,600 pounds (2,080 kg)

4-Door Model

- 2.0ℓ 2WD 5,300 pounds (2,410 kg)
- 2.0ℓ 4WD 5,400 pounds (2,460 kg)
- 2.5ℓ 2WD 5,500 pounds (2,490 kg)
- 2.5ℓ 4WD 5,600 pounds (2,550 kg)

Gross vehicle weight must never exceed the Gross Vehicle Weight Rating (GVWR) listed on the Safety Certification Label. Gross axle weight for the front and rear axles must not exceed the Gross Axle Weight Rating (GAWR) listed on the Safety Certification Label.

⚠ WARNING

Do not tow a trailer having a gross trailer weight greater than 1,000 pounds (450 kg) unless the trailer is equipped with trailer brakes.

Additional Trailer Towing Warnings**⚠ WARNING**

Connect trailer lights and hook up safety chains every time you tow.

⚠ WARNING

Your vehicle will handle differently when towing a trailer. For your safety and the safety of others, you should observe the following precautions:

- * Practice turning, stopping, and backing up before you begin towing in traffic. Do not tow in traffic until you are confident that you can handle the vehicle and trailer safely.
- * Never exceed posted towing speed limits or 45 mph (72 km/h), whichever is lower.
- * Always have someone guide you when backing.

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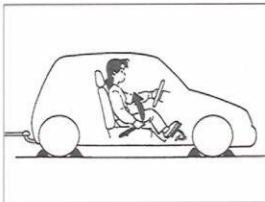
- * Allow adequate stopping distance. Stopping distance is increased when you tow a trailer. For each 10 mph (16 km/h) of speed, allow at least one vehicle and trailer length between you and the vehicle ahead. Follow at a greater distance if roads are wet or slippery.
- * Slow down when making turns. Remember that a larger than normal turning radius is needed because the trailer wheels will be closer than the vehicle wheels to the inside of the turn.
- * Avoid sudden acceleration and stopping of the vehicle. Do not make quick maneuvers unless they are necessary.
- * Slow down in cross winds and be prepared for wind blasts from large passing vehicles.
- * Be careful when passing other vehicles. Be sure to allow enough room for your trailer before you change lanes, and signal well in advance.

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⚠ WARNING

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- * Slow down and shift into a lower gear before you reach long or steep downhill grades. It is hazardous to attempt downshifting while you are descending a hill.
- * Avoid "riding" the brakes. "Riding" the brakes could cause the brakes to overheat, resulting in reduced braking efficiency. Use engine braking as much as possible.
- * Because of the added trailer weight, your engine may overheat on hot days when going up long or steep hills. Pay attention to your engine temperature gauge. If it indicates overheating, pull off the road and stop in a safe place. Refer to the "ENGINE OVERHEATING" section for details on how to proceed.



08-60A186A

⚠ WARNING

When parking your vehicle and connected trailer, always use the following procedure:

- 1) Apply the vehicle's brakes firmly.
- 2) Have another person place wheel chocks under the wheels of the vehicle and the trailer while you are holding the brakes.
- 3) Slowly release the brakes until the wheel chocks absorb the load.
- 4) Fully engage the parking brake.
- 5) Manual Transmission – Shift into Reverse or first gear and turn off the engine.

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Automatic Transmission – Shift into Park and turn off the engine.

When starting out after parking:

- 1) Push in the clutch (if equipped) and start the engine.
- 2) Depress the brake pedal, shift into gear, release the parking brake, and slowly pull away from the chocks.
- 3) Stop, apply the brakes firmly, and hold the brakes while you have another person remove the chocks.

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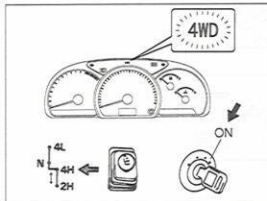
TOWING YOUR VEHICLE (RECREATIONAL TOWING)

Your vehicle may be towed behind another vehicle (such as a motorhome), provided you use the proper towing method specified for your vehicle. The towing method you must use depends on the specifications of your vehicle: whether it is a 2-wheel drive (2WD) or 4-wheel drive (4WD) vehicle.

Use the towing instruction table to select the proper towing method for your vehicle, and carefully follow the corresponding instructions. Be sure to use proper towing equipment designed for recreational towing and make sure that towing speed does not exceed 55 mph (90 km/h).

TOWING INSTRUCTION TABLE

DRIVE TRAIN	TRANSMISSION	TOWING METHOD
4WD	A/T (AUTO)	A C
	M/T (MANUAL)	B C
2WD	A/T	D
	M/T	D



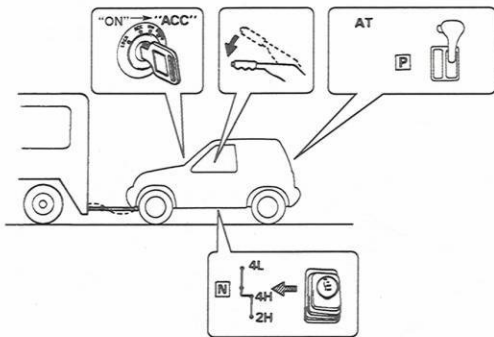
10-65D100A

Before towing (For 4WD vehicles)

Make sure the "4WD" light on the instrument cluster comes on when the transfer lever is shifted to "4H" position and goes off when the transfer lever is shifted to "2H" position with the ignition key in the "ON" position. If the "4WD" light does not respond properly, then there may be a problem locking or unlocking the front axles, and the vehicle must be towed with the front wheels lifted and the rear wheels on a dolly.

TOWING METHOD A

FOUR WHEELS ON THE GROUND

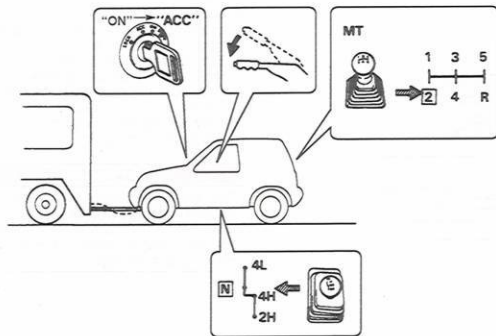


A : 4WD VEHICLES WITH AUTOMATIC TRANSMISSION

- 1) Shift the automatic transmission into "P" (Park).
- 2) Turn the ignition key to the "ON" position.
- 3) Shift the transfer lever into neutral.
- 4) Make sure the "4WD" light on the instrument cluster is off.
- 5) Turn the ignition key to the "ACC" position to unlock the steering wheel.
- 6) Release the parking brake.

Stop towing the vehicle every 200 miles (300 km). With the transfer lever still in neutral, start the engine, shift into "D" (drive) and rev the engine for about one minute to circulate oil in the transfer case. Make sure to shift into "P" (Park) before next towing.

10-65D157A

TOWING METHOD B**FOUR WHEELS ON THE GROUND****B : 4WD VEHICLES WITH MANUAL TRANSMISSION**

- 1) Shift the manual transmission lever into 2nd gear.
- 2) Turn the ignition key to the "ON" position.
- 3) Shift the transfer lever into neutral.
- 4) Make sure the "4WD" light on the instrument cluster is off.
- 5) Turn the ignition key to the "ACC" position to unlock the steering wheel.
- 6) Release the parking brake.

Stop towing the vehicle every 200 miles (300 km). Leave the manual transmission in 2nd gear. With the transfer lever still in neutral, start the engine and rev it for about one minute with the clutch engaged to circulate oil in the transfer case.

10-65D156A

TOWING METHOD C

FRONT WHEELS ON THE GROUND
AND REAR WHEELS ON A DOLLY.



C : 4WD VEHICLES

- 1) Turn the ignition key to the "ON" position.
- 2) Shift the transfer lever into neutral. Make sure the "4WD" light on the instrument cluster is off.
- 3) Secure the rear wheels on a towing dolly according to the instructions provided by the dolly manufacturer.
- 4) Turn the ignition key to the "ACC" position to unlock the steering wheel.
- 5) Make sure the front wheels are facing straight forward and secure the steering wheel with a steering wheel clamping device designed for towing.

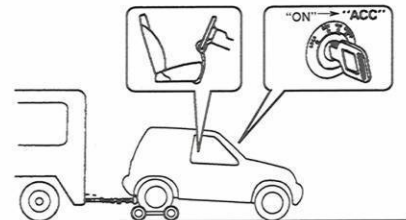
CAUTION

The steering column is not strong enough to withstand shocks transmitted from the front wheels during towing. Always unlock the steering wheel before towing.

10-65D096A

TOWING METHOD D

FRONT WHEELS ON THE GROUND
AND REAR WHEELS ON A DOLLY.



10-65D158A

D : 2WD VEHICLES

- 1) Secure the rear wheels on a towing dolly according to the instructions provided by the dolly manufacturer.
- 2) Turn the ignition key to the "ACC" position to unlock the steering wheel.
- 3) Make sure the front wheels are facing straight forward and secure the steering wheel with a steering wheel clamping device designed for towing.

⚠ CAUTION

The steering column is not strong enough to withstand shocks transmitted from the front wheels during towing. Always unlock the steering wheel before towing.

MEMO

INSPECTION AND MAINTENANCE

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09-60B128A

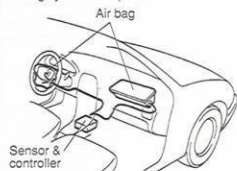
⚠ WARNING

You should take extreme care when working on your vehicle to prevent accidental injury. Here are a few precautions that you should be especially careful to observe:

- * To prevent damage or unintended inflation of the air bag system, be sure the battery is disconnected and the ignition switch has been in the "LOCK" position for at least 90 seconds before performing any electrical service work on your SUZUKI. Do not touch air bag system components or wires.

(Continued)

Air bag system components



09-65D168A

(Continued)

The wires are wrapped with yellow tape or yellow tubing, and the couplers are yellow for easy identification.

- * Do not leave the engine running in garages or other confined areas.
- * When the engine is running, keep hands, clothing, tools, and other objects away from the moving fan and fan belt.
- * When it is necessary to do service work with the engine running, make sure that the parking brake is

(Continued)

(Continued)

set fully and the transmission is in Neutral (for manual transmission vehicles) or Park (for automatic transmission vehicles).

- * Do not touch ignition wires or other ignition system parts when starting the engine or when the engine is running, or you could receive an electric shock.
- * Be careful not to touch a hot engine, exhaust manifold and pipes, muffler, radiator, and water hoses.
- * Do not allow smoking, sparks, or flames around gasoline or the battery. Flammable fumes are present.
- * Do not get under your vehicle if it is supported only with the portable jack provided in your vehicle.
- * Be careful not to cause accidental short circuits between the positive and negative battery terminals.
- * Keep used oil, engine coolant, and other fluids away from children and pets. Dispose of used fluids properly; never pour them on the ground, into sewers, etc.

65D-0902-A0E

MAINTENANCE SCHEDULE**NOTICE (For U.S.A.)**

Maintenance, replacement or repair of the emission control devices and systems may be performed by any automobile repair establishment or individual using any part which has been certified under the provisions in the Clean Air Act sec. 207. (a) (2).

The following table shows the times when you should perform regular maintenance on your vehicle. This table shows in miles, kilometers and months when you should perform inspections, adjustments, lubrication and other services. These intervals should be shortened if driving is usually done under severe conditions (refer to Maintenance Recommended Under Severe Conditions).

⚠ WARNING

SUZUKI recommends that maintenance on items marked with an asterisk (*) be performed by your authorized SUZUKI dealer or a qualified service mechanic. If you are qualified, you may perform maintenance on the unmarked items by referring to the instructions in this section. If you are not sure whether you can successfully complete any of the unmarked maintenance jobs, ask your authorized SUZUKI dealer to do the maintenance for you.

⚠ CAUTION

Whenever it becomes necessary to replace parts on your vehicle, it is recommended that you use genuine SUZUKI replacement parts or their equivalent.

⚠ WARNING

The rear shock absorbers are filled with high pressure gas. Never attempt to disassemble it or throw it into a fire. Avoid storing it near a heater or heating device. When scrapping the absorber, the gas must be released from the absorber safely. Ask your dealer for assistance.

INSPECTION AND MAINTENANCE

65D-0903-A4E

PERIODIC MAINTENANCE SCHEDULE

R: Replace or change

I: Inspect and correct, replace or lubricate if necessary

Interval: This interval should be judged by odometer reading or months, whichever comes first,	miles (× 1,000)	7.5	15	22.5	30	37.5	45	52.5	60	67.5	75	82.5	90	97.5	105	112.5	120
	Km (× 1,000)	12.5	25	37.5	50	62.5	75	87.5	100	112.5	125	137.5	150	162.5	175	187.5	200
	months	7.5	15	22.5	30	37.5	45	52.5	60	67.5	75	82.5	90	97.5	105	112.5	120
ENGINE & EMISSION CONTROL																	
1. Drive belt					I				R				I				R
Tension check, *adjustment, *replacement									R				I				R
* 2. Camshaft timing belt (1.6ℓ engine models)									R				I				R
* 3. Valve lash (clearance) (1.6ℓ engine models)				I			I			I			I			I	R
4. Engine oil and oil filter		R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
* 5. Cooling system hoses and connections					I				I				I				I
6. Engine coolant					R				R				R				R
* 7. Exhaust pipes and mountings					I				I&(R)				I				I&(R)
* 8. EVAP canister																	R
* 9. Emission-related hoses & tubes									I								I
10. Spark plugs									R								R
*11. Ignition wiring (1.6ℓ engine models)									R								R
*12. Ignition coil (Plug cap)					I				I				I				I
*13. Fuel tank cap					I				R				I				R
14. Air cleaner filter element					R				R				R				R
*15. Fuel filter					R				R				R				R
*16. Fuel lines and connections					I				I				I				I
*17. Canister air suction filter																	R

NOTE:

The maintenance services indicated by ☐ are recommended maintenance items.

Item 7 (R) is applicable to the exhaust mounting rubber only.

The U.S. Environmental Protection Agency or the California Air Resources Board has determined that the failure to perform recommended maintenance items, indicated by ☐, will not nullify the emission warranty or limit recall liability prior to the completion of the vehicle's useful life. SUZUKI, however, urges that all recommended maintenance services be performed at the indicated intervals and the maintenance recorded.

R: Replace or change

I: Inspect and correct, replace or lubricate if necessary

Interval: This interval should be judged by odometer reading or months, whichever comes first.		miles (x 1,000)	7.5	15	22.5	30	37.5	45	52.5	60	67.5	75	82.5	90	97.5	105	112.5	120
		Km (x 1,000)	12.5	25	37.5	50	62.5	75	87.5	100	112.5	125	137.5	150	162.5	175	187.5	200
		months	7.5	15	22.5	30	37.5	45	52.5	60	67.5	75	82.5	90	97.5	105	112.5	120
CHASSIS AND BODY																		
1.	Clutch (For manual transmission)																	
	Fluid level check		—	I	—	I	—	I	—	I	—	I	—	I	—	I	—	I
*2.	Brake discs and pads	(front)																
	Brake drums and shoes	(rear)	—	I	—	I	—	I	—	I	—	I	—	I	—	I	—	I
*3.	Brake hoses and pipes		—	I	—	I	—	I	—	I	—	I	—	I	—	I	—	I
4.	Brake fluid Level check, *replacement		—	I	—	I	—	I	—	I	—	I	—	I	—	I	—	I
5.	Brake pedal Stroke check, *adjustment		—	I	—	I	—	I	—	I	—	I	—	I	—	I	—	I
6.	Parking brake lever and *cable																	
	Lever movement check, *adjustment		—	I	—	I	—	I	—	I	—	I	—	I	—	I	—	I
7.	Tires (including tire rotation)		I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
*8.	Wheel discs		—	I	—	I	—	I	—	I	—	I	—	I	—	I	—	I
*9.	Wheel bearings		—	I	—	I	—	I	—	I	—	I	—	I	—	I	—	I
*10.	Suspension system		—	I	—	I	—	I	—	I	—	I	—	I	—	I	—	I
*11.	Propeller shafts/Drive shafts		—	I	—	I	—	I	—	I	—	I	—	I	—	I	—	I
*12.	Manual transmission oil		*I	—	—	R	—	—	—	R	—	—	—	R	—	—	—	R
13.	Automatic transmission (A/T)	Fluid level	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
	*Fluid change		Replace every 100,000 miles (166,000 km) ----- 4-speed A/T															
	*Fluid hose		—	—	—	—	—	R	—	—	—	—	—	R	—	—	—	—
*14.	Transfer oil		*I	—	—	I	—	I	—	R	—	I	—	I	—	I	—	R
*15.	Differential oil		*R	—	—	I	—	I	—	I	—	I	—	I	—	I	—	I
16.	Steering system																	
	Steering wheel movement,	*linkage	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
*17.	Power steering (if equipped)		I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
18.	All Latches, Hinges and Locks		I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I
19.	Air conditioner filter (if equipped)		—	I	—	R	—	I	—	R	—	I	—	R	—	I	—	R

Item 9 *I — inspect for wear and proper lubrication.

Item 12 *I, Item 14 *I and Item 15 *R — perform at 135,000 miles (225,000 km) or 135 months after 120,000 mile/200,000 km/120 month maintenance service.

INSPECTION AND MAINTENANCE

6SD-0904-A1E

MAINTENANCE RECOMMENDED UNDER SEVERE DRIVING CONDITIONS

If the vehicle is usually used under the conditions corresponding to any severe condition code given below, it is recommended that applicable maintenance operation be performed at the particular interval shown in the chart below.

Severe condition code

A — Repeated short trips

B — Driving on rough and/or muddy roads

C — Driving on dusty roads

D — Driving in extremely cold weather and/or on salted roads

E — Repeated short trips in extremely cold weather

H — Towing a trailer

Severe Condition Code	Maintenance	Maintenance Operation	Maintenance Interval
A — C D E H	Engine oil and oil filter	R	Every 3,000 miles (5,000 km) or 3 months
A B — D — H	Exhaust pipes and mountings	I	Every 6,000 miles (10,000 km) or 6 months
— — C — — —	Air cleaner filter element *1	I	Every 3,000 miles (5,000 km) or 3 months
		R	Every 15,000 miles (25,000 km) or 15 months
— — — D — —	Ignition wiring *2 (SOHC engine models)	I	Every 15,000 miles (25,000 km) or 15 months
— — C — — —	Canister air suction filter	R	Every 60,000 miles (100,000 km) or 60 months
A B C — — H	Brake discs and pads (Front) Brake drums and shoes (Rear)	I	Every 6,000 miles (10,000 km) or 6 months
— B — D E H	Propeller shafts/Drive shafts	I	Every 6,000 miles (10,000 km) or 6 months

NOTE:

I — Inspect and correct or replace if necessary

T — Tighten to the specified torque

R — Replace or change

L — Lubricate

*1 Inspect more frequently if the vehicle is used under dusty conditions.

*2 In areas where road salt is used, inspect and clean the distributor cap and ignition wiring more frequently.

Severe Condition Code	Maintenance	Maintenance Operation	Maintenance Interval
— B — — E H	Manual transmission oil	R	Every 15,000 miles (25,000 km) or 15 months
— B — — E H	Automatic transmission (A/T) fluid	R	Every 15,000 miles (25,000 km) or 15 months
— B — — E H	Transfer and differential oil	R	Every 15,000 miles (25,000 km) or 15 months
— B — — — —	Bolts and nuts on suspension	T	Every 6,000 miles (10,000 km) or 6 months
— B C — — —	Drive belt	I	Every 15,000 miles (25,000 km) or 15 months
— — C D — —	Air conditioner filter element*2	I	Every 6,000 miles (10,000 km) or 6 months
		R	Every 30,000 miles (50,000 km) or 30 months

NOTE:

I — Inspect and correct or replace if necessary

T — Tighten to the specified torque

R — Replace or change

L — Lubricate

*2 Clean more frequently if the air flow from the air conditioner decreases.

INSPECTION AND MAINTENANCE

65D-0931-90E

DRIVE BELT

⚠ WARNING

When the engine is running, keep hands, hair, clothing, tools, etc. away from the moving fan and drive belts.

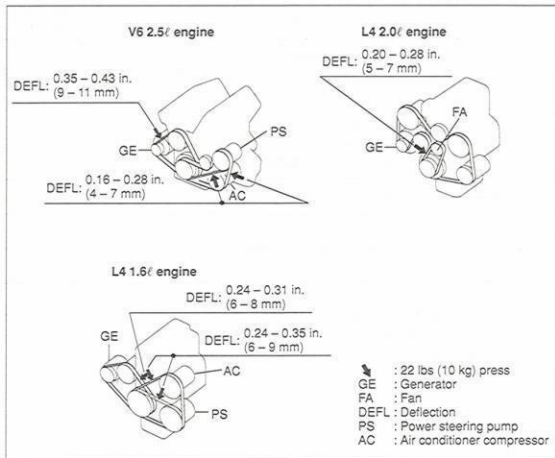
Make sure the drive belt tension is correct. If the belt is too loose, insufficient battery charging, engine overheating, poor power steering, poor air conditioning, or excessive belt wear can result. When you press the belt with your thumb midway between the pulleys, there should be a deflection according to the following chart.

The belts should also be examined to ensure that they are not damaged.

(For L4 2.0ℓ Engine)

Check the accessory drive belt only for damage. You do not need check it for tension as it has an automatic tensioner.

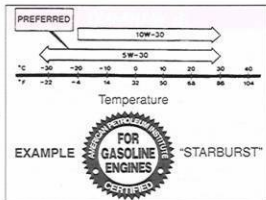
If you need to replace or adjust the belt have it done by your SUZUKI dealer.



09-65D272A

65D-0906-A1E

ENGINE OIL AND FILTER



09-50G244A

09-50G250A

Specified oil

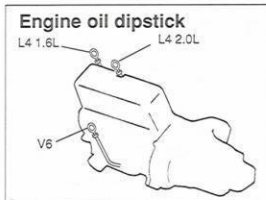
Use engine oil with the American Petroleum Institute Certified For Gasoline Engines "Starburst" symbol.

Select the appropriate oil viscosity according to the above chart.

We highly recommend you use SAE5W-30 oil.

CAUTION

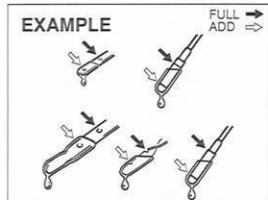
Failure to use the recommended oil can result in engine damage.



09-65D281A

Oil Level Check

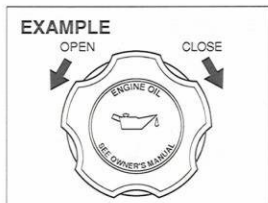
It is important to keep the engine oil at the correct level for proper lubrication of your vehicle's engine. Check the oil level with the vehicle on a level surface. The oil level indication may be inaccurate if the vehicle is on a slope. The oil level should be checked either before starting the engine or at least 5 minutes after stopping the engine.



09-65D257A

Pull out the oil dipstick, wipe oil off with a clean cloth, insert the dipstick all the way into the engine, then remove it again. The oil on the stick should be between the upper and lower limits shown on the stick.

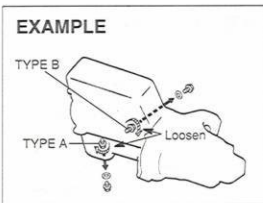
If the oil level indication is near the lower limit, add enough oil to raise the level to the upper limit.



09-60G386A

Refilling

Remove the oil filler cap and pour oil slowly through the filler hole to bring the oil level to the upper limit on the dipstick. Be careful not to overfill. Too much oil is almost as bad as too little oil. After refilling, start the engine and allow it to idle for about a minute. Stop the engine, wait about 5 minutes and check the oil level again.



09-65D258A

Changing Engine Oil and Filter

Drain the engine oil while the engine is still warm.

- 1) Remove the oil filler cap.
- 2) Place a drain pan under the drain plug.
- 3) Using a wrench, remove the drain plug and drain out the engine oil.

WARNING

The engine oil temperature may be high enough to burn your fingers when the drain plug is loosened. Wait until the drain plug is cool enough to touch with your bare hands.

WARNING

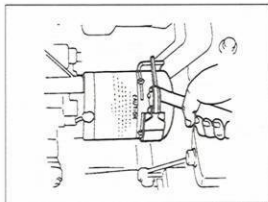
New and used oil and solvent can be hazardous. Children and pets may be harmed by swallowing new or used oil or solvent. Continuous contact with used engine oil has been found to cause skin cancer in laboratory animals. Brief contact with used oil or solvent may irritate skin.

- Keep new and used oil and solvent away from children and pets.
- Wear a long-sleeve shirt and waterproof gloves.
- Wash with soap if oil or solvent contacts your skin.

- 4) Reinstall the drain plug and gasket. Tighten the plug with a wrench to the specified torque.

Tightening torque specification

25.5 lb-ft (3.5 kg-m)



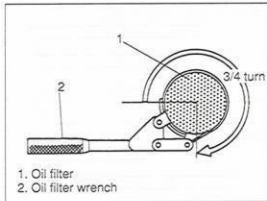
09-60A198A

Replace the oil filter.

- 1) Using an oil filter wrench, turn the oil filter counterclockwise and remove it.
- 2) Using a clean rag, wipe off the mounting surface on the engine where the new filter will be seated.
- 3) Smear a little engine oil around the rubber gasket of the new oil filter.
- 4) Screw on the new filter by hand until the filter gasket contacts the mounting surface.

⚠ CAUTION

To tighten the oil filter properly, it is important to accurately identify the position at which the filter gasket first contacts the mounting surface.



1. Oil filter
2. Oil filter wrench

09-60A199A

- 5) Tighten the filter 3/4 turn from the point of contact with the mounting surface (or to the specified torque) using an oil filter wrench.

Tightening torque specification
10.0 lb-ft (1.4 kg-m)

⚠ CAUTION

To prevent oil leakage, make sure that the oil filter is tight, but do not over-tighten it.

Refill with oil and check for leaks.

- 1) Pour oil through the filler hole and install the filler cap.

For the approximate capacity of the oil, refer to the "CAPACITIES" item in the "SPECIFICATIONS" section.

- 2) Start the engine and look carefully for leaks at the oil filter and drain plug. Run the engine at various speeds for at least 5 minutes.
- 3) Stop the engine and wait about 5 minutes. Check the oil level again and add oil if necessary. Check for leaks again.

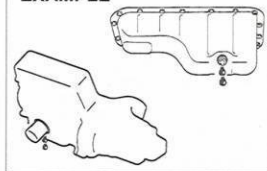
⚠ CAUTION

When replacing the oil filter, it is recommended that you use a genuine SUZUKI replacement filter. If you use an after-market filter, make sure it is of equivalent quality and carefully follow the manufacturer's instructions and precautions.

65D-0907-A2E

GEAR OIL

EXAMPLE

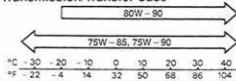


09-83E010A

CAUTION

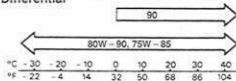
Oil leaks from around the oil filter or drain plug indicate incorrect installation or gasket damage. If you find any leaks or are not sure that the filter has been properly tightened, have the vehicle inspected by your SUZUKI dealer.

Transmission/Transfer Case



09-60G166A

Differential



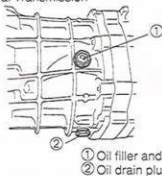
09-60G167A

Specified Gear Oil

When replacing gear oil, use the appropriate viscosity, grade and quantity as shown in the charts below. We highly recommend you use SAE 75W-90 gear oil (SAE 80W-90 for differential gear).

	API GRADE	CAPACITY (Approx.)
Transmission	GL-4	L4 engine 3.2 Imp pt. (1.5L)
		V6 engine 5.5 Imp pt. (2.6L)
Transfer Case (if equipped)	GL-4	3.6 Imp pt. (1.7L)
Differential (Front) (if equipped)	GL-5 (Hypoid gear oil)	2.1 Imp pt. (1.0L)
Differential (Rear)	GL-5 (Hypoid gear oil)	4.6 Imp pt. (2.2L)

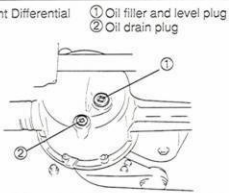
Manual Transmission



- ① Oil filler and level plug
② Oil drain plug

09-65D224

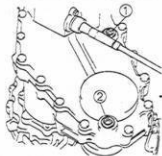
Front Differential



- ① Oil filler and level plug
② Oil drain plug

09-60A527A

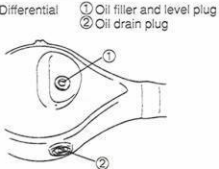
Transfer case



- ① Oil filler and level plug
② Oil drain plug

09-60A202A

Rear Differential



- ① Oil filler and level plug
② Oil drain plug

09-60A204A

Gear Oil Level Check

The manual transmission, transfer gears and differentials (front and rear) are lubricated with gear oil. To check the gear oil level in any of the above locations, use the following procedure:

- 1) Park the vehicle on a level surface. Set parking brake and stop the engine.
- 2) Remove the oil filler plug ①.
- 3) Feel the inside of the hole with your finger. If the oil level comes up to the bottom of the plug hole, the oil level is correct. If so, reinstall the plug.
- 4) If the oil level is low, add gear oil through the filler plug hole ① until the oil level reaches the bottom of the filler hole.

Gear Oil Replacement

To change the gear oil in the manual transmission, transfer case or differential(s), use the following procedure:

- 1) Remove the oil filler plug ①.
- 2) Remove the drain plug ②, drain the oil, and reinstall the drain plug.
- 3) Pour new gear oil of the specified type through the filler hole until the oil level reaches the bottom of the filler hole.
- 4) Reinstall the filler plug.

⚠ WARNING

After driving the vehicle, gear oil temperature may be high enough to burn you. Wait until the oil filler plug is cool enough to touch with your bare hands before inspecting or replacing gear oil.

⚠ CAUTION

When tightening these plugs, apply sealing compound "Suzuki Bond No. 1215" or equivalent to the plug threads to prevent oil leakage, and tighten them to the specified torque shown below.

Tightening torque

	Oil Filler Plug		Oil Drain Plug
Manual transmission	2.5 L model	27.5 lb-ft (3.8 kg-m)	27.5 lb-ft (3.8 kg-m)
	2.0 L / 1.6 L models	17.0 lb-ft (2.3 kg-m)	17.0 lb-ft (2.3 kg-m)
Transfer	17.0 lb-ft (2.3 kg-m)		17.0 lb-ft (2.3 kg-m)
Front differential		16.5 lb-ft (2.3 kg-m)	18.0 lb-ft (2.5 kg-m)
		29.0 lb-ft (4.0 kg-m)	
Rear differential	36.5 lb-ft (5.0 kg-m)		20.5 lb-ft (2.8 kg-m)

6SD-0909-A0E

AUTOMATIC TRANSMISSION FLUID**Specified Fluid**

Use an automatic transmission fluid equivalent to DEXRON®-III

Fluid Level Check**⚠ CAUTION**

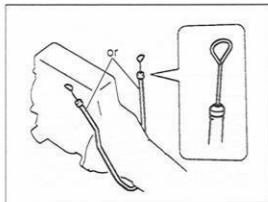
Driving with too much or too little fluid can damage the transmission.

You must check the fluid level with the automatic transmission fluid at normal operating temperature.

To warm up the transmission fluid, drive the vehicle or idle the engine until the temperature gauge indicates normal operating temperature, then drive for ten more minutes.

NOTE:

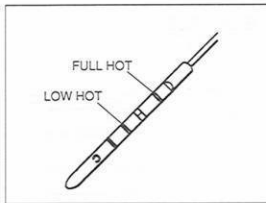
Do not check the fluid level if you have just driven the vehicle for a long time at high speed, if you have driven in city traffic in hot weather, or if the vehicle has been pulling a trailer. Wait until the fluid cools down (about 30 minutes), or the fluid level indication will not be correct.



09-60A205A

To check the fluid level:

- 1) Park your vehicle on level ground.
- 2) Apply the parking brake and then start the engine in "P" (Park). Let it idle for two minutes and keep it running during the fluid level check.
- 3) With your foot on the brake pedal, move the selector lever through each gear, pausing for about three seconds in each range. Then move it back to the "P" (Park) position.



09-65D109A

⚠ WARNING

Be sure to depress the brake pedal when moving the selector lever, or the vehicle can move suddenly.

- 4) Remove the dipstick, clean it and push it back in until the cap seats. Pull out the dipstick and read the fluid level.

The fluid level should be between the two marks in the "HOT" range on the dipstick.

- 5) Add just enough specified fluid through the dipstick hole to fill the transmission to the proper level. It takes only 0.3 liters (0.53 Imp pt) for 4-speed automatic transmission to raise the level from "LOW HOT" to "FULL HOT".

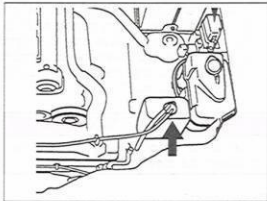
⚠ CAUTION

After checking or adding oil, be sure to insert the dipstick securely.

Changing Oil

Since special procedures, materials, and tools are required to change the automatic transmission oil, it is recommended that you trust this job to your authorized SUZUKI dealer.

ENGINE COOLANT



09-65D032A

Engine Coolant Level Check

Check the engine coolant level at the reserve tank, not at the radiator. With the engine cool, the engine coolant level should be between the "FULL" and "LOW" marks.

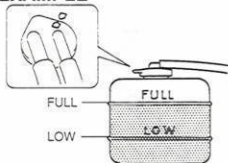
Adding Engine Coolant

If the engine coolant level is below the "LOW" mark, more engine coolant should be added. Remove the reserve tank cap and add engine coolant until the reserve tank level reaches the "FULL" mark. Never fill the reserve tank above the "FULL" mark.

 WARNING

- * When adding or replacing engine coolant, use a high quality ethylene

(Continued)

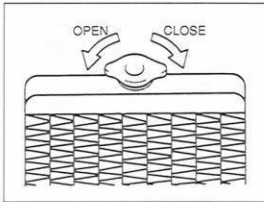
EXAMPLE

09-60A208A

(Continued)

glycol anti-freeze diluted with distilled water. The mixture you use should contain at least a 50% concentration of anti-freeze. If a 50% concentration does not provide adequate protection against freezing, follow the instructions on the anti-freeze container to obtain the desired freezing point.

- * When putting the cap on the reserve tank, line up the arrow on the cap and the arrow on the tank, or coolant can leak out.

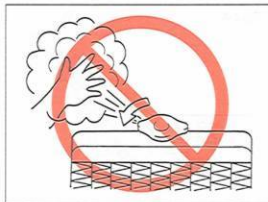


09-60G099A

Engine Coolant Replacement

- 1) When the engine is cool, remove the radiator cap by turning it slowly to the left until a "stop" is felt. Do not press down while turning the cap. Wait until any pressure is released, then press down on the cap and continue turning it to the left.

WINDSHIELD WASHER FLUID

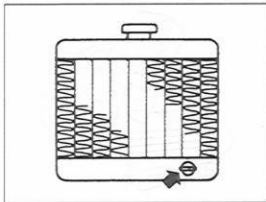


09-70G146A

⚠ WARNING

It is hazardous to remove the radiator cap when the engine coolant temperature is high, because scalding fluid and steam may be blown out under pressure. Wait until the engine coolant temperature has lowered before removing the cap.

- 2) Remove the reservoir by lifting it up, and drain the reservoir completely.
- 3) Loosen the drain plug attached to the lower part of the radiator and drain the engine coolant into a suitable container.

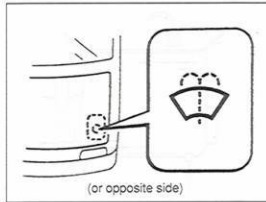


09-60A212A

- 4) Reinstall the reservoir and fill it with engine coolant to the "FULL" line.
- 5) Tighten the drain plug on the radiator, fill the radiator with engine coolant and install the radiator cap.
- 6) After filling, let the engine idle for about 2–3 minutes to get rid of air in the cooling system. Then, stop the engine.
- 7) Check the engine coolant level in the radiator again. If the level has gone down, add more engine coolant.

⚠ CAUTION

The engine coolant must be replaced with the vehicle on level ground.



(or opposite side)

09-65D108A

Check that there is washer fluid in the tank. Refill it if necessary. Use a good quality windshield washer fluid, diluted with water as necessary.

⚠ WARNING

Do not use "anti-freeze" solution in the windshield washer reservoir. This can severely impair visibility when sprayed on the windshield, and also damage your vehicle's paint.

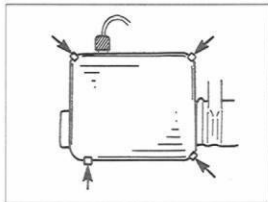
⚠ CAUTION

Damage may result if the washer motor is operated with no fluid in the washer tank.

INSPECTION AND MAINTENANCE

65D-0912-A0E

AIR CLEANER



09-65D110A

If the air cleaner is clogged with dust, there will be greater intake resistance, resulting in decreased power output and increased fuel consumption.

Take off the air cleaner cover.

Remove the element from the air cleaner. If it appears to be dirty, replace it with a new one.



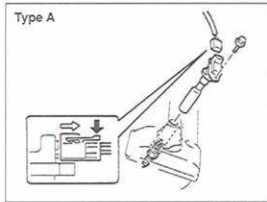
09-65D144A

⚠ CAUTION

The air cleaner element should be replaced every 30,000 miles (50,000 km). More frequent replacement is necessary when you drive under dusty conditions.

65D-0913-A0E

SPARK PLUGS



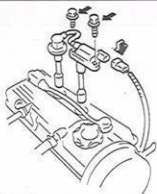
09-65D180A

You should inspect spark plugs periodically for carbon deposits. When carbon accumulates on a spark plug, a strong spark may not be produced. Remove carbon deposits with a wire or pin and adjust the spark plug gap.

For Type A, to access the spark plugs,

1. remove the ignition coil cover,
2. disconnect the coupler while pushing the release lever,
3. remove the bolt, and
4. pull the ignition coil out.

Type B



09-65D088A

- For Type B, to access the spark plugs,
1. disconnect the coupler while pushing the release lever,
 2. remove the bolts, and
 3. pull the spark plug boots.

CAUTION

- * (For Type B) When disconnecting the spark plug cables, pull on the boot, not on the cable itself. Pulling on the cable can damage it.
- * When servicing the iridium/platinum spark plugs (slender center electrode type plugs), do not touch the center electrode, as it is easy to damage.

(Continued)

(Continued)

- * When installing the spark plugs, screw them in with your fingers to avoid stripping the threads. Tighten with a torque wrench to 25 N·m (2.5 kg·m, 18.0 ft·lb). Do not allow contaminants to enter the engine through the spark plug holes when the plugs are removed.
- * Never use spark plugs with the wrong thread size.

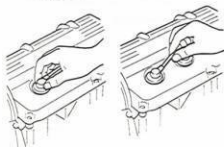
CAUTION

When replacing spark plugs, you should use the brand and type specified for your vehicle. For the specified plugs, refer to the "SPECIFICATIONS" section at the end of this book. If you wish to use a brand of spark plug other than the specified plugs, consult your SUZUKI dealer.

L4 SOHC

CORRECT

WRONG



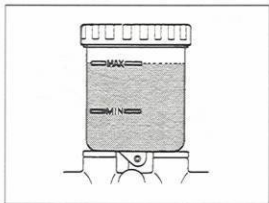
09-60G102A

0.039 – 0.043 in.
(1.0 – 1.1 mm)



09-80G093A

BRAKES



09-60A224A

Brake Fluid

Check the brake fluid level by looking at the reservoir in the engine compartment. Check that the fluid level is between the "MAX" and "MIN" lines. If the brake fluid level is near the "MIN" line, fill it up to the "MAX" line with DOT-3 brake fluid.

⚠ WARNING

Failure to follow the guidelines below can result in personal injury or serious damage to the brake system.

- * If the brake fluid in the reservoir drops below a certain level, the brake warning light on the instrument panel will come on (the en-

(Continued)

BRAKE or



04-60A072A

(Continued)

gine must be running with the parking brake fully disengaged.) Should the light come on, immediately ask your SUZUKI dealer to inspect the brake system.

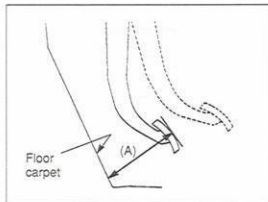
- * A rapid fluid loss indicates a leak in the brake system which should be inspected by your SUZUKI dealer immediately.
- * Brake fluid can harm your eyes and damage painted surfaces. Use caution when refilling the reservoir.
- * Do not use any fluid other than DOT-3 brake fluid. Do not use reclaimed fluid or fluid that has been stored in old or open containers. It is essential that foreign particles and other liquids are kept out of the brake fluid reservoir.

⚠ CAUTION

The brake fluid should be replaced according to the maintenance schedule. Have the brake fluid replaced by your SUZUKI dealer.

NOTE:

With disc brakes, the fluid level can be expected to gradually fall as the brake pads wear.



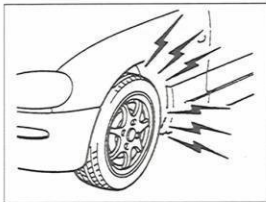
09-60A225A

Pedal to wall minimum distance (A)

3.9 in. (100 mm)

Brake Pedal

Measure the distance between the brake pedal and floor wall when the pedal is depressed with approximately 66 lbs (30 kg) of force. The minimum distance required is as specified. Since your vehicle's brake system is self-adjusting, there is no need for pedal adjustment. If the pedal to floor wall distance as measured above is less than the minimum distance required, have your vehicle inspected by your SUZUKI dealer.



09-60A313A

NOTE:

When measuring the distance between the brake pedal and floor wall, push in the floor carpet as far as it goes and measure the distance between the carpet surface and the brake pedal.

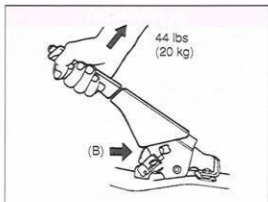
⚠ WARNING

If you experience any of the following problems with your vehicle's brake system, have the vehicle inspected immediately by your SUZUKI dealer.

- * Poor braking performance
- * Uneven braking (Brakes not working uniformly on all wheels.)
- * Excessive pedal travel
- * Brake dragging
- * Excessive noise
- * (Except ABS equipped vehicle)
Pedal pulsation (Pedal pulsates when pressed for braking.)

65D-0916-A2E

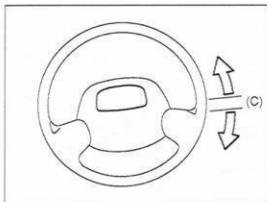
STEERING WHEEL



09-60A226A

Ratchet tooth specification (B)

5th - 7th



09-65D187A

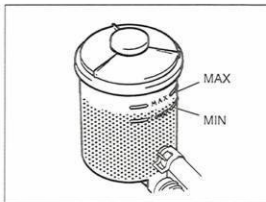
Steering wheel play (C)

0.0 - 1.2 in. (0 - 30 mm)

Parking Brake Lever

Check the parking brake for proper adjustment by counting the number of clicks made by the ratchet teeth as you slowly pull up on the parking brake lever to the point of full engagement. The parking brake lever should stop between the specified ratchet teeth and the rear wheels should be securely locked. If the parking brake is not properly adjusted or the brakes drag after the lever has been fully released, have the parking brake inspected and/or adjusted by your SUZUKI dealer.

Check the play of the steering wheel by gently turning it from left to right and measuring the distance that it moves before you feel slight resistance. The play should be between the specified values. Check that the steering wheel turns easily and smoothly without rattling by turning it all the way to the right and to the left while driving very slowly in an open area. If the amount of free play is outside the specification or you find anything else to be wrong, an inspection must be performed by your SUZUKI dealer.



09-65D111A

Power Steering (if equipped)

Check the steering box case, vane pump and hose connections for leaks or damage.

Power steering fluid

Check the fluid level by looking at the reservoir in the engine compartment when the fluid is cold (about room temperature).

Check that the fluid level is between the "MAX" and "MIN" lines. If the fluid level is near the "MIN" line, fill it up to the "MAX" line with an automatic transmission fluid equivalent to DEXRON®-III. Do not overfill.

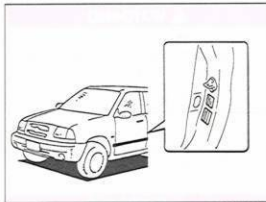
65D-0918-A0E

CLUTCH PEDAL

09-60B318A

Check the clutch pedal for smooth operation and clutch fluid level from time to time. If clutch dragging is felt with the pedal fully depressed, have the clutch inspected by your SUZUKI dealer. If the clutch fluid level is near the "MIN" line, fill it up to the "MAX" line with DOT-3 brake fluid.

65D-0919-A3E

TIRES

09-65D033A

The front and rear tire pressure specifications for your vehicle are listed on the Tire Inflation Pressure Label which is located on the driver's door lock pillar.

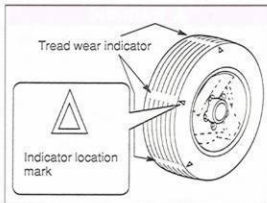
Tire Inspection

Inspect your vehicle's tires periodically by performing the following checks:

- 1) Measure the air pressure with a tire gauge. Adjust the pressure if necessary.

⚠ WARNING

- * Air pressures should be checked when the tires are cold or you may get inaccurate readings.
- * Check the inflation pressure from time to time while inflating the tire gradually, until the specified pressure is obtained.
- * Never underinflate or overinflate the tires.
Underinflation can cause unusual handling characteristics or can cause the rim to slip on the tire bead, resulting in an accident or damage to the tire or rim. Overinflation can cause the tire to burst, resulting in personal injury. Overinflation can also cause unusual handling characteristics which may result in an accident.



09-81A056A

- 2) Check that the depth of the tread groove is more than 0.06 in. (1.6 mm). To help you check this, the tires have molded-in tread wear indicators in the grooves. When the indicators appear on the tread surface, the remaining depth of the tread is 0.06 in. (1.6 mm) or less and the tire should be replaced.
- 3) Check for abnormal wear, cracks and damage. Any tires with cracks or other damage should be replaced. If any tires show abnormal wear, have them inspected by your SUZUKI dealer.

⚠ WARNING

Hitting curbs and running over rocks can damage tires and affect wheel alignment. Be sure to have tires and wheel alignment checked periodically by your SUZUKI dealer.

- 4) Check for loose wheel nuts.
- 5) Check that there are no nails, stones or other objects sticking into the tires.

⚠ WARNING

Your SUZUKI is equipped with tires which are all the same type and size. This is important to ensure proper steering and handling of the vehicle. Never mix tires of different size or type on the four wheels of your vehicle. The size and type of tires used should be only those approved by Suzuki Motor Corporation as standard or optional equipment for your vehicle.

⚠ WARNING

Replacing the wheels and tires equipped on your vehicle with certain combinations of aftermarket wheels and tires can significantly change the steering and handling characteristics of your vehicle. Oversized tires may also rub against the fender over bumps, causing vehicle damage or tire failure. Therefore, use only those wheel and tire combinations approved by Suzuki Motor Corporation as standard or optional equipment for your vehicle. For information regarding the specified tires, refer to the Tire Inflation Pressure Label located on the driver's side door pillar or the "SPECIFICATIONS" section.

⚠ CAUTION

Replacing the original tires with tires of a different size may result in false speedometer or odometer readings. Check with your SUZUKI dealer before purchasing replacement tires that differ in size from the original tires.

Uniform Tire Quality Grading

The U.S. National Highway Traffic Safety Administration has developed a grading system for evaluating the performance of passenger car tires. The following information will help you understand the grading system, which applies to vehicles sold in the U.S. Consult your SUZUKI dealer or tire retailer for help in choosing the correct replacement tires for your vehicle.

Quality grades can be found where applicable on the tire sidewall between tread shoulder and maximum section width. For example:

Treadwear 200 Traction AA Temperature A

DOT quality grades**TREADWEAR****TRACTION AA A B C****TEMPERATURE A B C**

All Passenger Car Tires Must Conform To Federal Safety Requirements in Addition To These Grades

TREADWEAR

The treadwear grade is a comparative rating based on the wear rate of the tire when tested under controlled conditions on a specified government test course. For example, a tire graded 150 would wear one and one-half ($1\frac{1}{2}$) 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-AA, A, B, C

The traction grades, from highest to lowest, are AA, A, B and C. Those grades 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 straight-ahead braking traction tests, and does not include acceleration, cornering, hydroplaning or peak traction characteristics.

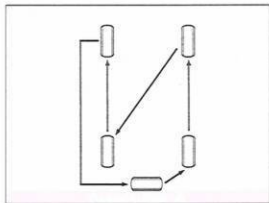
TEMPERATURE-A, B, C

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

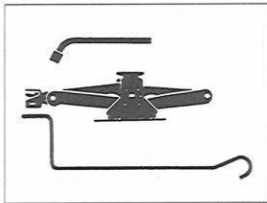
The temperature grade for this tire is established for a tire that is properly inflated and not overloaded. Excessive speed, underinflation, or excessive loading, either separately or in combination, can cause heat buildup and possible tire failure.



09-65D164A

Tire Rotation

To avoid uneven wear of your tires and to prolong their life, rotate the tires as illustrated. Tires should be rotated as recommended in the periodic maintenance schedule. After rotation, adjust front and rear tire pressures to the specification listed on your vehicle's Tire Inflation Pressure Label.

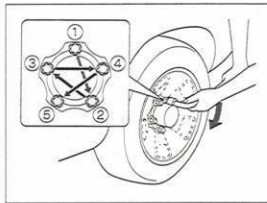


09-60A401A

Changing Wheels

To change a wheel, use the following procedure:

- 1) Remove the jack, tools and spare wheel from the vehicle.
- 2) Loosen, but do not remove the wheel nuts.
- 3) Jack up the vehicle (follow the jacking instructions in the "EMERGENCY SERVICE" section in this manual)
- 4) Remove the wheel nuts and wheel.
- 5) Clean the contact surface of the new wheel and the wheel hub.
- 6) Install the new wheel and replace the wheel nuts with their cone shaped end facing the wheel. Tighten each nut snugly by hand until the wheel is securely seated on the hub.



09-65D164A

Wheel tightening torque

72.3 lb-ft (10.0 kg-m)

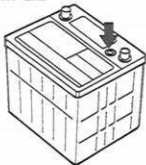
- 6) Lower the jack and fully tighten the nuts (to the specified torque) in a crisscross fashion with a wrench as shown in the illustration.

Snow Tires

Your vehicle is equipped with all-season tires which are designed for use in summer and most winter conditions. For improved traction in severe winter conditions, SUZUKI recommends mounting radial snow tires on all four wheels. Snow tires must be the same size as the standard tires.

BATTERY

EXAMPLE



09-60A269A

WARNING

Batteries produce flammable hydrogen gas. Keep flames and sparks away from the battery or an explosion may occur. Never smoke when working near the battery.

WARNING

When checking or servicing the battery, disconnect the negative cable. Be careful not to cause a short circuit by allowing metal objects to contact the battery posts and the vehicle at the same time.

WARNING

To avoid harm to yourself or damage to your vehicle or battery, follow the jump starting instructions in the "EMERGENCY SERVICE" section of this manual if it is necessary to jump start your vehicle.

WARNING

Battery posts, terminals, and related accessories contain lead and lead compounds. Wash hands after handling.

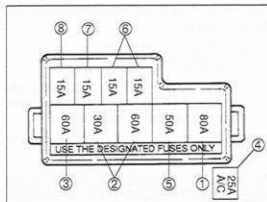
Your vehicle is equipped with a battery that requires infrequent maintenance. You will never have to add water. You should, however, periodically check the battery, battery terminals, and battery hold-down bracket for corrosion. Remove corrosion using a stiff brush and ammonia mixed with water, or baking soda mixed with water. After removing corrosion, rinse with clean water.

The test indicator on the top of the battery provides information on the condition of the battery.

If your vehicle is not going to be driven for a month or longer, disconnect the cable from the negative terminal of the battery to help prevent discharge.

INSPECTION AND MAINTENANCE

FUSES



09-65D056A

- ① Main fuse
- ② Primary fuse
- ③ Heater fuse
- ④ A/C fuse (if equipped)
- ⑤ ABS actuator fuse (if equipped)
- ⑥ Head light fuse
- ⑦ Fuel injection system fuse
- ⑧ Empty

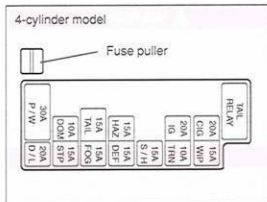
Your vehicle has three types of fuses, as described below:

Main Fuse – The main fuse takes current directly from the battery.

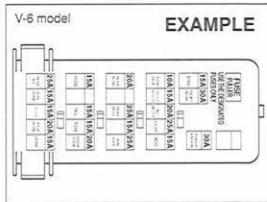
Primary Fuses – These fuses are between the main fuse and individual fuses, and are for electrical load groups.

Individual Fuses – These fuses are for individual electrical circuits.

For details on protected circuits, refer to the "FUSES AND PROTECTED CIRCUITS" section in this manual.



09-65D182A



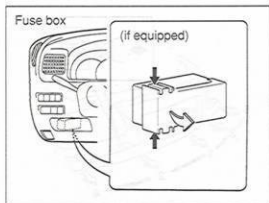
09-650285A

Main Fuse Box

The main fuse, primary fuses and some of the individual fuses are located in the engine compartment. If the main fuse blows, no electrical component will function. If a primary fuse blows, no electrical component in the corresponding load group will function. When replacing the main fuse or a primary fuse, use a genuine SUZUKI replacement.

⚠ WARNING

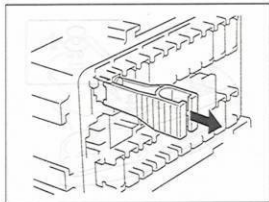
If a fuse in the main fuse box blows, be sure to have your vehicle inspected by an authorized SUZUKI dealer. Always use a genuine SUZUKI replacement. Never use a substitute such as a wire even for a temporary fix, or extensive electrical damage and a fire can result.



09-65D299A

Fuse Box

The fuse box is located under the driver's side of the dashboard. Remove the fuse box cover (if equipped) by pushing in at both ends and pulling off the cover. To remove a fuse, use the fuse puller provided in the fuse box.



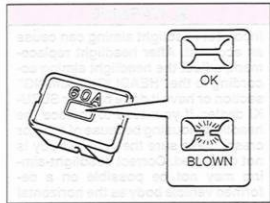
09-65D045A

⚠ WARNING

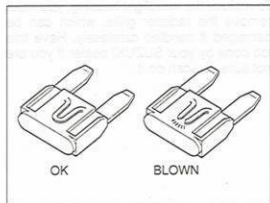
Always be sure to replace a blown fuse with a fuse of the correct amperage. Never use a substitute such as aluminum foil or wire to replace a blown fuse. If you replace a fuse and the new one blows in a short period of time, you may have a major electrical problem. Have your vehicle inspected immediately by your SUZUKI dealer.

NOTE:

Make sure that the fuse box cover always carries spare fuses.



09-60A243A

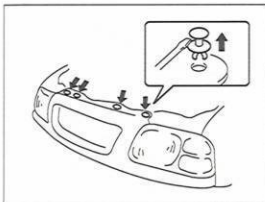


09-65D046A

HEADLIGHT HOUSING
REPLACEMENT**⚠ WARNING**

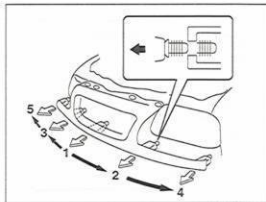
Incorrect headlight aiming can cause an accident. After headlight replacement, adjust the headlight aiming according to the "HEADLIGHT AIMING" section or have it done by your SUZUKI dealer. If you need to replace the headlight housing because of a minor crash, make sure the vehicle body is not deformed. Correct headlight-aiming may not be possible on a deformed vehicle body as the horizontal aiming of the headlight housing is not adjustable.

To replace the headlight housing, you must remove the radiator grille, which can be damaged if handled carelessly. Have this job done by your SUZUKI dealer if you are not sure you can do it.



09-65D173A

- 1) Remove the clips that secure the top of the radiator grille. Pry up the center piece and pull up the clip to remove it.

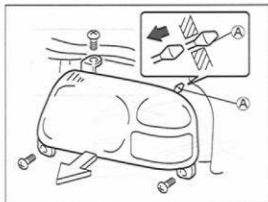


09-65D174A

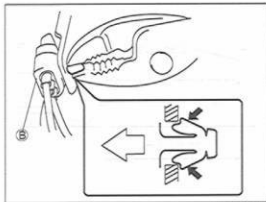
- 2) Pull the radiator grille forward at each gripped portion from the center to the ends.

⚠ CAUTION

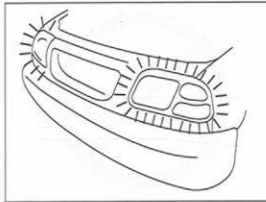
To avoid damaging the grille, do not apply force when removing it. Pull it gradually.



09-65D175A

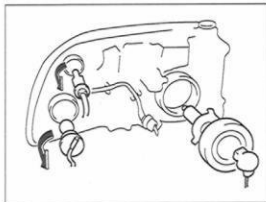


09-65D172A



09-65D169A

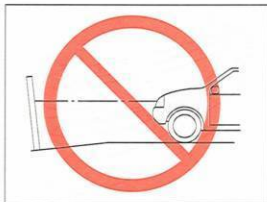
- 3) Undo the screws that secure the headlight housing. Pull the housing forward. Note that there is a guide pin (A).
- 4) Detach the connector (B) from the bracket by squeezing the lock tip with a pliers.
- 5) Remove all the bulbs.
To remove the headlight bulb, see the "BULB REPLACEMENT" section.



09-65D171A

- 6) Replace the headlight housing.
For installation, reverse the procedure used for removal. Make sure all the lights work properly.

HEADLIGHT AIMING



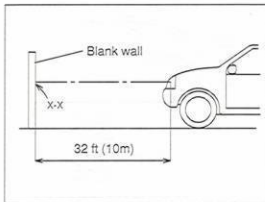
09-65D176A

⚠ WARNING

Incorrect headlight aiming can cause an accident. If you can not adjust the aiming correctly, have it done by your SUZUKI dealer.

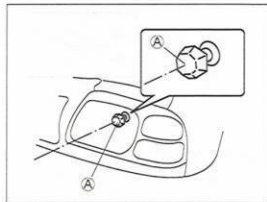
Before adjustment:

- Make sure the tires are at the correct pressure.
- Place the vehicle on a flat, level surface facing a blank wall with the headlights 32 ft. (10 m) from the wall. If the surface is not flat or level, correct aiming will not be obtained.



09-65D177A

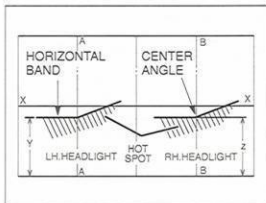
- Have the driver or similar weight person sit in the driver's seat.



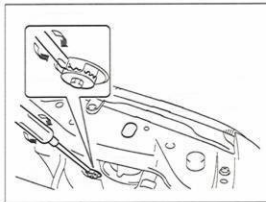
09-65D170A

- Measure the distance from the ground to the center of the headlight bulb reflector cap (A).

BULB REPLACEMENT



09-65D178A



09-65D145A

- X-X: Horizontal center of headlights
 A-A: Vertical center of left headlight
 B-B: Vertical center of right headlight
 Y: Height of left hot-spot band
 Z: Height of right hot-spot band

To adjust the aiming:

- Turn on the headlights.
- At the wall, measure the distance from the ground to the center of the horizontal band of the hot spots (high intensity zones). This distance should be 2 to 4 inches (50 to 100 mm) less than the height of the headlight bulbs. If the aiming is incorrect, adjust it by turning the adjusting gear.

- At the wall, measure the distance between the center angles of the hot spots (A-A to B-B). This distance should be between 38 and 41 inches (96 and 104 cm). If the distance is outside this range, or the hot spots are not directly in front of the vehicle, check the headlight housings for improper installation or have the vehicle body checked for deformation.

⚠ WARNING

- Light bulbs can be hot enough to burn your finger right after being turned off. This is true especially for halogen headlight bulbs. Replace the bulbs after they become cool enough.
- The headlight bulbs are filled with pressurized halogen gas. They can burst and injure you if they are hit or dropped. Handle them carefully.

⚠ CAUTION

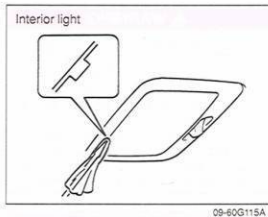
The oils from your skin may cause a halogen bulb to overheat and burst when the lights are on. Grasp a new bulb with a clean cloth.

⚠ CAUTION

Frequent replacement of a bulb indicates the need for an inspection of the electrical system. This should be carried out by your SUZUKI dealer.

NOTE:

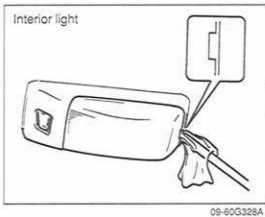
If it is difficult to replace headlight bulbs or clearance light bulbs due to under-hood components trust this job to your dealer.



Center Interior Light (if equipped)

Pull down the lens by using a plain screw driver covered with a soft cloth as shown. To install it, simply push it back in.

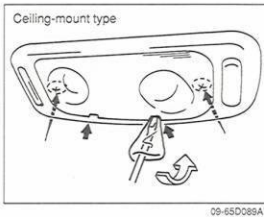
The bulb can be removed by simply pulling it out. When replacing the bulb, make sure that the contact springs are holding the bulb securely.



Rear Interior Light (if equipped)

Pull down the lens by using a plain screw driver covered with a soft cloth as shown. To install it, simply push it back in.

The bulb can be removed by simply pulling it out.

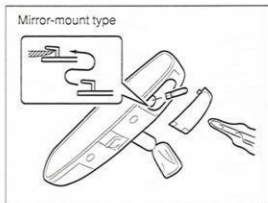


Spot Light (if equipped)

Pull down the lens by using a plain screw driver covered with a soft cloth as shown.

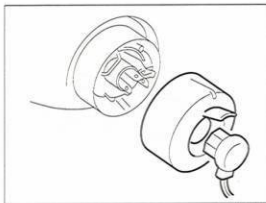
Ceiling-mount type:

Undo the two screws and detach the light housing. Remove the bulb holder by turning it counterclockwise. Pull out the bulb.



09-65D274A

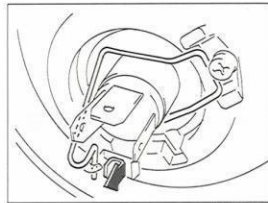
Mirror-mount type:
Pull out the bulb.



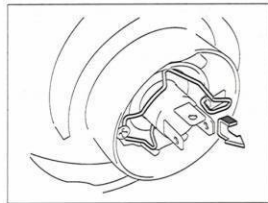
09-65D149A

Headlights

Open the engine hood. Remove the socket and rubber cover. Then unhook the bulb holding spring and replace the bulb.



09-65D090A



09-65D150A

Small oval bulb removal



09-60A251A

**Front Clearance/Turn Signal Light,
Tail/Stop/Back-up Combination Light,
Side Marker Light, License Plate Light**

Two types (small oval and round) of bulbs are used for these lights. To remove and install a small oval bulb, simply pull out or push in the bulb.

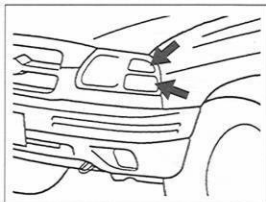
To remove a round bulb from a bulb holder, push in the bulb and turn it counterclockwise. To install a new bulb, push it in and turn it clockwise.

Round bulb removal



09-60A252A

To remove a bulb holder from a light housing, turn the holder counterclockwise and pull it out. To install the holder, push the holder in and turn it clockwise. You can access the individual bulb holders as described below:



09-65D102A

Front clearance/turn signal light

Trust this replacement job to your dealer as the front grille and the headlight housing must be removed for this job.

Tail/stop/back-up combination light

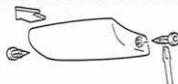
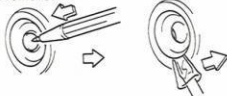


09-65D091A

License plate light



09-75F087A

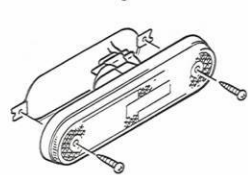
High-mount stop light (if equipped)
To remove:

To install:

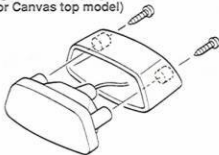


09-65D094A

Front side marker light



09-60G148A

High-mount stop light
(for Canvas top model)

09-60A408A

WIPER BLADES



09-65D270A

If the wiper blades become brittle or damaged, or make streaks when wiping, replace the wiper blades.

To install new wiper blades, follow the procedures below.

⚠ CAUTION

To avoid scratching or breaking the window, do not let the wiper arm strike the window while replacing the wiper blade.



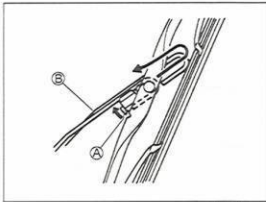
09-70G119A

NOTE:

Some wiper blades may be different from the ones described here depending on vehicle specifications. If so, consult your SUZUKI dealer for proper replacement method.

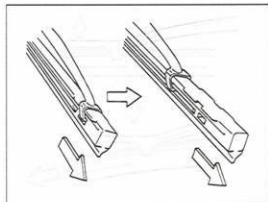
For windshield wipers and some rear wipers:

1. Hold the wiper arm away from the window.

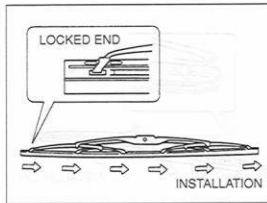


09-60A256A

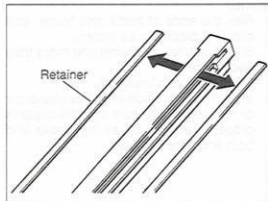
2. Squeeze lock lever Ⓐ towards wiper arm Ⓑ and remove the wiper frame from the arm as shown.
3. Pull the locked end of the wiper blade firmly to unlock the blade and slide the blade out as shown.
4. If the new blade is provided without the two metal retainers, move them from the old blade to the new one.



09-60A260A

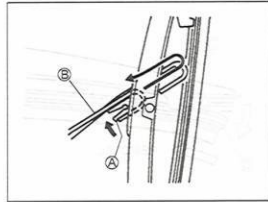


09-60A262A



09-60A261A

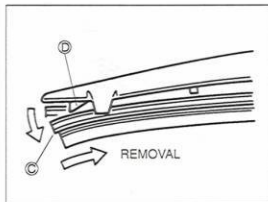
5. Install the new blade in the reverse order of removal, with the locked end positioned toward the wiper arm. Make sure the blade is properly retained by all the hooks. Grasp the blade near the locked end and pull in the direction of the arrows to lock the end into place.
6. Reinstall wiper frame to arm, making sure that the lock lever is snapped securely into the arm.



09-60A263A

To remove some types of rear wiper frame from the wiper arm:

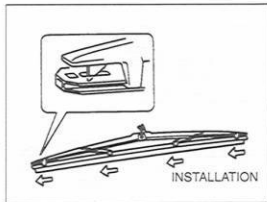
1. Hold the arm away from the window.
2. Squeeze the lock piece **A** toward the wiper arm **B** and remove the wiper frame as shown.
3. When reinstalling wiper frame to arm, make sure that the lock piece is snapped securely into the arm.



09-60A264A

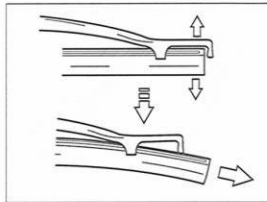
To remove and install some types of rear wiper blade from and to the wiper frame.

1. Flex the locked end of blade © away from retainer © to unlock it and slide the blade out as shown.



09-60A265A

2. Install the new blade in the reverse order of removal. Make sure that the blade is properly retained by all the hooks and the end is locked in place.



09-65D151A

To remove and install some types of rear wiper blade from and to the wiper frame.

1. Flex the ends of blade and frame, and slide the blade out as shown. But do not flex the frame end more than necessary. If you do, it can break off.
2. Install the new blade in the reverse order of removal. Make sure that the blade is properly retained by all the hooks and both ends are in place.

65D-1000-A0E

EMERGENCY SERVICE

Jacking Instructions	10-1
Jump Starting Instructions	10-2
Towing a Disabled Vehicle	10-4
Emergency Remedies	10-4

65D-1100-A0E

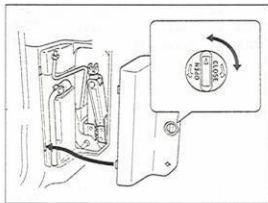
APPEARANCE CARE

Corrosion Prevention	11-1
Vehicle Cleaning	11-3

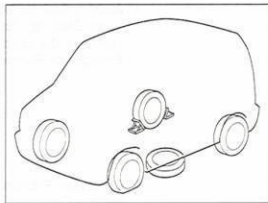
EMERGENCY SERVICE

65D-1001-A0E

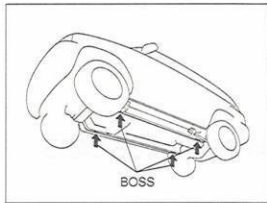
JACKING INSTRUCTIONS



10-65D196A



10-75F062A



10-65D034A

- 1) Place the vehicle on level, hard ground.
- 2) Set the parking brake firmly and shift into "P" (Park) if your vehicle has an automatic transmission, or shift into "R" (Reverse) if your vehicle has a manual transmission. Block the front and rear of the wheel diagonally opposite of the wheel being lifted.
- 3) Turn on the hazard warning flasher if your vehicle is near traffic.
- 4) Position the jack vertically and raise the jack by turning the jack handle clockwise until the jack head recess fits the frame boss.

- 5) Continue to raise the jack slowly and smoothly until the tire clears the ground. Do not raise the vehicle more than necessary.

⚠ WARNING

- * Use the jack only to change wheels.
- * Never jack up the vehicle on an inclined surface.
- * Never raise the vehicle with the jack in a location other than under the frame boss near the wheel to be changed.
- * Make sure that the jack is raised at least 2 inches (51 mm) before it

(Continued)

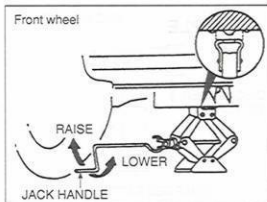
(Continued)

contacts the frame boss. Use of the jack when it is within 2 inches of being fully collapsed may result in failure of the jack.

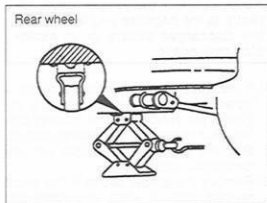
- * Never get under the vehicle when it is supported by the jack.
- * Never run the engine when the vehicle is supported by the jack and never allow passengers to remain in the vehicle.

65D-1002-A0E

JUMP STARTING INSTRUCTIONS



10-60A267A



10-60A268A

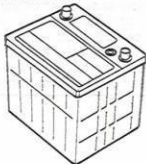
⚠ WARNING

- * Never attempt to jump start your vehicle if the battery appears to be frozen. Batteries in this condition may explode or rupture if jump starting is attempted.
- * When making jumper cable connections, be certain that your hands and the jumper cables remain clear from pulleys, belts, or fans.
- * Batteries produce flammable hydrogen gas. Keep flames and sparks away from the battery or an explosion may occur. Never smoke when working near the battery.
- * If the booster battery you use for jump starting is installed in another vehicle, make sure the two vehicles are not touching each other.
- * If your battery discharges repeatedly, for no apparent reason, have your vehicle inspected by an authorized SUZUKI dealer.
- * To avoid harm to yourself or damage to your vehicle or battery, follow the jump starting instructions below precisely and in order. If you are in doubt, call for qualified road service.

⚠ CAUTION

Your vehicle should not be started by pushing or towing. This starting method could result in permanent damage to the catalytic converter. Use jumper cables to start a vehicle with a weak or run-down battery.

12V BATTERY

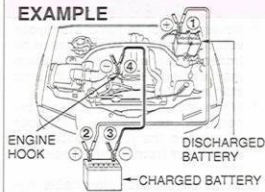


10-60A269A

When jump starting your vehicle, use the following procedure:

- 1) Use only a 12 volt battery to jump start your vehicle. Position the good 12V battery close to your vehicle so that the jumper cables will reach both batteries. When using a battery installed on another vehicle, **DO NOT LET THE VEHICLES TOUCH**. Set the parking brakes fully on both vehicles.
- 2) Turn off all vehicle accessories, except those necessary for safety reasons (for example, headlights or hazard lights).

EXAMPLE

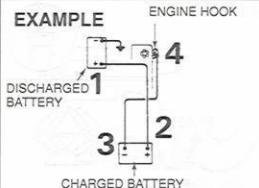


10-65D263A

- 3) Make jumper cable connections as follows:

- a) Connect one end of the first jumper cable to the positive (+) terminal of the discharged battery.
- b) Connect the other end to the positive (+) terminal of the booster battery.
- c) Connect one end of the second jumper cable to the negative (-) terminal of the booster battery.
- d) Make the final connection to an unpainted, heavy metal part of the engine of the vehicle with the discharged battery.

EXAMPLE



10-60A270A

⚠ WARNING

Never connect the jumper cable directly to the negative (-) terminal of the discharged battery, or an explosion may occur.

- 4) If the booster battery you are using is installed on another vehicle, start the engine of the vehicle with the booster battery. Run the engine at moderate speed.
- 5) Start the engine of the vehicle with the discharged battery.
- 6) Remove the jumper cables in the exact reverse order in which you connected them.

65D-1006-A0E

TOWING A DISABLED VEHICLE**(EMERGENCY TOWING)**

If your vehicle is disabled, it may be towed by a tow truck using one of the following methods:

- a) Tow the vehicle with two wheels lifted by the tow truck and the other two wheels on a towing dolly.
- b) Use the appropriate towing method specified for your vehicle in the "RECREATIONAL TOWING" section, but with the wheels lifted by the tow truck instead of on a towing dolly. Be sure to carefully follow the specific instructions provided in the "RECREATIONAL TOWING" section.

⚠ CAUTION

If vehicle damage (such as steering or drivetrain damage, inability to operate free axle mechanism, etc.) prevent normal use of the towing procedures for your vehicle described in the "RECREATIONAL TOWING" section, have your vehicle towed with two wheels lifted by the tow truck and the other two wheels on a towing dolly.

65D-1004-A0E

EMERGENCY REMEDIES**If the Starter Does Not Operate:**

- 1) Try turning the ignition switch to the "START" position with the headlights turned on to determine the battery condition. If the headlights go excessively dim or go off, it usually means that either the battery has run down or battery terminal contact is poor. Recharge the battery or correct battery terminal contact if necessary.
- 2) If the headlights remain bright, check the fuses. If the reason for failure of the starter is not obvious, there may be a major electrical problem. Have the vehicle inspected by your authorized SUZUKI dealer.

If the Engine is Flooded

If the engine is flooded with gasoline, it may be hard to start. If this happens, press the accelerator pedal all the way to the floor and hold it there while cranking the engine. (Do not operate the starter motor for more than 15 seconds).

If the Engine Overheats

The engine could overheat temporarily under severe driving conditions. If the engine coolant temperature gauge indicates overheating during driving:

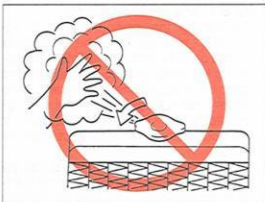
- 1) Turn off the air conditioner, if equipped.
- 2) Take the vehicle to a safe place and park.
- 3) Let the engine run at normal idle speed for a few minutes until the indicator is within the normal, acceptable temperature range shown by the white band between "H" and "C".

⚠ WARNING

If you see or hear escaping steam, stop the vehicle in a safe place and immediately turn off the engine to let it cool. Do not open the hood when steam is present. When the steam can no longer be seen or heard, open the hood to see if the coolant is still boiling. If it is, you must wait until it stops boiling before you proceed. Also, be careful not to touch hot engine parts (radiator, water hoses, engine etc).

If the temperature indication does not come down to within the normal, acceptable range:

- 1) Turn off the engine and check that the water pump belt and pulleys are not damaged or slipping. If any abnormality is found, correct it.
- 2) Check the coolant level in the reservoir. If it is found to be lower than the "LOW" line, look for leaks at the radiator, water pump, and radiator and heater hoses. If you locate any leaks that may have caused the overheating, do not run the engine until these problems have been corrected.
- 3) If you do not find a leak, carefully add coolant to the reservoir and then the radiator, if necessary. (Refer to "ENGINE COOLANT" in the "INSPECTION AND MAINTENANCE" section.)



09-70G146A

WARNING

It is hazardous to remove the radiator cap when the water temperature is high, because scalding fluid and steam may be blown out under pressure. The cap should only be taken off when the coolant temperature has lowered.

CORROSION PREVENTION

It is important to take good care of your vehicle to protect it from corrosion.

Listed below are instructions for how to maintain your vehicle to prevent corrosion. Please read and follow these instructions carefully.

Important Information About Corrosion Common causes of corrosion

- 1) Accumulation of road salt, dirt, moisture, or chemicals in hard to reach areas of the vehicle underbody or frame.
- 2) Chipping, scratches and any damage to treated or painted metal surfaces resulting from minor accidents or impact from stones and gravel.

Environmental conditions which accelerate corrosion

- 1) Road salt, dust control chemicals, sea air or industrial pollution will all accelerate the corrosion of metal.
- 2) High humidity will increase the rate of corrosion particularly when the temperature range is just above the freezing point.
- 3) Moisture in certain areas of a vehicle for an extended period of time may promote corrosion even though other body sections may be completely dry.



12-65D210A

- 4) High temperatures will cause an accelerated rate of corrosion to parts of the vehicle which are not well ventilated to permit quick drying.

This information illustrates the necessity of keeping your vehicle (particularly the underbody) as clean and dry as possible. It is equally important to repair any damage to the paint or protective coatings as soon as possible.

How to Help Prevent Corrosion Wash your vehicle frequently

The best way to preserve the finish on your vehicle and to help avoid corrosion is to keep it clean with frequent washing.

Wash your vehicle at least once during the winter and once immediately after the winter. Keep your vehicle, particularly the underside, as clean and dry as possible.

If you frequently drive on salted roads, your vehicle should be washed at least once a month during the winter. If you live near the ocean, your vehicle should be washed at least once a month throughout the year.

Wash your vehicle immediately after using it off-road. For washing instructions, refer to the "VEHICLE CLEANING" section.

Remove foreign material deposits

Foreign material such as salts, chemicals, road oil or tar, tree sap, bird droppings and industrial fall-out may damage the finish of your vehicle if it is left on painted surfaces. Remove these types of deposits as quickly as possible. If these deposits are difficult to wash off, an additional cleaner may be required. Be sure that any cleaner you use is not harmful to painted surfaces and is specifically intended for your purposes. Follow the manufacturer's directions when using these special cleaners.

WARNING

Foreign material can lodge between the fuel tank of your vehicle and the skid plate which covers it. You should periodically clean out any foreign material which has accumulated in this area, since it could create a fire hazard.

Repair finish damage

Carefully examine your vehicle for damage to the painted surfaces, especially if it is used off-road. Should you find any chips or scratches in the paint, touch them up immediately to prevent corrosion from starting. If the chips or scratches have gone through to the bare metal, have a qualified body shop make the repair.

Keep passenger and cargo compartments clean

Moisture, dirt or mud can accumulate under the floor mats and may cause corrosion. Occasionally, check under these mats to ensure that this area is clean and dry. More frequent checks are necessary if the vehicle is used off road or in wet weather.

Certain cargo such as chemicals, fertilizers, cleaners, salts, etc. are extremely corrosive by nature. These products should be transported in sealed containers. If a spill or leak

does occur, clean and dry the area immediately.

Use mud and gravel shields

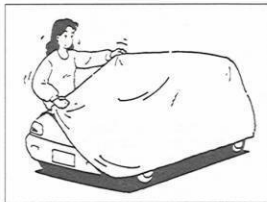
The use of mud and gravel shields will help protect your vehicle, especially if you frequently drive on gravel or salted roads. Full-size shields, which extend as close to the road as is practical, are the best. The fittings for such shields should also be corrosion resistant. Please check with your authorized SUZUKI dealer for information on these shields.

Store your vehicle in a dry, well-ventilated area

Do not park your vehicle in a damp, poorly ventilated area. If you often wash your vehicle in the garage or if you frequently drive it in when wet, your garage may be damp. The high humidity in the garage may cause or accelerate corrosion. A wet vehicle may corrode even in a heated garage if the ventilation is poor.

WARNING

Do not apply additional undercoating or rust preventive coating on or around exhaust system components such as the catalytic converter, exhaust pipes, etc. A fire could be started if the undercoating substance becomes overheated.



11-50G203A

Cover your vehicle

If you can not regularly park your vehicle in a garage, we recommend you use a vehicle cover. Years of exposure to midday sun can cause the colors in paint, plastic parts, and fabrics to fade. Covering your vehicle with a high-quality, "breathable" vehicle cover can help protect the finish from the harmful UV rays in sunlight, and can reduce the amount of dust and air pollution reaching the surface. Your SUZUKI dealer can help you select the right cover for your vehicle.

VEHICLE CLEANING



12-65D035A

⚠ WARNING

When cleaning the interior or exterior of the vehicle, **NEVER USE** flammable solvents such lacquer thinners, gasoline, benzene or cleaning materials such as bleaches and strong household detergents. The materials could cause personal injury or damage to the vehicle.

Cleaning Interior Vinyl upholstery

Prepare a solution of soap or mild detergent mixed with warm water. Apply the solution to the vinyl with a sponge or soft cloth and let it soak for a few minutes to loosen dirt. Rub the surface with a clean, damp cloth to re-

move dirt and the soap solution. If some dirt still remains on the surface, repeat this procedure.

Fabric upholstery

Remove loose dirt with a vacuum cleaner. Using a mild soap solution, rub stained areas with a clean damp cloth. To remove soap, rub the areas again with a cloth dampened with water. Repeat this until the stain is removed, or use a commercial fabric cleaner for tougher stains. If you use a fabric cleaner, carefully follow the manufacturer's instructions and precautions.

Leather upholstery

Remove loose dirt with a vacuum cleaner. Using a mild soap or saddle soap solution, wipe dirt off with a clean damp soft cloth. To remove soap, wipe the areas again with a soft cloth dampened with water. Wipe the areas dry with a soft dry cloth. Repeat this until the dirt or stain is removed, or use a commercial leather cleaner for tougher dirt or stains. If you use a leather cleaner, carefully follow the manufacturer's instructions and precautions. Do not use solvent type cleaners or abrasive cleaners.

Seat belts

Clean seat belts with a mild soap and water. Do not use bleach or dye on the belts. They may weaken the fabric in the belts.

Vinyl floor mats

Ordinary dirt can be removed from vinyl with water or mild soap. Use a brush to help loosen dirt. After dirt is loosened, rinse the mat thoroughly with water and dry it in the shade.

Carpets

Remove dirt and soil as much as possible with a vacuum cleaner. Using a mild soap solution, rub stained areas with a clean damp cloth. To remove soap, rub the areas again with a cloth dampened with water. Repeat this until the stain is removed, or use a commercial carpet cleaner for tougher stains. If you use a carpet cleaner, carefully follow the manufacturer's instructions and precautions.

Cleaning the Exterior

⚠ CAUTION

It is important that your vehicle be kept clean and free from dirt. Failure to keep your vehicle clean may result in fading of the paint or corrosion to various parts of the vehicle body.



12-76G044A

Washing

⚠ WARNING

- * Never attempt to wash and wax your vehicle with the engine running.
- * When cleaning the underside of the body and fender, where there may be sharp-edged parts, you should wear gloves and a long-sleeved shirt to protect your hands and arms from being cut.
- * After washing your vehicle, carefully test the brakes before driving to make sure they have maintained their normal effectiveness.

When washing the vehicle, follow the instructions below:

- 1) Flush the underside of body and wheel housings with pressurized water to remove mud and debris. Use plenty of water.

⚠ CAUTION

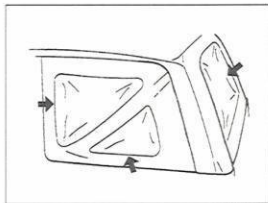
When washing the vehicle, avoid directing steam or hot water of more than 80°C (176°F) on plastic parts.

- 2) Remove dirt and mud from the body exterior with running water. You may use a soft sponge or brush. Do not use hard materials which can scratch the paint.
- 3) Wash the entire exterior with a mild detergent or car wash soap using a sponge or soft cloth. The sponge or cloth should be frequently soaked in the soap solution.

⚠ CAUTION

When using a commercial car wash product, observe the cautions specified by the manufacturer. Never use strong household detergents or soaps.

- 4) Once the dirt has been completely removed, rinse off the detergent with running water.
- 5) After rinsing, wipe off the vehicle body with a wet chamois or cloth and allow it to dry in the shade.
- 6) If your vehicle has a canvas top, special care should be taken to clean and preserve it.
 - a) After washing the canvas top, make sure it is completely dry before opening or removing.
 - b) If you use vinyl cleaner on the canvas top, do not allow any vinyl cleaner to run down and dry on the paint, leaving a streak.
 - c) Do not wash your canvas top at an automatic car wash.
 - d) Do not shower the canvas top with a strong spray of water, especially on the zippers and where the canvas meets the vehicle body.
 - e) When washing the plastic windows, follow the special directions outlined below.
- 7) Check carefully for damage to painted surfaces. If there is any damage, "touch-up" the damage following the procedure below:
 - a) Clean all damaged spots and allow them to dry.
 - b) Stir the paint and "touchup" the damaged spots lightly using a small brush.
 - c) Allow the paint to dry completely.



12-65D211A

Cleaning plastic windows on canvas top

The plastic windows on the canvas top are so pliable that they can be scratched if special care is not taken. Care for your windows as outlined below:

- * To wipe off dust, use a soft cotton cloth dampened with clean water. Move the cloth in one direction. Never use a dry cloth.
- * To remove frost, snow or ice, use lukewarm water. Do not use a scraper or de-icing chemicals.
- * To wash the windows, be sure to use lukewarm or cold water. Do not use hot water or strong soap or detergents. Never use solvents such as alcohol or harsh cleaning agents. After thoroughly rinsing,

wipe with a soft and slightly moist, clean cloth.

- * Never paste stickers, gummed labels or any tape to the windows. It is very hard to remove adhesives left on the windows after removing such stickers or labels.



12-65D036A

Waxing

After washing the vehicle, waxing and polishing are recommended to further protect and beautify the paint.

- * Only use waxes and polishes of good quality.
- * When using waxes and polishes, observe the precautions specified by the manufacturers.

GENERAL INFORMATION

Identification Numbers	12-1
Safety Certification Label	12-2
Emission Compliance Label (for U.S.A.)	12-2
Warranties	12-3
Reporting Safety Defects	12-3

GENERAL INFORMATION

65D-1302-A0E

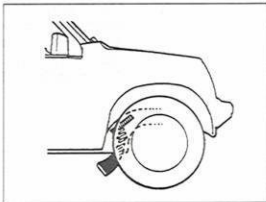
IDENTIFICATION NUMBERS



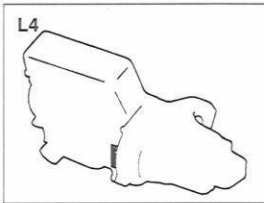
13-60A410A

Vehicle Identification Number

The Vehicle Identification Number (VIN) may be found in the two locations shown in the above illustrations. This number is used to register the vehicle. It is also used to assist your dealer when ordering parts or referring to special service information.



13-65D105A



13-60G128A

Engine Serial Number

The engine serial number is stamped on the cylinder block as shown in the above illustration.

6SD-1303-A0E

SAFETY CERTIFICATION LABEL

V6



13-60A280A



13-60A411A

This label contains important safety-related information about your vehicle. The label is located below the driver's side door latch striker.

6SD-1304-A0E

EMISSION COMPLIANCE LABEL
(For U.S.A.)

13-60A412A

The EPA emission compliance label is located under the hood. It provides much of the information needed to perform an engine tune-up on your vehicle.

GENERAL INFORMATION

65D-1305-A0E

WARRANTIES

The warranties covering your vehicle are explained in a separate New Vehicle Warranty Information booklet given to you at the time of sale. Please read this booklet carefully so you can understand your rights and responsibilities.

(For U.S.A.)

The following warranties are provided with your vehicle:

- New Vehicle Limited Warranty
- Limited Warranty For Suzuki Parts or Accessories
- Emission Components Defect Warranty
- Emission Performance Warranty

65D-1306-A0E

REPORTING SAFETY DEFECTS

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying American Suzuki Motor Corp.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or American Suzuki Motor Corp.

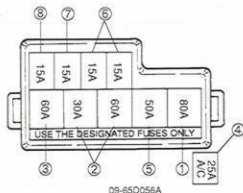
To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in Washington, D.C. area) or write to: NHTSA, U.S. Department of Transportation, Washington, D.C. 20590. You can also obtain other information about motor vehicle safety from the Hotline.

To contact American Suzuki, owners in the continental United States can call toll-free 1-800-934-0934, or write to:

American Suzuki Motor Corporation
Automotive Customer Relations
3251 East Imperial Highway
Brea, CA 92821-6722

For owners outside the continental United States, please refer to the distributor's address listed in your Warranty Information booklet.

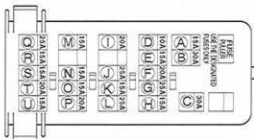
FUSES AND PROTECTED CIRCUITS



FUSES

		COLOR/SIZE (AMPS)	PROTECTED CIRCUIT	In engine compartment
MAIN FUSE BOX	①	BLACK (80)	All Electric Loads.	
	⑤	RED (50)	Anti-lock Brake System	
	②	YELLOW (60)	Cigar lighter, Radio, I.G. Coil, Meter, Wiper, Washer, Rear defroster, Turn signal light, Back-up light.	
	②	PINK (30)	Hazard lights, Rear combination lights, Dome light, Horn.	
	③	YELLOW (60)	Heater	
	⑥	BLUE (15)	Right headlight.	
	⑥	BLUE (15)	Left headlight, High beam indicator	
	⑦	BLUE (15)	Electronic fuel injection system	
	⑧	BLUE (15)	Empty (2.5ℓ model), ACC socket (1.6ℓ/2.0ℓ models)	
A/C	④	CLEAR (25)	Air conditioning.	

V-6 model



09-65D285A

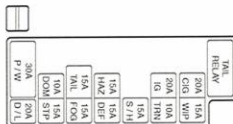
FUSES IN FUSE BOX

Ⓐ	BLUE (15)	Empty
Ⓑ	PINK (30)	Heater blower
Ⓒ	PINK (30)	Power window
Ⓓ	RED (10)	Turn signal light, Back-up light
Ⓔ	BLUE (15)	Wiper & washer (Front & Rear)
Ⓕ	YELLOW (20)	Ignition coil, Fuel injection controller, Meter gages & indicators
Ⓖ	CLEAR (25)	Cigar lighter
Ⓗ	BLUE (15)	Accessory
Ⓘ	—	—
Ⓙ	CLEAR (25)	Rear defroster
Ⓚ	—	—
Ⓛ	—	—

FUSES IN FUSE BOX

Ⓜ	BLUE (15)	O ₂ sensor heater
Ⓝ	BLUE (15)	License plate light, Clearance/marker light (Front & Rear), Instrument panel illumination light
Ⓞ	BLUE (15)	Fog light
Ⓟ	YELLOW (20)	Door lock control
Ⓠ	—	—
Ⓡ	YELLOW (20)	Empty
Ⓢ	BLUE (15)	Hazard light
Ⓣ	BLUE (15)	Brake light, Horn
Ⓤ	BLUE (15)	Dome light
Ⓥ	—	Fuse puller

4-cylinder model



09-65D182A

FUSES IN FUSE BOX

20A CIG (YELLOW)	Cigar lighter, Radio, Clock, Power mirror
20A IG (YELLOW)	O2 sensor heater, Cruise control, Ignition coil, Meter, G sensor
15A HAZ (BLUE)	Hazard light
15A TAIL (BLUE)	License plate light, clearance/marker light (Front & Rear), Instrument panel illumination light
10A DOM (RED)	Dome light, Spot light
30A P/W (PINK)	Power window
15A WIP (BLUE)	Wiper & washer (Front & Rear)
10A TRN (RED)	Turn signal light, Back-up light
15A S/H (BLUE)	Empty
15A DEF (BLUE)	Rear defroster, D.R.L. control
15A FOG (BLUE)	Fog light
15A STP (BLUE)	Brake light, Horn, High mount stop light
20A D/L (YELLOW)	Door lock control

MEMO

SPECIFICATIONS

NOTE:

Specifications are subject to change without notice.

ITEM	CANVAS TOP	4-DOOR HARDTOP	
		4-cylinder model	V-6 model
DIMENSIONS in. (mm)			
Overall length	2.0L: 152.0 (3 861) 1.6L/4WD: 151.8 (3 856) 1.6L/2WD: 151.6 (3 851)	163.0 (4 141)	164.5 (4 178)
Overall width	67.3 (1 710)	67.3 (1 710)	70.1 (1 780)
Overall height	4WD/2.0L: 65.8 (1 671) 4WD/1.6L: 65.9 (1 675) 2WD/2.0L: 65.0 (1 651) 2WD/1.6L: 64.8 (1 647)	4WD: 65.8 (1 671) 2WD: 65.0 (1 651)	4WD: 67.8 (1 722) 2WD: 67.3 (1 710)
Wheelbase	86.6 (2 200)	97.6 (2 480)	97.6 (2 480)
Tread, front/rear	57.5 (1 460)	57.5 (1 460)	59.1 (1 500)
Ground clearance	7.0 (179) – 7.2 (183)		6.9 (175)
WEIGHT			
Curb weight lbs (kg)	2 624 – 2 844 (1 190) (1 290)	2 866 – 3 020 (1 300) (1 370)	3 064 – 3 197 (1 390) (1 450)
Gross axle weight rating	See the safety certification label.		
Gross vehicle weight rating	See "SAFETY CERTIFICATION LABEL" in "GENERAL INFORMATION" section.		

4WD : 4-wheel drive

2WD : 2-wheel drive

A/T : Automatic transmission

A/C : Air conditioning

P/S : Power steering

SPECIFICATIONS

ITEM	ALL MODELS
ENGINE	
Type	G16B (16 valve SOHC) J20A (16 valve DOHC) H25A (24V DOHC)
Number of cylinders	4 4 6
Bore	2.95 in. (75.0mm) 3.31 in. (84.0mm) 3.31 in. (84.0mm)
Stroke	3.54 in. (90.0mm) 3.54 in. (90.0mm) 2.95 in. (75.0mm)
Piston displacement	97.0 cu.in (1590cc, 1590cm ³) 121.7 cu.in (1995cc, 1995cm ³) 152.1 cu.in (2493cc, 2493cm ³)
Compression ratio	9.5 : 1 9.3 : 1 9.5 : 1
ELECTRICAL	
Ignition timing	5° B.T.D.C.
Standard spark plug	
1.6ℓ engine model	DENSO SK20PR-A11 or NGK IFR6E11 (Highly recommended)
2.0ℓ/2.5ℓ engine models	DENSO SK16PR11 or NGK IFR5J11 (Highly recommended)
Battery	12V GP26-50S 1.6ℓ, 12V GP85 2.0ℓ, 12V GP24 2.5ℓ
Fuses	See "INSPECTION AND MAINTENANCE" and "FUSES AND PROTECTED CIRCUITS" sections
Headlight	12V 60/55W
Turn signal light	12V 21W
Side marker light	12V 3.8W
Clearance light	12V 5W
Turn signal light/Clearance light	12V 27/8W
Tail/brake light	12V 5/21W
Licence plate light	12V 5W
Back-up light	12V 21W
Interior light	12V 5W (Spot light/Rear light)
(Except mirror mount type)	8W (Center light)
Meter pilot, warning, indicator lights	12V 1.4W
High-mount stop light (Single bulb type)	12V 18W
(Multi bulb type)	12V 5W × 5 (For clear window glass), 12V 18W × 2 (For dark window glass)

ITEM	ALL MODELS
WHEEL Tire size, front and rear Tire pressure	P205/75R15 1.6ℓ 4WD, P195/75R15 1.6ℓ 2WD, P215/65R16 2.0ℓ P235/60R16 2.5ℓ For the specified tire pressure, see the Tire Inflation Pressure Label located on the driver's door lock pillar.
STEERING Toe-in Camber angle Caster angle	0 ± 0.08 in. (0 ± 2mm) 0° 00' 2.4°
CAPACITIES Coolant Fuel tank Engine oil (Replaced with filter) Transmission oil Differential gear oil Front: Rear: Transfer gear box oil	5.5 L (11.6 US pt) G16B 6.5 L (13.8 US pt) J20A 8.0 L (14.8 US pt) H25A 56 L (14.8 US gal) 2 DOOR 66 L (17.4 US gal) 4 DOOR 4.2 L (4.4 quarts) G16B, 5.2 L (5.5 quarts) J20A, 5.5 L (5.8 quarts) H25A Manual Transmission: 1.5 L (3.2 US pt) .. 4WD 1.9 L (4.0 US pt) .. 2WD 4-speed Automatic Transmission: 2.5 L (5.3 US pt) (when drained) 1.0 L (2.1 US pt) 4WD 2.2 L (4.6 US pt) 1.7 L (3.6 US pt) 2WD/4WD

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SERVICE STATION INFORMATION

Fuel recommendation:

See page 1-1

Engine oil recommendation:

Engine oil with "STARBURST" symbol

For further details, see "ENGINE OIL AND FILTER" in the "INSPECTION AND MAINTENANCE" section.

Brake and clutch fluid:

DOT3

Automatic transmission fluid:

An equivalent of DEXRON[®]-III.

Tire cold pressure:

See the "Tire Inflation Pressure Label" located on the driver's door lock pillar.



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2000

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- ▶ ***Emergency*** towing



Courtesy
Transportation



2000 Chevrolet Tracker Owner's Manual

**Litho in U.S.A.
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Please refer to the last page of this manual for your *Service Station Guide*



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

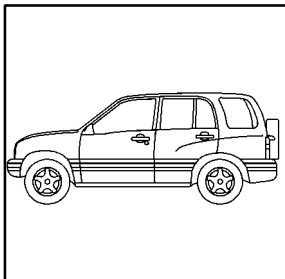
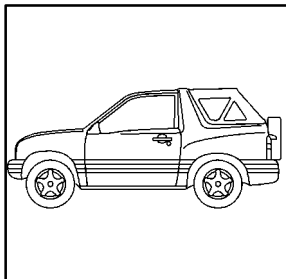


We support voluntary technician certification.

For Canadian Owners Who Prefer a French Language Manual:

Aux propriétaires canadiens: Vous pouvez vous procurer un exemplaire de ce guide en français chez votre concessionnaire ou au:

DGN Marketing Services Ltd.
1577 Meyerside Dr.
Mississauga, Ontario L5T 1B9



About Driving Your Vehicle

As with other vehicles of this type, failure to operate this vehicle correctly may result in loss of control or an accident. Be sure to read the “on-pavement” and “off-road” driving guidelines in this manual. (See “Your Driving the Road and Your Vehicle” and “Off-Road Driving with Your Four-Wheel-Drive Vehicle” in the Index.)

How to Use this Manual

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

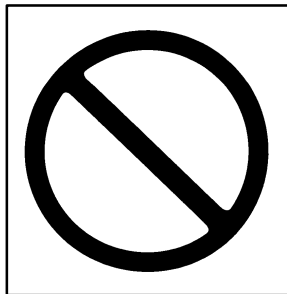
Safety Warnings and Symbols

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



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

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



You will also find a circle with a slash through it in this book. This safety symbol means “Don’t,” “Don’t do this” or “Don’t let this happen.”

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

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

You’ll also see warning labels on your vehicle. They use the same words, CAUTION or NOTICE.

Vehicle Damage Warnings

Also, in this book you will find these notices:

NOTICE:

These mean there is something that could damage your vehicle.

Vehicle Symbols

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

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

CAUTION
POSSIBLE
INJURY



PROTECT
EYES BY
SHIELDING



CAUSTIC
BATTERY
ACID COULD
CAUSE
BURNS



AVOID
SPARKS OR
FLAMES



SPARK OR
FLAME
COULD
EXPLODE
BATTERY



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

DOOR LOCK
UNLOCK



FASTEN
SEAT
BELTS



POWER
WINDOW



AIR BAG



These symbols have to do with your lamps:

MASTER
LIGHTING
SWITCH



TURN
SIGNALS



PARKING
LAMPS



HAZARD
WARNING
FLASHER



DAYTIME
RUNNING
LAMPS



FOG LAMPS



These symbols are on some of your controls:

WINDSHIELD
WIPER



WINDSHIELD
WASHER



WINDSHIELD
DEFROSTER



REAR
WINDOW
DEFOGGER



VENTILATING
FAN



These symbols are used on warning and indicator lights:

ENGINE
COOLANT
TEMP



BATTERY
CHARGING
SYSTEM



BRAKE



COOLANT



ENGINE OIL
PRESSURE



ANTI-LOCK
BRAKES



Here are some other symbols you may see:

FUSE



LIGHTER



HORN



SPEAKER



FUEL



Oil Viscosity
Engine Oil
See Section 6

Battery
See Section 6

Fuel
Use unleaded gas only,
87 Octane or higher.
See Section 6

Spare Tire Pressure
See Section 5

Tire Pressure
See Section 6

Cooling System
See Section 5

**Windshield Washer
Fluid**
See Section 6

Hood Release
See Section 6

**For
a More
Detailed Look at
What's Under the Hood
See Section 6**



Section 1 Seats and Restraint Systems

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

1-2	Seats and Seat Controls	1-31	Rear Seat Passengers
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1-24	Supplemental Restraint System (SRS)	1-53	Replacing Restraint System Parts After a Crash

Seats and Seat Controls

This part tells you about the seats -- how to adjust them, and also about reclining front seatbacks, head restraints, easy entry seats and the folding rear seatback.

Manual Front Seat

CAUTION:

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



Lift the lever under the front seat to unlock it. Slide the seat to where you want it. Release the lever and try to move the seat with your body to make sure the seat is locked into place.

Reclining Front Seatbacks



To adjust the seatback, lift the lever on the outer side of the seat. Release the lever to lock the seatback where you want it. Pull up on the lever, and the seat will go to its original upright position.



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

CAUTION:

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

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

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

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

Head Restraints

Slide the head restraint up or down so that the top of the restraint is closest to the top of your ears. This position reduces the chance of a neck injury in a crash.

The head restraint can be adjusted to four positions. To raise the restraint, pull up on the restraint. To lower the restraint, push in the release button while you push down on the restraint.

Easy Entry Seats (2-Door)



The front seats of your vehicle make it easy to get in and out of the rear seat.

- When you pull up on the recliner release lever, the seatback will tilt forward and the whole seat can slide forward when pushed by hand.
- After someone gets into the rear seat area, move the seat rearward until it locks. Then move the seatback to its original position.

CAUTION:

If any easy entry seat isn't locked, it can move. In a sudden stop or crash, the person sitting there could be injured. And, even if there is no crash or sudden stop, a driver sitting in an unlocked easy entry seat could be startled by the sudden movement and hit the wrong control or pedal, causing an accident. After you've used it, be sure to push rearward on any easy entry seat to be sure it is locked.



- To get out, push the release pedal on the rear of the passenger's side front seat.

Rear Seats

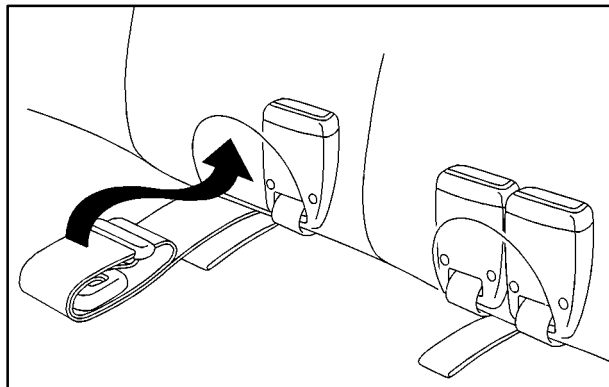


CAUTION:

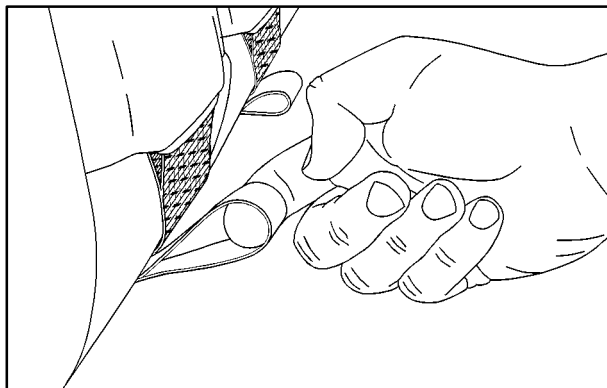
If a head restraint is not installed on the seatback or stored in the vehicle properly, it could be thrown about the vehicle in a crash or sudden maneuver. People in the vehicle could be injured. Remove the head restraints only when you need to fold the seat, and be sure that the head restraints are stored securely in the top of the folded seat bottom. When the seat is returned to the passenger position, be sure the head restraints are installed properly.

Folding the Rear Seatback

The rear seat in your vehicle folds to provide more cargo space. To fold the rear seats:



1. Fold the safety belt buckles and center safety belt (if equipped) into the pocket of the rear seatback.



2. Pull the release straps located near the center of the vehicle to release the seat cushion. Fold the seat cushion forward.



3. Remove the head restraint from the seatback by raising the head restraint fully. Push the release button and remove the head restraint from the seatback.



4. Store the head restraint in the top of the folded seat cushion.



5. Pull up on the seatback release knob(s) on top of the seatback and fold the seatback down.

On 2-door models, you must pull up on both release knobs at the same time to lower the seatback.



6. Reach between the seatback and cushion to remove the anchor plate strap.



7. Hook the anchor plate over the button on the seat back.

To raise the rear seat:

1. Unhook the anchor plate from the button on the seat back.
2. Fold the rear seatback up and make sure it is locked in position. Push and pull on the seatback to ensure it's locked in position.
3. Remove the head restraint and insert it into the seatback. Make sure the head restraint is secure in the seatback.
4. Insert the anchor plate into its storage slot on the bottom of the seat cushion.
5. Fold the seat cushion back and make sure it is locked into position.
6. Remove the safety belt buckles and center safety belt from the seatback pocket.

Safety Belts: They're for Everyone

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

And it explains the Supplemental Restraint System (SRS), or air bag system.



CAUTION:

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



CAUTION:

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



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

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

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

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

After more than 30 years of safety belts in vehicles, the facts are clear. In most crashes buckling up does matter ... a lot!

Why Safety Belts Work

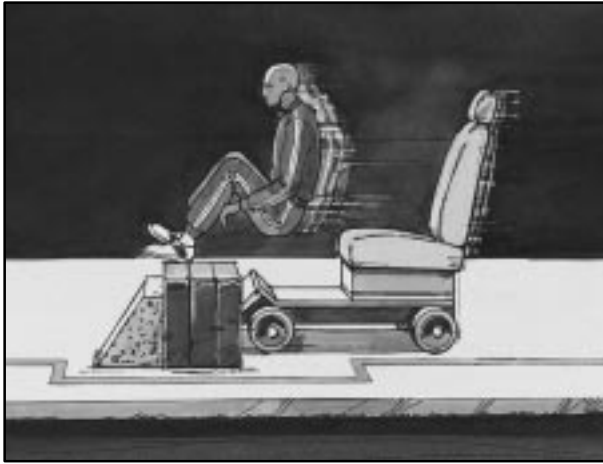
When you ride in or on anything, you go as fast as it goes.



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



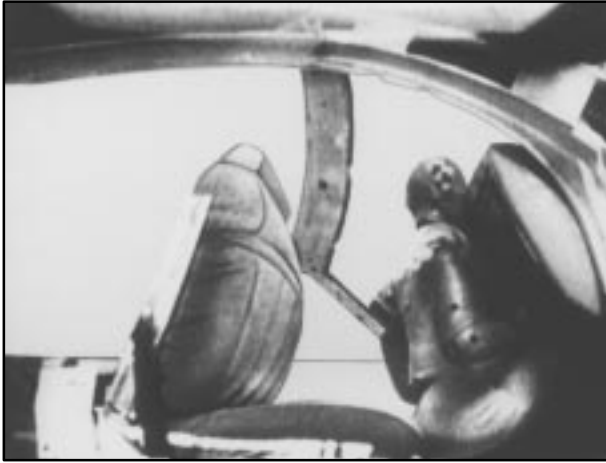
Put someone on it.



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



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



or the instrument panel ...



or the safety belts!

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

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

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

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

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

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

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

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

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

Safety belts are for everyone.

How to Wear Safety Belts Properly

Adults

This part is only for people of adult size.

Be aware that there are special things to know about safety belts and children. And there are different rules for smaller children and babies. If a child will be riding in your vehicle, see the part of this manual called “Children.” Follow those rules for everyone’s protection.

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

We’ll start with the driver position.

Driver Position

This part describes the driver’s restraint system.

Lap-Shoulder Belt

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

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



3. Pick up the latch plate and pull the belt across you. Don't let it get twisted.

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

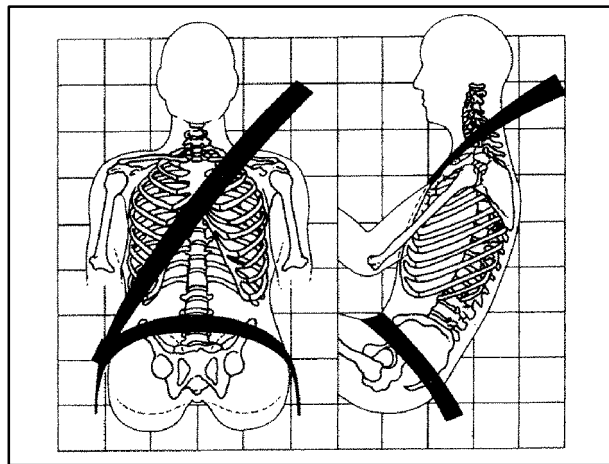
4. Push the latch plate into the buckle until it clicks.

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

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



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



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

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

Shoulder Belt Height Adjuster

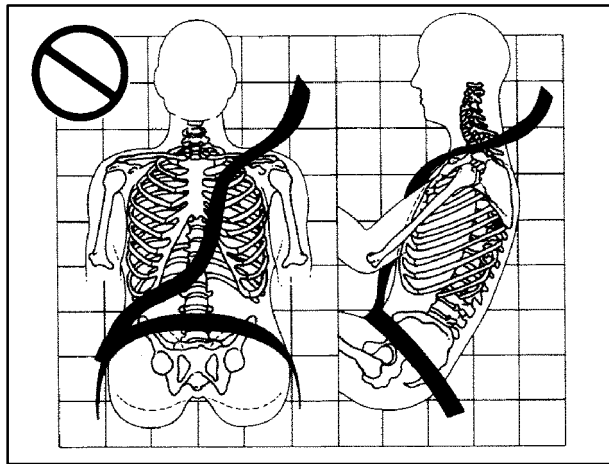
Before you begin to drive, move the shoulder belt adjuster to the height that is right for you.



To move it down, pull out the knob and move the height adjuster to the desired position. You can move the adjuster up just by pulling out the knob and sliding the adjuster up. After you move the adjuster to where you want it, try to move it down without pulling out the knob to make sure it has locked into position.

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

Q: What's wrong with this?

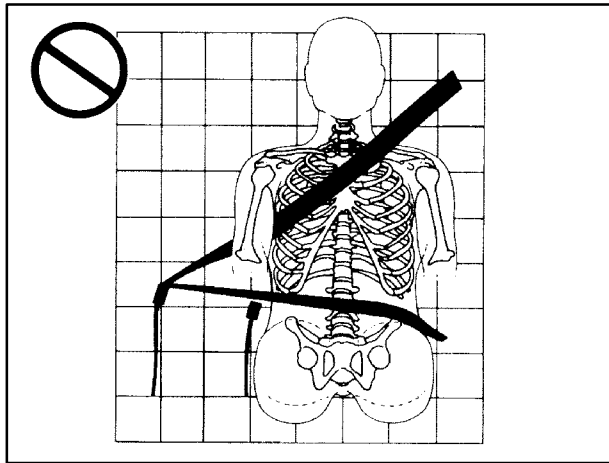


A: The shoulder belt is too loose. It won't give nearly as much protection this way.

⚠ CAUTION:

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

Q: What's wrong with this?



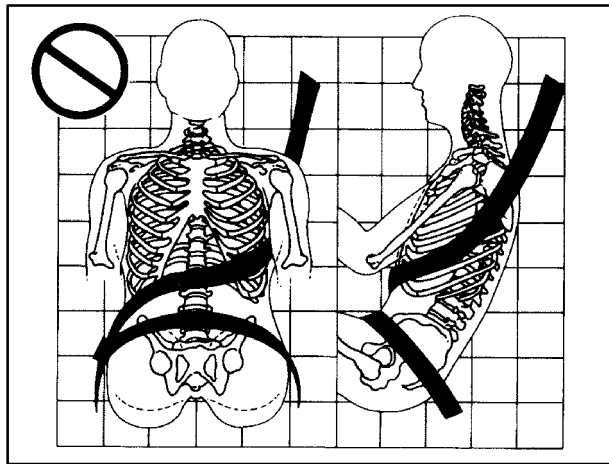
A: The belt is buckled in the wrong place.



CAUTION:

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

Q: What's wrong with this?

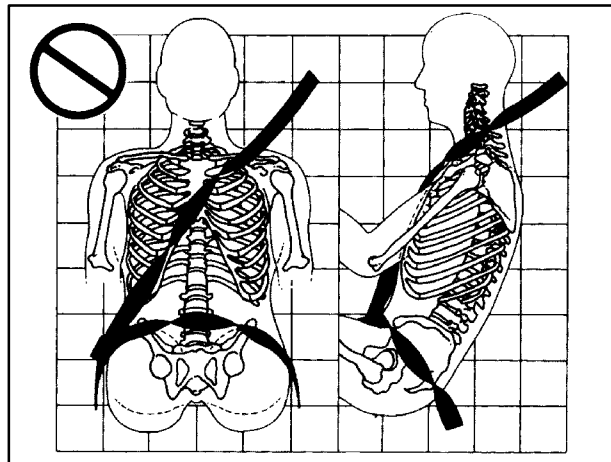


A: The shoulder belt is worn under the arm. It should be worn over the shoulder at all times.

⚠ CAUTION:

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

Q: What's wrong with this?



A: The belt is twisted across the body.

⚠ CAUTION:

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

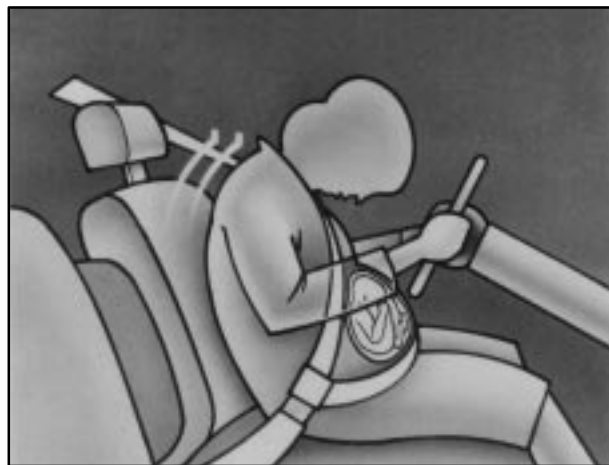


To unlatch the belt, just push the button on the buckle. The belt should go back out of the way.

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

Safety Belt Use During Pregnancy

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



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

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

Right Front Passenger Position

To learn how to wear the right front passenger's safety belt properly, see "Driver Position" earlier in this section.

The right front passenger's safety belt works the same way as the driver's safety belt -- except for one thing. If you ever pull the shoulder portion of the belt out all the way, you will engage the child restraint locking feature. If this happens, just let the belt go back all the way and start again.

Supplemental Restraint System (SRS)

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

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

Frontal air bags are designed to help reduce the risk of injury from the force of an inflating air bag. But these air bags must inflate very quickly to do their job and comply with federal regulations.

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

CAUTION:

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



CAUTION:

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



CAUTION:

Anyone who is up against, or very close to, any air bag when it inflates can be seriously injured or killed. Air bags plus lap-shoulder belts offer the best protection for adults, but not for young children and infants. Neither the vehicle's safety belt system nor its air bag system is designed for them. Young children and infants need the protection that a child restraint system can provide. Always secure children properly in your vehicle. To read how, see the part of this manual called "Children."

AIR BAG

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

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

How the Air Bag System Works



Where are the air bags?

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



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

⚠ CAUTION:

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

When should an air bag inflate?

An air bag is designed to inflate in a moderate to severe frontal or near-frontal crash. The air bag will inflate only if the impact speed is above the system's designed "threshold level." If your vehicle goes straight into a wall that doesn't move or deform, the threshold level is about 8 to 12 mph (13 to 19 km/h). The threshold level can vary, however, with specific vehicle design, so that it can be somewhat above or below this range. If your vehicle strikes something that will move or deform, such as a parked car, the threshold level will be higher. The air bag is not designed to inflate in rollovers, side impacts or rear impacts, because inflation would not help the occupant.

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

The air bag system is designed to work properly under a wide range of conditions, including off-road usage. Observe safe driving speeds, especially on rough terrain. As always, wear your safety belt. See "Off-Road Driving" in the Index for more tips on off-road driving.

What makes an air bag inflate?

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

How does an air bag restrain?

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

What will you see after an air bag inflates?

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



CAUTION:

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

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

- Air bags are designed to inflate only once. After they inflate, you'll need some new parts for your air bag system. If you don't get them, the air bag system won't be there to help protect you in another crash. A new system will include air bag modules and possibly other parts. The service manual for your vehicle covers the need to replace other parts.
- Your vehicle is equipped with a crash sensing and diagnostic module, which records information about the air bag system. The module records information about the readiness of the system, when the system commands air bag inflation and driver's safety belt usage at deployment.
- Let only qualified technicians work on your air bag system. Improper service can mean that your air bag system won't work properly. See your dealer for service.

NOTICE:

If you damage the covering for the driver's or the right front passenger's air bag, the bag may not work properly. You may have to replace the air bag module in the steering wheel or both the air bag module and the instrument panel for the right front passenger's air bag. Do not open or break the air bag coverings.

If your vehicle ever gets into a lot of water -- such as water up to the carpeting or higher -- or if water enters your vehicle and soaks the carpet, the air bag controller can be soaked and ruined. If this ever happens, and then you start your vehicle, the damage could make the air bags inflate, even if there's no crash. You would have to replace the air bags as well as the sensors and related parts. If your vehicle is ever in a flood, or if it's exposed to water that soaks the carpet, you can avoid needless repair costs by turning off the vehicle immediately and disconnecting the battery cables. Don't let anyone start the vehicle under any circumstances. See your dealer for service.

Servicing Your Air Bag-Equipped Vehicle

Air bags affect how your vehicle should be serviced. There are parts of the air bag system in several places around your vehicle. You don't want the system to inflate while someone is working on your vehicle. Your dealer and the service manual have information about servicing your vehicle and the air bag system. To purchase a service manual, see "Service and Owner Publications" in the Index.



CAUTION:

For up to 15 seconds after the ignition key is turned off and the battery is disconnected, an air bag can still inflate during improper service. You can be injured if you are close to an air bag when it inflates. Avoid wires wrapped with yellow tape or yellow connectors. They are probably part of the air bag system. Be sure to follow proper service procedures, and make sure the person performing work for you is qualified to do so.

The air bag system does not need regular maintenance.

Adding Equipment to Your Air Bag-Equipped Vehicle

Q: If I add a push bumper or a bicycle rack to the front of my vehicle, will it keep the air bags from working properly?

A: As long as the push bumper or bicycle rack is attached to your vehicle so that the vehicle's basic structure isn't changed, it's not likely to keep the air bags from working properly in a crash.

Q: Is there anything I might add to the front of the vehicle that could keep the air bags from working properly?

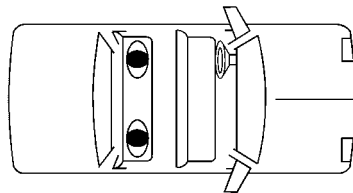
A: Yes. If you add things that change your vehicle's frame, bumper system, front end sheet metal or height, they may keep the air bag system from working properly. Also, the air bag system may not work properly if you relocate any of the air bag sensors. If you have any questions about this, you should contact Customer Assistance before you modify your vehicle. (The phone numbers and addresses for Customer Assistance are in Step Two of the Customer Satisfaction Procedure in this manual. See "Customer Satisfaction Procedure" in the Index.)

Rear Seat Passengers

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

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

Rear Seat Outside Passenger Positions



Lap-Shoulder Belt

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



1. Pick up the latch plate and pull the belt across you. Don't let it get twisted.

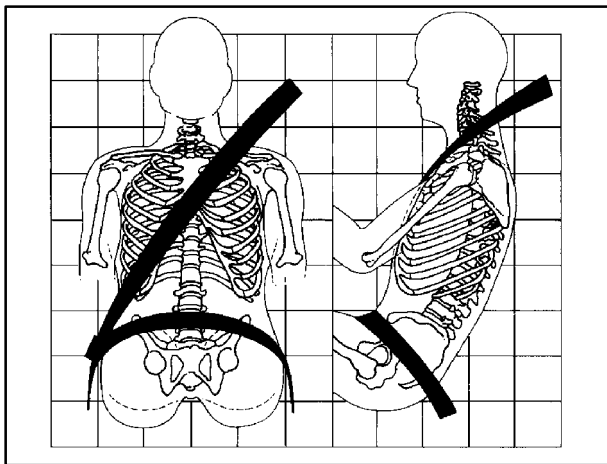
The shoulder belt may lock if you pull the belt across you very quickly. If this happens, let the belt go back slightly to unlock it. Then pull the belt across you more slowly.

2. Push the latch plate into the buckle until it clicks.
Pull up on the latch plate to make sure it is secure.

When the shoulder belt is pulled out all the way, it will lock. If it does, let it go back all the way and start again. If the belt is not long enough, see “Safety Belt Extender” at the end of this section. Make sure the release button on the buckle is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.



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



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

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

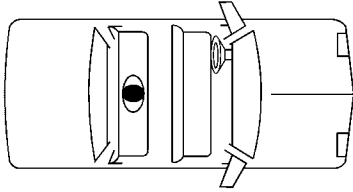
CAUTION:

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



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

Center Passenger Position (4-Door Models)



Lap Belt



When you sit in the center seating position, you have a lap safety belt, which has no retractor. To make the belt longer, tilt the latch plate and pull it along the belt.



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

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

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

Children

Everyone in a vehicle needs protection! That includes infants and all children smaller than adult size. Neither the distance traveled nor the age and size of the traveler changes the need, for everyone, to use safety restraints. In fact, the law in every state in the United States and in every Canadian province says children up to some age must be restrained while in a vehicle.

Smaller Children and Babies

CAUTION:

Children who are up against, or very close to, any air bag when it inflates can be seriously injured or killed. Air bags plus lap-shoulder belts offer the best protection for adults, but not for young children and infants. Neither the vehicle's safety belt system nor its air bag system is designed for them. Young children and infants need the protection that a child restraint system can provide. Always secure children properly in your vehicle.



CAUTION:

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

Infants need complete support, including support for the head and neck. This is necessary because an infant's neck is weak and its head weighs so much compared with the rest of its body. In a frontal crash, an infant in a rear-facing restraint settles into the restraint, so the crash forces can be distributed across the strongest part of the infant's body, the back and shoulders. A baby should be secured in an appropriate infant restraint. This is so important that many hospitals today won't release a newborn infant to its parents unless there is an infant restraint available for the baby's first trip in a motor vehicle.



⚠ CAUTION:

Never hold a baby in your arms while riding in a vehicle. A baby doesn't weigh much -- until a crash. During a crash a baby will become so heavy you can't hold it. For example, in a crash

CAUTION: (Continued)

CAUTION: (Continued)

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

Secure the baby in an infant restraint.

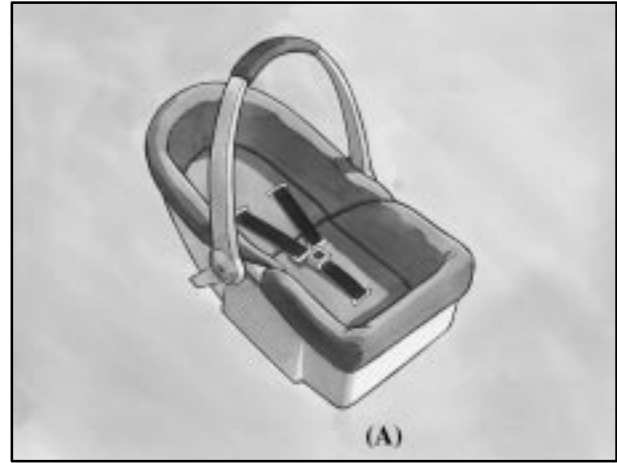


Child Restraints

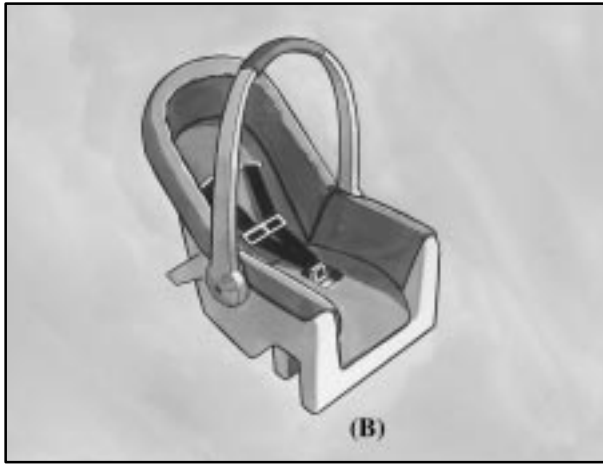
Every time infants and young children ride in vehicles, they should have protection provided by appropriate restraints.

Q: What are the different types of add-on child restraints?

A: Add-on child restraints are available in four basic types. When selecting a child restraint, take into consideration not only the child's weight and size, but also whether or not the restraint will be compatible with the motor vehicle in which it will be used.



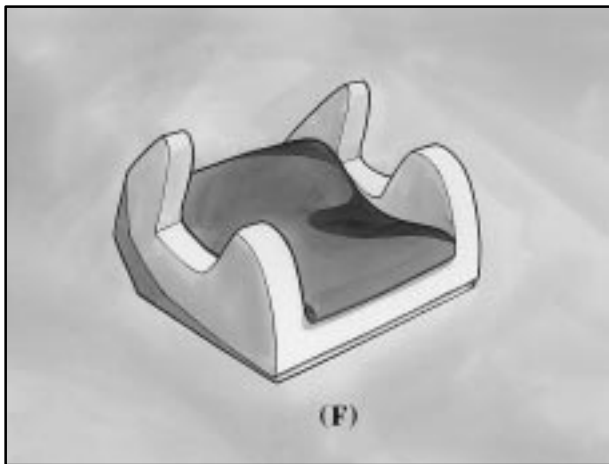
An infant car bed (A) is a special bed made for use in a motor vehicle. It's an infant restraint system designed to restrain or position a child on a continuous flat surface. With an infant car bed, make sure that the infant's head rests toward the center of the vehicle.



A rear-facing infant restraint (B) positions an infant to face the rear of the vehicle. Rear-facing infant restraints are designed for infants of up to about 20 lbs. (9 kg) and about one year of age. This type of restraint faces the rear so that the infant's head, neck and body can have the support they need in a frontal crash. Some infant seats come in two parts -- the base stays secured in the vehicle and the seat part is removable.



A forward-facing child restraint (C-E) positions a child upright to face forward in the vehicle. These forward-facing restraints are designed to help protect children who are from 20 to 40 lbs. (9 to 18 kg) and about 26 to 40 inches (66 to 102 cm) in height, or up to around four years of age. One type, a convertible restraint, is designed to be used either as a rear-facing infant seat or a forward-facing child seat.



A booster seat (F) is designed for children who are about 40 to 60 lbs., or even up to 80 lbs. (18 to 27 kg, or even up to 36 kg), and about four to eight years of age. A booster seat is designed to improve the fit of the vehicle's safety belt system. Booster seats with shields use lap-only belts; however, booster seats without shields use lap-shoulder belts. Booster seats can also help a child to see out the window.

When choosing a child restraint, be sure the child restraint is designed to be used in a vehicle. If it is, it will have a label saying that it meets federal motor vehicle safety standards.

Then follow the instructions for the restraint. You may find these instructions on the restraint itself or in a booklet, or both. These restraints use the belt system in your vehicle, but the child also has to be secured within the restraint to help reduce the chance of personal injury. The instructions that come with the infant or child restraint will show you how to do that. Both the owner's manual and the child restraint instructions are important, so if either one of these is not available, obtain a replacement copy from the manufacturer.

Where to Put the Restraint

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

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

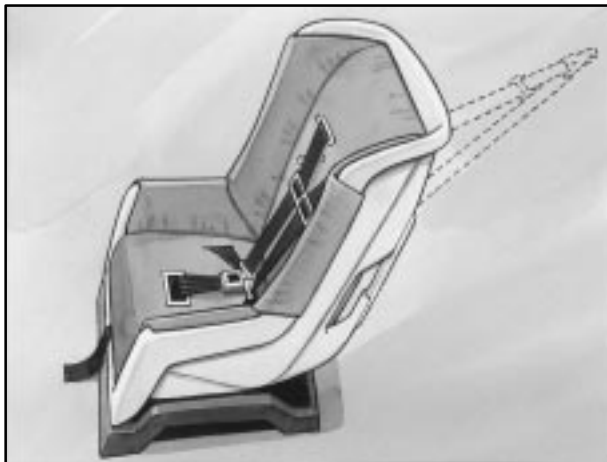
Keep in mind that an unsecured child restraint can move around in a collision or sudden stop and injure people in the vehicle. Be sure to properly secure any child restraint in your vehicle -- even when no child is in it.

CAUTION:

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

You may secure a forward-facing child restraint in the right front seat, but before you do, always move the front passenger seat as far back as it will go. It's better to secure the child restraint in a rear seat.

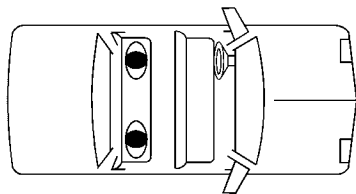
Top Strap



In Canada, the law requires that forward-facing child restraints have a top strap, and that the strap be anchored. In the United States, some child restraints also have a top strap. If your child restraint has a top strap, it should be anchored.

If you need to have an anchor installed, you can ask your dealer to put one in for you. This work will be done for you free of charge. If you want to install an anchor yourself, your dealer can tell you how to do it. Use the tether hardware kit available from the dealer. The hardware and installation instructions were specifically designed for this vehicle.

Securing a Child Restraint in a Rear Outside Seat Position



You'll be using the lap-shoulder belt. See the earlier part about the top strap if the child restraint has one. Be sure to follow the instructions that came with the child restraint. Secure the child in the child restraint when and as the instructions say.

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

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



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



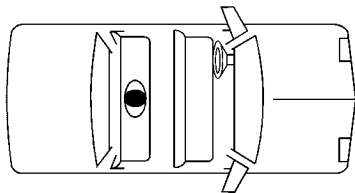
4. Pull the rest of the shoulder belt all the way out of the retractor to set the lock.



5. To tighten the belt, feed the shoulder belt back into the retractor while you push down on the child restraint. If you're using a forward-facing child restraint, you may find it helpful to use your knee to push down on the child restraint as you tighten the belt.
6. Push and pull the child restraint in different directions to be sure it is secure.

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

Securing a Child Restraint in the Center Rear Seat Position (4-Door Models)



You'll be using the lap belt. Be sure to follow the instructions that came with the child restraint. Secure the child in the child restraint when and as the instructions say.

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



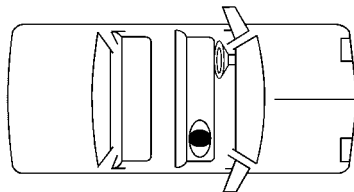
1. Make the belt as long as possible by tilting the latch plate and pulling it along the belt.
2. Put the restraint on the seat.
3. Run the vehicle's safety belt through or around the restraint. The child restraint instructions will show you how.



4. Buckle the belt. Make sure the release button is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.
5. To tighten the belt, pull its free end while you push down on the child restraint. If you're using a forward-facing child restraint, you may find it helpful to use your knee to push down on the child restraint as you tighten the belt.
6. Push and pull the child restraint in different directions to be sure it is secure.

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

Securing a Child Restraint in the Right Front Seat Position



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

⚠ CAUTION:

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

Although a rear seat is a safer place, you can secure a forward-facing child restraint in the right front seat.

You'll be using the lap-shoulder belt. See the earlier part about the top strap if the child restraint has one. Be sure to follow the instructions that came with the child restraint. Secure the child in the child restraint when and as the instructions say.

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

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



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



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



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

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

Larger Children



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

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

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



CAUTION:

Never do this.

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

- Q:** What if a child is wearing a lap-shoulder belt, but the child is so small that the shoulder belt is very close to the child's face or neck?
- A:** Move the child toward the center of the vehicle, but be sure that the shoulder belt still is on the child's shoulder, so that in a crash the child's upper body would have the restraint that belts provide. If the child is so small that the shoulder belt is still very close to the child's face or neck, you might want to place the child in a seat that has a lap belt, if your vehicle has one.



CAUTION:

Never do this.

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

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

Safety Belt Extender

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

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

Checking Your Restraint Systems

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

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

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

Replacing Restraint System Parts After a Crash

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

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

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

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



Section 2 Features and Controls

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

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2-4	Door Locks	2-29	Engine Exhaust
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2-9	Tailgate	2-30	Windows
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Keys

CAUTION:

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

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





One key is used for the ignition, the doors and all other locks.

When a new vehicle is delivered, the dealer removes the metal plate from the key ring and gives it to the first owner.

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

If you need a new key, contact your Chevrolet dealer who can obtain the correct key code. In an emergency, call the Chevrolet Roadside Assistance Program at 1-800-CHEV-USA[®] (1-800-243-8872). In Canada call 1-800-268-6800.

NOTICE:

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

Door Locks

CAUTION:

Unlocked doors can be dangerous.

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

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

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



To lock the door from the inside, push down the lock rod on the door. To unlock it, pull up on the lock rod.

If your vehicle is equipped with the remote keyless entry system, you can use the transmitter to lock and unlock the doors. See “Remote Keyless Entry System” later in this section.

There are several ways to lock and unlock your vehicle.

From the outside, use your key. To lock the door, turn the key toward the front of the vehicle. To unlock the door, turn the key toward the rear.

Power Door Locks (If Equipped)



If you have power door locks, the switch is located on the driver's and passenger's door armrest.

To lock all the doors and the tailgate, press the right side of the switch. To unlock the doors and tailgate, press the left side of the switch.

Rear Door Security Locks (4-Door Models)



Your vehicle is equipped with rear door security locks that help prevent passengers from opening the rear doors of your vehicle from the inside. The rear security door locks are located on the inside rear doors.

To Use One of These Locks

1. Move the lever down to engage the lock.
2. Close the door.
3. Do the same to the other rear door lock.

The rear doors of your vehicle cannot be opened from the inside when this feature is in use.

To Open a Rear Door With the Security Lock

If you want to open a rear door when the security lock is on, unlock the door from the inside, then open the door from the outside.

If you don't cancel the security lock feature, adults or older children who ride in the rear won't be able to open the rear door from the inside. You should let adults and older children know how these security locks work, and how to cancel the locks.

To Cancel the Rear Door Lock

1. Unlock the door from the inside and open the door from the outside.
2. Move the lever up to disengage the lock.
3. Do the same for the other rear door.

The rear door locks will now work normally.

Leaving Your Vehicle

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

Remote Keyless Entry System (If Equipped)



If your vehicle is equipped with this feature, you can lock and unlock your doors or unlock your rear door from about 3 feet (1 m) up to 30 feet (9 m) away using the remote keyless entry transmitter supplied with your vehicle.

Your remote keyless entry system operates on a radio frequency subject to Federal Communications Commission (FCC) Rules and with Industry Canada.

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

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

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

At times you may notice a decrease in range. This is normal for any remote keyless entry system. If the transmitter does not work or if you have to stand closer to your vehicle for the transmitter to work, try this:

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

Operation

The following functions are available with the remote keyless entry system:

LOCK: All doors will automatically lock when the LOCK button on the transmitter is pressed.

UNLOCK: The driver's door will unlock automatically when the UNLOCK button on the transmitter is pressed. If the UNLOCK button is pressed again within five seconds, all remaining doors will be unlocked.

Matching Transmitter(s) To Your Vehicle

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

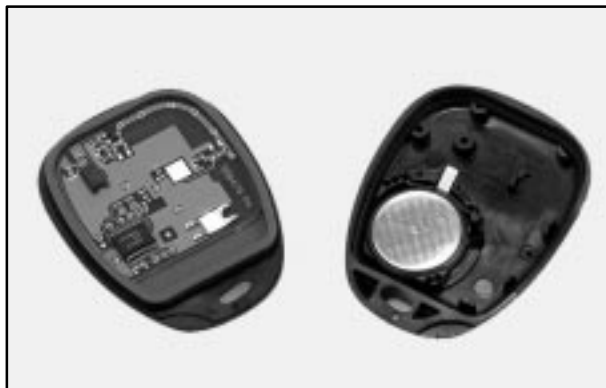
Battery Replacement

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

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

NOTICE:

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



To replace the battery in the transmitter:

1. Use a small coin or flathead screwdriver to separate the bottom half from the top half of the transmitter.
2. Remove the battery and replace it with the new one. Make sure the positive (+) side of the battery faces down. For battery replacement, use a 3-volt battery, type CR2032 or equivalent.

3. Read the instructions inside the case.
4. Put the two halves back together. Make sure the cover is on tightly so water won't get in.
5. Check the operation of the transmitter with your vehicle. If the transmitter does not work, try resynchronizing the transmitter with the receiver.

Resynchronization

Your remote keyless entry system is equipped with a security system that prevents anyone from recording and playing back your signal. The transmitter does not send the same signal twice to the receiver. The receiver will not respond to a signal that has been sent to it more than once.

To resynchronize your transmitter and receiver, follow these directions:

1. Stand close to your vehicle.
2. Press and hold the LOCK and UNLOCK buttons on the transmitter at the same time.
3. Hold the buttons for at least seven seconds. During this time, the doors should lock and unlock once. This confirms the resynchronization. If the doors do not lock and unlock, see your dealer for service.

Tailgate

CAUTION:

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

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

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

See "Engine Exhaust" in the Index.

Tailgate Lock Release

Use your key to lock or unlock your tailgate.

If you have a convertible, you can still open or close the tailgate with the rear window closed.

Theft

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

Key in the Ignition

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

When you park your vehicle and open the driver's door, you'll hear a tone reminding you to remove your key from the ignition and take it with you. Always do this. Your steering wheel will be locked, and so will your ignition. If you have an automatic transmission, taking your key out also locks your transmission. Also remember to lock the doors.

Parking at Night

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

Parking Lots

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

- Put your valuables in a storage area, like your glove box.
- Lock your glove box.
- Close all windows.
- If possible, park in a busy, well lit area.
- If your vehicle has a remote keyless entry system, take the transmitter with you.
- Lock all the doors except the driver's.

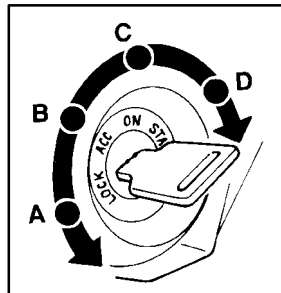
New Vehicle “Break-In”

NOTICE:

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

- Keep your speed at 55 mph (88 km/h) or less for the first 500 miles (805 km).
- Don't drive at any one speed -- fast or slow -- for the first 500 miles (805 km). Don't make full-throttle starts.
- Avoid making hard stops for the first 200 miles (322 km) or so. During this time your new brake linings aren't yet broken in. Hard stops with new linings can mean premature wear and earlier replacement. Follow this breaking-in guideline every time you get new brake linings.
- Don't tow a trailer during break-in. See “Towing a Trailer” in the Index for more information.

Ignition Positions



With the key in the ignition switch, you can turn the switch to four positions.

LOCK (A): This is the only position in which you can remove the key. This locks your steering wheel, ignition and automatic transmission.

If you have an automatic transmission, the ignition switch can't be turned to LOCK unless the shift lever is in PARK (P).

ACC (ACCESSORY) (B): This is the position in which you can operate your electrical power accessories. It also unlocks the steering wheel and ignition. Use this position if your vehicle must be pushed or towed.

ON (C): This is the position that the switch returns to after you start your engine and release the switch. The switch stays in the ON position when the engine is running. But even when the engine is not running, you can use ON to operate your electrical power accessories and to display some instrument panel cluster warning and indicator lights.

START (D): This is the position that starts the engine. When the engine starts, release the key. The ignition switch will return to ON for normal driving.

When the engine is not running, ACC and ON allow you to operate your electrical accessories, such as the radio.

A warning tone will sound if you open the driver's door when the ignition is in ACC or LOCK and the key is in the ignition.



On manual transmission vehicles, turning the key to LOCK will lock the steering column and result in a loss of ability to steer the vehicle. This could cause a collision. If you need to turn the engine off while the vehicle is moving, turn the key only to ACC. Don't push the key in while the vehicle is moving.

NOTICE:

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

Starting Your Engine

Automatic Transmission

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

NOTICE:

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

Manual Transmission

The gear selector should be in NEUTRAL and the parking brake engaged. Hold the clutch pedal to the floor and start the engine. Your vehicle won't start if the clutch pedal is not all the way down -- that's a safety feature.

Starting Your Engine

For cold and warm engines --

1. Without pushing the accelerator pedal, turn your ignition key to START. When the engine starts, let go of the key.

NOTICE:

Holding your key in START for longer than 15 seconds at a time will cause your battery to be drained much sooner. And the excessive heat can damage your starter motor. Wait about 15 seconds between each try to help avoid draining your battery or damaging your starter.

2. If it doesn't start, push the accelerator pedal one-third of the way down. Hold it there, for not more than 15 seconds at a time, while you turn your key to START. When the engine starts, let go of the key and release the pedal. Wait about 15 seconds between each try to help avoid draining your battery or damaging your starter.

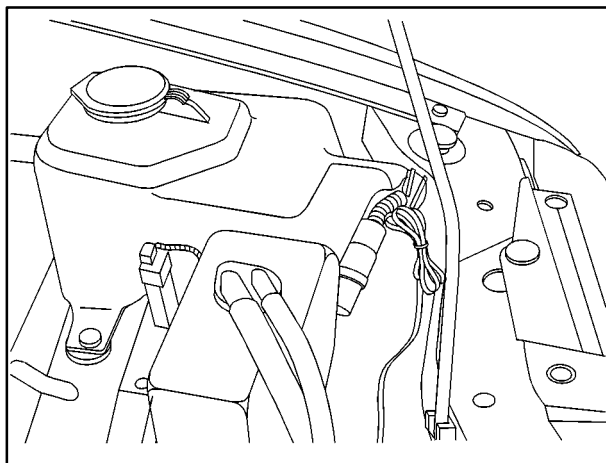
3. If your engine still won't start (or starts but then stops), it could be flooded with too much gasoline. Try pushing your accelerator pedal all the way to the floor and holding it there as you hold the key in START for about three seconds. If the vehicle starts briefly but then stops again, do the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

NOTICE:

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

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

Engine Coolant Heater (If Equipped)



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

To Use the Engine Coolant Heater

1. Turn off the engine.
2. Open the hood and unwrap the electrical cord. It is located at the front of the engine compartment on the driver's side.
3. Plug it into a normal, grounded 110-volt AC outlet.



CAUTION:

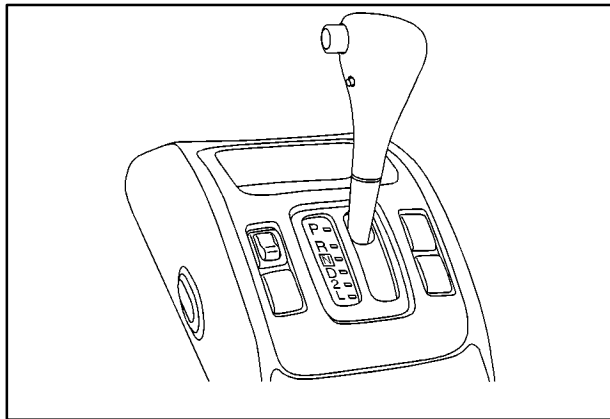
Plugging the cord into an ungrounded outlet could cause an electrical shock. Also, the wrong kind of extension cord could overheat and cause a fire. You could be seriously injured. Plug the cord into a properly grounded three-prong 110-volt AC outlet. If the cord won't reach, use a heavy-duty three-prong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

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

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

Automatic Transmission Operation

There are several different positions for your shift lever.



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

CAUTION:

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

If you have four-wheel drive, your vehicle will be free to roll -- even if your shift lever is in **PARK (P)** -- if your transfer case is in **NEUTRAL (N)**. So, be sure the transfer case is in a drive gear, two-wheel high (2H) or four-wheel high (4H) or four-wheel low (4L) -- not in **NEUTRAL (N)**. See "Shifting Into **PARK (P)**" in the Index. If you're pulling a trailer, see "Towing a Trailer" in the Index.

Ensure the shift lever is fully in PARK (P) before starting the engine. Your vehicle has an automatic transmission shift lock control system. You have to fully apply your regular brakes before you can shift from PARK (P) when the ignition key is in ON. If you cannot shift out of PARK (P), ease pressure on the shift lever -- push the shift lever all the way into PARK (P) and release the shift lever button as you maintain brake application. Then press the shift lever button and move the shift lever into the gear you wish. See “Shifting Out of PARK (P)” in the Index.

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

NOTICE:

Shifting to REVERSE (R) while your vehicle is moving forward could damage your transmission. Shift to REVERSE (R) only after your vehicle is stopped.

To rock your vehicle back and forth to get out of snow, ice or sand without damaging your transmission, see “Stuck: In Sand, Mud, Ice or Snow” in the Index.

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

CAUTION:

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

NOTICE:

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

DRIVE (D): This position is for normal driving.

If you need more power for passing, and you're:

- Going less than about 15 mph (25 km/h), push your accelerator pedal about halfway down.
- Going about 15 mph (25 km/h) or more, push your accelerator pedal all the way down.

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

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

NOTICE:

Don't shift into SECOND (2) unless you are going slower than 65 mph (105 km/h) with the transfer case in FOUR-WHEEL HIGH (4H), or 35 mph (55 km/h) with the transfer case in FOUR-WHEEL LOW (4L) or you can damage your transmission.

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

NOTICE:

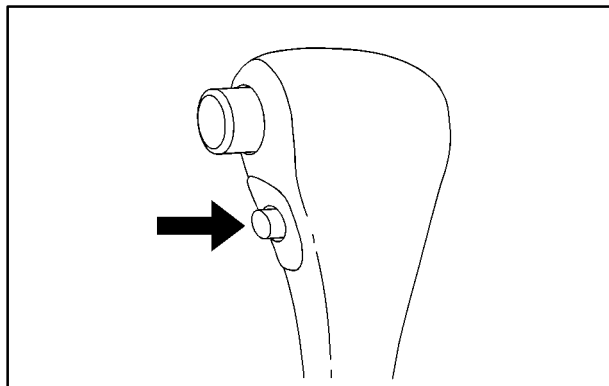
Don't shift into LOW (L) at speeds above 40 mph (65 km/h) with the transfer case in FOUR-WHEEL LOW (4L), or you can damage your transmission.

NOTICE:

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

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

Overdrive Off Switch (If Equipped)



The overdrive off switch is located on the left side of the shift lever. By operating the overdrive off switch, the four-speed automatic transmission (three-speed plus overdrive) can be converted to a three-speed automatic transmission. While in the three-speed mode, the transmission will not shift into the overdrive position.

To convert the transmission to the three-speed mode, push in the overdrive off switch and release it. The switch will come out and the OD/OFF indicator light on the instrument panel cluster will come on. The Overdrive Off switch is for normal driving, however, it also offers more power and lower fuel economy than driving in the overdrive position. Here are some times you might choose to drive with the overdrive off switch engaged:

- When driving on hilly, winding roads.
- When going down a steep hill.

To return the transmission to the four-speed mode, push in the overdrive off switch again. The switch will remain in and the OD/OFF indicator light will go off. Disengaging the Overdrive Off switch is for normal driving with the four-speed automatic transaxle. If you need more power for passing, and you're:

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

Please note that if the transfer case shift lever is in the 4L position, the four-speed automatic transmission will remain in the three-speed mode.

Power Mode Selector Switch

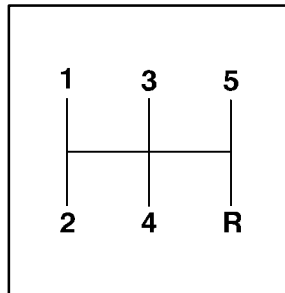


A power mode selector switch is included with the four-speed automatic transmission.

When you need more power for climbing hills or quicker acceleration, press the P (power) switch. The POWER indicator light on the instrument panel cluster will come on. For normal driving, press the N (normal) switch. The POWER indicator light will go off.

Manual Transmission Operation

5-Speed



This is your shift pattern. Here's how to operate your transmission:

FIRST (1): Press the clutch pedal and shift into FIRST (1). Then, slowly let up on the clutch pedal as you press the accelerator pedal.

You can shift into FIRST (1) when you're going less than 20 mph (32 km/h). If you've come to a complete stop and it's hard to shift into FIRST (1), put the shift lever in NEUTRAL and let up on the clutch. Press the clutch pedal back down. Then shift into FIRST (1).

SECOND (2): Press the clutch pedal as you let up on the accelerator pedal and shift into SECOND (2). Then, slowly let up on the clutch pedal as you press the accelerator pedal.

THIRD (3), FOURTH (4), FIFTH (5): Shift into THIRD (3), FOURTH (4) and FIFTH (5) the same way you do for SECOND (2). Slowly let up on the clutch pedal as you press the accelerator pedal.

To stop, let up on the accelerator pedal and press the brake pedal. Just before the vehicle stops, press the clutch pedal and the brake pedal, and shift to NEUTRAL.

NEUTRAL: Use this position when you start or idle your engine.

REVERSE (R): To back up, press down the clutch pedal and shift into REVERSE (R). Let up on the clutch pedal slowly while pressing the accelerator pedal.

You cannot go from FIFTH (5) into REVERSE (R). If you try, you will be locked out. You must first shift into NEUTRAL, move the lever to the left, back to the right, and then shift into REVERSE (R). This is a safety feature.

NOTICE:

Shift to REVERSE (R) only after your vehicle is stopped. Shifting to REVERSE (R) while your vehicle is moving could damage your transmission.

Also, use REVERSE (R) along with the parking brake for parking your vehicle.

Shift Speeds

CAUTION:

If you skip a gear when you downshift, you could lose control of your vehicle. You could injure yourself or others. Don't shift down more than one gear at a time when you downshift.

If your speed drops below 20 mph (32 km/h), or if the engine is not running smoothly, you should downshift to the next lower gear. You may have to downshift two or more gears to keep the engine running smoothly or for good performance.

Four-Wheel Drive (If Equipped)

If your vehicle has four-wheel drive, you can send your engine's driving power to all four wheels for extra traction. To shift out of two-wheel drive and into four-wheel drive, move the transfer case shift lever to FOUR-WHEEL HIGH (4H) or FOUR-WHEEL LOW (4L) (see the following). You should use TWO-WHEEL HIGH (2H) for most normal driving.

NOTICE:

Driving in FOUR-WHEEL HIGH (4H) or FOUR-WHEEL LOW (4L) positions for a long time on dry or wet pavement could shorten the life of your vehicle's drivetrain.

Transfer Case



The transfer case shift lever is on the floor to the right of the driver. Use this lever to shift into and out of four-wheel drive. An indicator light comes on when the transfer case is in FOUR-WHEEL HIGH (4H) or FOUR-WHEEL LOW (4L).

TWO-WHEEL HIGH (2H): This setting is for driving in most street and highway situations. Your front axle is not engaged in two-wheel drive.

FOUR-WHEEL HIGH (4H): This setting engages your front axle to help drive your vehicle. Use FOUR-WHEEL HIGH (4H) when you need extra traction, such as on wet or icy roads, or in most off-road situations.

NEUTRAL (N): Shift to this setting only when your vehicle needs to be towed.



CAUTION:

Shifting the transfer case to NEUTRAL (N) can cause your vehicle to roll even if the transmission is in PARK (P), or if you have a manual transmission, even if you are in gear. You or someone else could be seriously injured. Be sure to set the parking brake before placing the transfer case in NEUTRAL (N). See “Parking Brake” in the Index.

FOUR-WHEEL LOW (4L): This setting also engages your front axle to give you extra traction and can be used for driving downhill, uphill or on rocky terrain when you’re driving slower than 35 mph (55 km/h).

Remember that driving in FOUR-WHEEL HIGH (4H) or FOUR-WHEEL LOW (4L) may reduce fuel economy. Also, driving in four-wheel drive on dry pavement could cause your tires to wear faster and make your transfer case harder to shift.

You can shift from TWO-WHEEL HIGH (2H) to FOUR-WHEEL HIGH (4H) or from FOUR-WHEEL HIGH (4H) to TWO-WHEEL HIGH (2H) at any speed if your vehicle is going less than 60 mph (100 kph) and your wheels are straight ahead. Your front axle will engage faster if you take your foot off the accelerator pedal for a few seconds as you shift.

Shifting Into or Out of FOUR-WHEEL LOW (4L)

1. Stop your vehicle and shift your transmission to NEUTRAL (N).
2. Shift the transfer case in one continuous motion.

Don’t pause in NEUTRAL (N) as you shift from FOUR-WHEEL-LOW (4L) to FOUR-WHEEL HIGH (4H), or your gears could clash.

Parking Brake



To set the parking brake, hold the brake pedal down and pull up on the parking brake lever. If the ignition is on, the brake system warning light will come on.

To release the parking brake, hold the brake pedal down. Pull the parking brake lever up until you can push in the release button. Hold the release button in as you move the lever all the way down.

NOTICE:

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

If you are towing a trailer, see “Towing a Trailer” in the Index.

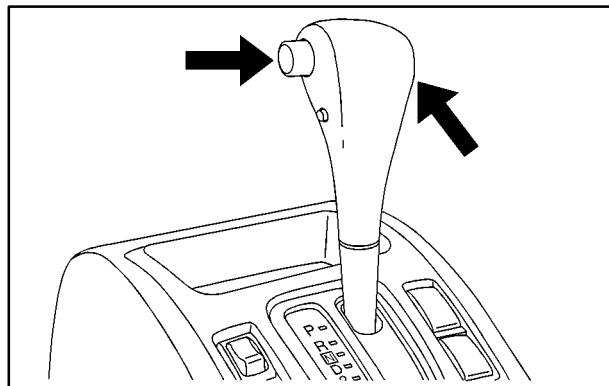
Shifting Into PARK (P) (Automatic Transmission Only)



CAUTION:

It can be dangerous to get out of your vehicle if the shift lever is not fully in PARK (P) with the parking brake firmly set. Your vehicle can roll. If you have left the engine running, the vehicle can move suddenly. You or others could be injured. To be sure your vehicle won't move, even when you're on fairly level ground, use the steps that follow. With four-wheel drive if your transfer case is in NEUTRAL (N), your vehicle will be free to roll, even if your shift lever is in PARK (P). So, be sure the transfer case is in a drive gear -- not in NEUTRAL (N). If you're pulling a trailer, see "Towing a Trailer" in the Index.

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



2. Move the shift lever into PARK (P) by holding in the button on the lever and pushing the lever all the way toward the front of your vehicle.
3. If you have four-wheel drive, be sure the transfer case is in a drive gear -- not in NEUTRAL (N).
4. Move the key to LOCK.
5. Remove the key and take it with you. If you can leave your vehicle with the key in your hand, your vehicle is in PARK (P).

Leaving Your Vehicle With the Engine Running (Automatic Transmission Only)

CAUTION:

It can be dangerous to leave your vehicle with the engine running. Your vehicle could move suddenly if the shift lever is not fully in PARK (P) with the parking brake firmly set. If you have four-wheel drive and your transfer case is in NEUTRAL (N), your vehicle will be free to roll, even if your shift lever is in PARK (P). So be sure the transfer case is in a drive gear -- not in NEUTRAL (N). And, if you leave the vehicle with the engine running, it could overheat and even catch fire. You or others could be injured. Don't leave your vehicle with the engine running unless you have to.

Torque Lock (Automatic Transmission)

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

When you are ready to drive, move the shift lever out of PARK (P) *before* you release the parking brake.

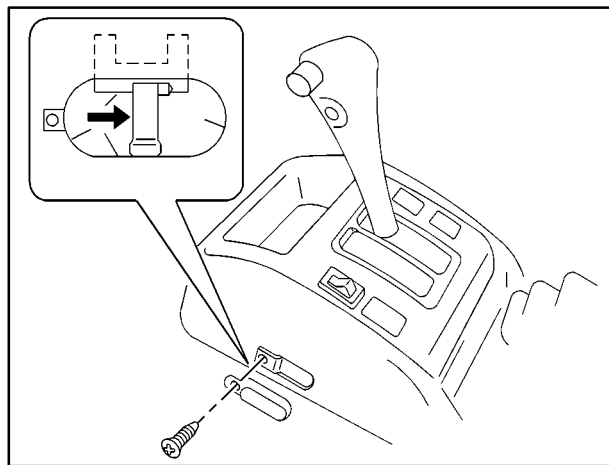
If torque lock does occur, you may need to have another vehicle push yours a little uphill to take some of the pressure from the parking pawl in the transmission, so you can pull the shift lever out of PARK (P).

Shifting Out of PARK (P) (Automatic Transmission Only)

Your vehicle has an automatic transmission shift lock control system. You have to fully apply your regular brakes before you can shift from PARK (P) when the ignition is in the ON position. See “Automatic Transmission” in the Index.

If you cannot shift out of PARK (P), ease pressure on the shift lever -- push the shift lever all the way into PARK (P) and release the shift lever button as you maintain brake application. Then press the shift lever button and move the shift lever into the gear you wish to be in.

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



1. Apply the parking brake until the end of Step 6.
2. If the engine is running, turn it off. Turn the key to ON or ACC.

3. Find the access hole cover on the driver's side of the console, near the shift lever.
4. Remove the screw and cover.
5. Inside, you'll see the return plate. Using your finger, move the return plate toward the rear of the vehicle until it stops.
6. Move the shift lever into the gear you want.
7. Have the vehicle fixed as soon as possible.

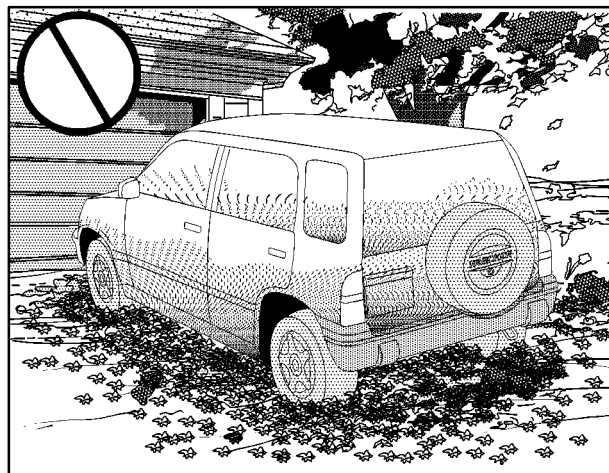
Parking Your Vehicle (Manual Transmission Models Only)

Before you get out of your vehicle, put your manual transmission in REVERSE (R) and firmly apply the parking brake.

If you have four-wheel drive, be sure your transfer case is in a drive gear. Your vehicle could roll if it isn't.

If you are towing a trailer, see "Towing a Trailer" in the Index.

Parking Over Things That Burn



CAUTION:

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

Engine Exhaust

CAUTION:

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

You might have exhaust coming in if:

- Your exhaust system sounds strange or different.
- Your vehicle gets rusty underneath.
- Your vehicle was damaged in a collision.
- Your vehicle was damaged when driving over high points on the road or over road debris.
- Repairs weren't done correctly.
- Your vehicle or exhaust system had been modified improperly.

If you ever suspect exhaust is coming into your vehicle:

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

Running Your Engine While You're Parked (Automatic Transmission)

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

CAUTION:

Idling the engine with the climate control system off could allow dangerous exhaust into your vehicle (see the earlier Caution under "Engine Exhaust").

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

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

CAUTION:

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

Four-wheel drive vehicles with the transfer case in NEUTRAL (N) will allow the vehicle to roll, even if your shift lever is in PARK (P). So, be sure the transfer case is in a drive gear -- not in NEUTRAL (N). Always set your parking brake.

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

If you're pulling a trailer, see "Towing a Trailer" in the Index.

Windows

Manual Windows

Use the window crank to open and close each door window.

Power Windows (If Equipped)



With power windows, switches on the driver's door operate each window when the ignition is on. Push down on the front of the switch to lower a window and lift up the front of the switch to raise a window.

There are individual controls near each window.

Express Down Window

The AUTO switch for the driver's window has an express down feature. To use express down, push the switch all the way down. Release the switch and the window will lower completely. Pull up on the switch lightly and release it to stop the window partway.

Lock-Out Switch

The driver's door has a lock-out switch for the passenger window(s). When you push the right side of the switch you lock the passenger window(s) so they can not be raised or lowered. Push the left side of the switch to unlock the window(s).

When the window lock-out switch is engaged, all passenger window switches will not operate, including the driver's controls.

Horn

To sound the horn, press the portion of your steering wheel marked with the horn symbol.

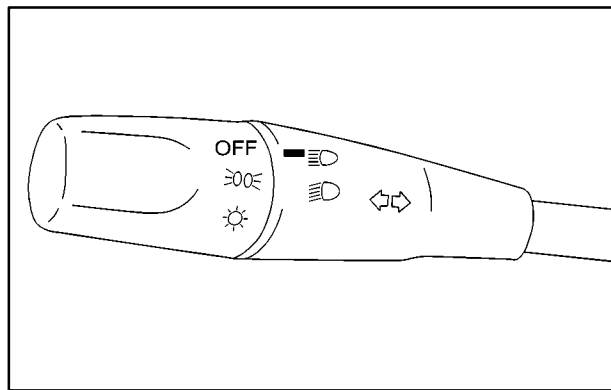
Tilt Wheel



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

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

Turn Signal/Multifunction Lever



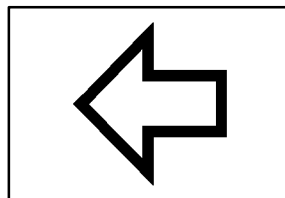
The lever on the left side of the steering column includes your:

- Turn Signal and Lane Change Indicator
- Headlamp High/Low Beam Changer
- Flash-to-Pass

Turn Signal and Lane Change Indicator

The turn signal has an upward (for right) and a downward (for left) position. These positions allow you to signal a turn or a lane change.

To signal a turn, move the lever all the way up or down. When the turn is finished, the lever will return automatically.



An arrow on the instrument panel cluster will flash in the direction of the turn or lane change.

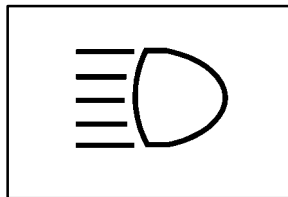
To signal a lane change, just raise or lower the lever until the arrow starts to flash. Hold it there until you complete your lane change. The lever will return by itself when you release it.

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

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

Headlamp High/Low Beam Changer

First, you must have the headlamps on. For high beams, push the turn signal lever toward the instrument panel.



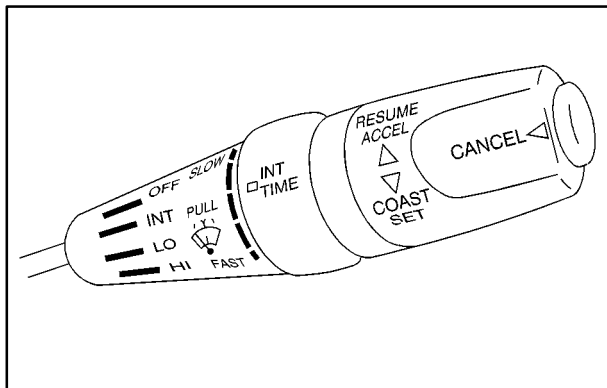
When the high beams are on, a light on the instrument panel cluster also will be on. It will go off when you switch to low beam.

To switch back to low beams, pull the lever toward you.

Flash-to-Pass

With the lever in the low-beam position, pull the lever toward you to momentarily switch to high beam (to signal that you are going to pass). When you release the lever, the headlamps will return to low-beam operation.

Windshield Wipers



The lever on the right side of the steering column controls the windshield wipers and washers.

You control the windshield wipers by moving the stalk up or down.

For steady wiping at low speed, move the stalk down to LO. For higher speed wiping, move the stalk down further to HI. To stop the wiper, move the stalk to OFF.

With variable delay, you can set the wiper speed for a long or short interval between wipes. This can be very useful.

Move the stalk to INT then turn the inner band and choose the delay you want. Turn the inner band up for longer intervals between wiper cycles. Turn the band down for shorter intervals.

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

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

Windshield Washer

To wash your windshield, pull the stalk with the wiper symbol on it toward you one time. When you release the stalk, the washers will stop. The wiper will continue wiping for approximately three cycles and will either stop or will resume the speed you were using before. See “Windshield Washer Fluid” in the Index.



CAUTION:

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

Rear Window Wiper/Washer (If Equipped)

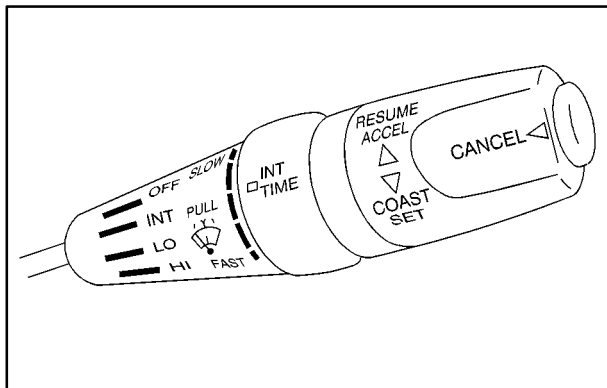


To turn on your rear wiper, push the upper button. Push the same button again to turn it off.

To spray washer fluid on the rear window, push the lower button about halfway down. Washer fluid will spray as long as you hold this button. To wash and wipe at the same time, push the button all the way in.

The washer and wiper will run as long as you hold this button. To add washer fluid, see “Windshield Washer Fluid” in the Index.

Cruise Control (If Equipped)



With cruise control, you can maintain a speed of about 25 mph (40 km/h) or more without keeping your foot on the accelerator. This can really help on long trips. Cruise control does not work at speeds below about 25 mph (40 km/h).

When you apply your brakes, or push the clutch pedal if you have a manual transmission, the cruise control turns off.

CAUTION:

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

Setting Cruise Control

CAUTION:

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



1. Press the CRUISE CTRL. switch on the instrument panel to turn the system on. The indicator light on the switch will come on.

2. Get up to the speed you want.
3. Once you're going 25 mph (40 km/h) or more, turn the lever to COAST SET and release. Your cruise will set.
4. Take your foot off the accelerator pedal.

Resuming a Set Speed

If you set your cruise control at a desired speed and then apply the brake, this will turn off the cruise control function. But you don't need to reset it.

If your speed has not dropped below 25 mph (40 km/h), you can turn the lever to RESUME ACCEL for about one second. You'll go right back to your chosen speed and stay there. When your speed drops below 25 mph (40 km/h), the system will not resume to your previously chosen speed. You must reset your speed.

Increasing Speed While Using Cruise Control

There are two ways to go to a higher speed.

- Use the accelerator pedal to go to a higher speed. Turn the lever to COAST SET and release. Take your foot off the accelerator pedal. You'll now cruise at the higher speed.
- Turn the lever to RESUME ACCEL. Hold the lever at RESUME ACCEL until you get up to the speed you want, then release the lever.

Reducing Speed While Using Cruise Control

To reduce your speed, turn and hold the lever in the COAST SET position until you reach the lower speed you want, then release the lever.

Passing Another Vehicle While Using Cruise Control

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

Using Cruise Control on Hills

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

Getting Out of Cruise Control

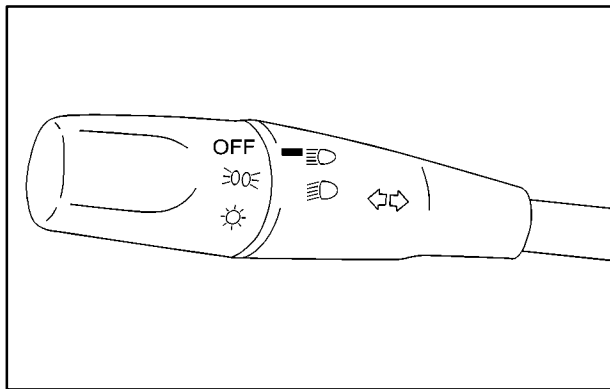
There are three ways to turn off cruise control:

- Step lightly on the brake pedal, or push the clutch pedal if you have a manual transmission.
- Push in the CANCEL button on the end of the cruise control lever.
- Press the CRUISE CTRL. switch on the instrument panel.

Erasing Speed Memory

When you turn off the cruise control or the ignition, your cruise control set speed memory is erased.

Exterior Lamps



Turn the outside part of the lever to control the lamps. There are three positions for the lamp switch.

Parking Lamps

 : This position will turn on the following:

- Parking Lamps
- Sidemarkers Lamps
- Taillamps
- Instrument Panel Lights
- License Plate Lamp

Headlamps

 : This position will turn on the following:

- Headlamps
- Parking Lamps
- Sidemarkers Lamps
- Taillamps
- Instrument Panel Lights
- License Plate Lamp

Turn the switch to OFF to turn off the lamps.

Daytime Running Lamps

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

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

- The ignition is on with the engine running,
- the headlamp switch is off or the parking lights are on, and
- the parking brake is released.

When the DRL are on, only your headlamps will be on at a reduced brightness. The taillamps, sidemarker and other lamps won't be on. Your instrument panel won't be lit up either.

When you turn on the headlamp switch, your DRL will go off and your headlamps will come on. The other lamps that come on with your headlamps will also come on.

When it begins to get dark, the headlamps will automatically switch from DRL to the regular headlamps. See "Automatic Light Control" later in this section.

When you turn the headlamp switch to off, the regular lamps will go off and your headlamps will change to the reduced brightness of DRL provided it is not dark outside. DRL will also come on if only the parking lamps are being used.

To idle your vehicle with the DRL off, set the parking brake. The DRL will stay off until you release the parking brake.

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

Automatic Light Control (ALC)

Your vehicle is equipped with an automatic light sensor on top of the instrument panel, so be sure it is not covered. If it is, the nighttime lights will remain on continuously.

When it is dark enough outside, your ALC will turn on your low-beam headlamps at the normal brightness along with other lamps such as the taillamps, sidemarker, park lamps and instrument panel lights.

There is a short delay in the transition between daytime and nighttime operation of the Daytime Running Lamps (DRL) and the ALC systems. If the light sensor senses a reduction in lighting that lasts longer than 5 seconds, it will activate the nighttime lamps. If you are driving through a parking garage, heavy overcast weather or a tunnel, the ALC will turn on your low-beam headlamps at a normal brightness along with the taillamps, sidemarker, park lamps and the instrument panel lights. The radio lights will be dimmer.

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

Lamps On Reminder

If you turn the ignition off, remove the key, open the door and leave the lamps on, a tone will remind you to turn off your lamps.

Interior Lamps

Instrument Panel Brightness Control



The thumbwheel controls the brightness of your instrument panel lights. Rotate the wheel upward to brighten the lights or downward to dim them.

Dome Lamp

The dome lamp has a three-position switch.

OFF: This position is to the left when you are sitting in the driver's seat. The lamp will stay off even when a door is opened.

Center: This is the center position. The lamp will come on when a door is opened. After a door is closed, the dome lamp will stay on for 15 seconds.

ON: This position is to the right when you are sitting in the driver's seat. The dome lamp will turn on and stay on whether or not a door is open.

Battery Rundown Protection

Your vehicle is equipped with a battery saver feature designed to protect your vehicle's battery.

When the dome lamp is left on and the ignition is turned off and the key is removed, the battery saver system will automatically turn the lamp off after about 15 minutes. This will avoid draining the battery. This system does not protect against leaving on the headlamps or parking lamps.

Mirrors

Inside Day/Night Rearview Mirror

An inside rearview mirror is attached to your windshield. The mirror is able to move so that you can adjust it up and down or side to side. The mirror is equipped with reading lamps and map lamps.

You can adjust the mirror for day or night driving. Pull the tab for night driving to reduce glare. Push the tab for daytime driving.

Outside Manual Adjust Mirrors

Adjust these mirrors by hand so that you can just see the side of your vehicle when you are sitting in a comfortable driving position.

Power Remote Control Mirrors (If Equipped)



The switch to control the power mirrors is located on the lower left side of the instrument panel.

You can only adjust the mirrors when the ignition switch is in the ON or ACC position.

To adjust the mirrors:

1. Move the selector switch to the L (left) or R (right) to select the mirror you wish to adjust.

2. Press the outer part of the pad that matches the direction you want to move the mirror.
3. Return the selector switch to the center position to help prevent moving the mirror accidentally.

Convex Outside Mirror

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



CAUTION:

A convex mirror can make things (like other vehicles) look farther away than they really are. If you cut too sharply into the right lane, you could hit a vehicle on your right. Check your inside mirror or glance over your shoulder before changing lanes.

Storage Compartments

Glove Box

To open the glove box, pull the latch toward you. Use your key to lock and unlock the glove box.

The glove box has a two-position detent for opening the door. Lower the door to the first detent for access to the glove box. Pull it to the next detent for further access.

Door Storage

Each side door has a storage compartment.

Coinholder

Your instrument panel has a coinholder located to the left of the steering wheel.

Cupholder

Two cupholders are on the center console next to the parking brake lever.

Convenience Net (If Equipped)

You may have a convenience net in the rear of your vehicle to help keep small items, like gloves and light clothing, in place during sharp turns or quick stops and starts.

The net is not designed to retain these items during off-road use. The net is not for larger, heavier items.

Attach the loops to the hooks located along the sides of the rear cargo area. You may attach the convenience net loops to either the forward or the rear hooks.

Lockable Storage Compartment and Cargo Cover (Option)

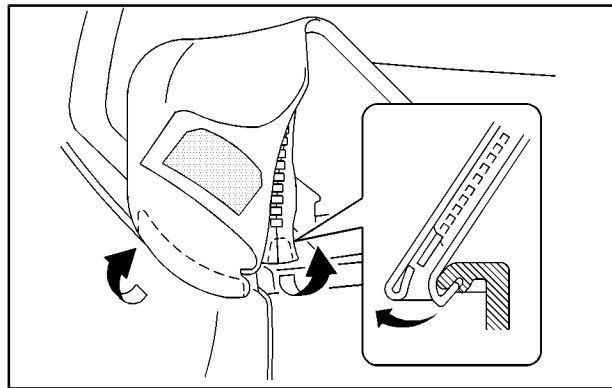
If your two-door vehicle has the optional lockable storage compartment, you can use it to cover and secure items in the cargo area of your vehicle. The closeout panel can be removed to allow for extra cargo space.

To remove the close-out panel, do the following:



1. Remove the two attaching screws from each lower corner of the cargo area.

2. Release the tension bows on both sides of the convertible top. See “Convertible Top” later in this section for more information.



3. Loosen the lower rear corners of the convertible top.
4. Remove the rear window. See “Removing and Installing Your Rear Window” later in this section.

5. Carefully lift the panel out of the cargo area.
6. Put the screws back into the mounting holes for storage while the panel is out of the vehicle.



CAUTION:

An improperly stored cargo cover could be thrown about the vehicle during a collision or sudden maneuver. You or others could be injured. If you remove the cover, always store it outside of the vehicle. When you put it back, always be sure that it is securely reattached.

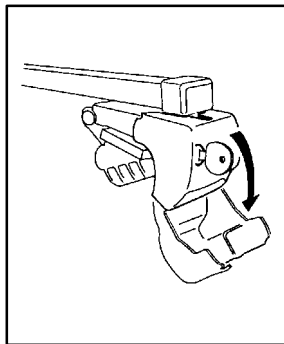
Luggage Carrier (Option)



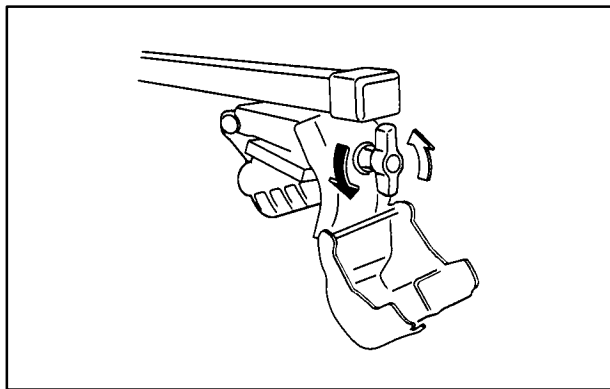
CAUTION:

If you try to carry something on top of your vehicle that is longer or wider than the luggage carrier -- like paneling, plywood, a mattress, and so forth -- the wind can catch it as you drive along. This can cause you to lose control. What you are carrying could be violently torn off, and this could cause you or other drivers to have a collision, and of course damage your vehicle. You may be able to carry something like this inside. But, never carry something longer or wider than the luggage carrier on top of your vehicle.

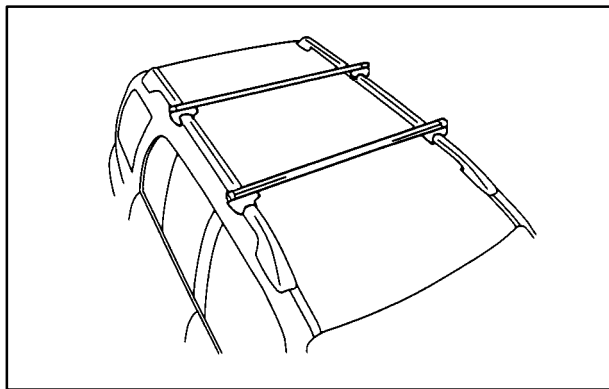
The luggage carrier has side rails and crossrails attached to the roof to secure cargo. To install the crossrails, follow these steps:



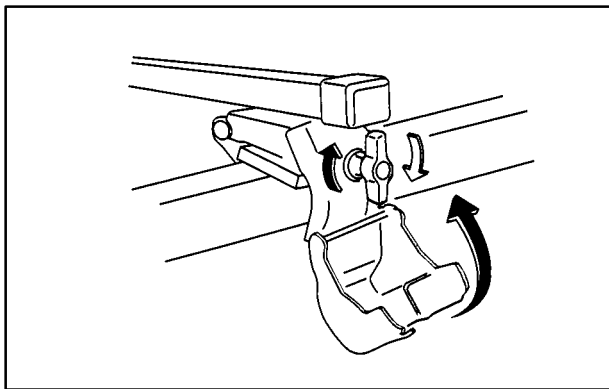
1. Turn the screw cover lock to the unlocked position and lower the cover.



2. Turn the screw counterclockwise to loosen the mounting attachment so it can fit over the side rails.



3. Mount the crossrails onto the side rails and adjust their position so the cargo can be mounted properly. Make sure the crossrails are not slanted.



4. Tighten the screws securely, taking care not to overtighten them. Then raise and lock the screw covers.

Be sure the cargo is properly loaded.
Follow these guidelines:

- Carrying small, heavy loads on the roof is not recommended.
- Do not load cargo directly on the roof panel.

- If you need to carry long items, move the crossrails as far apart as possible. Tie the load to the tie downs provided. Also tie the load to the bumpers. Do not tie the load so tightly that the crossrails or side rails are damaged.

NOTICE:

Loading cargo that weighs more than 100 lbs. (45 kg) on the luggage carrier may damage your vehicle. When you carry large things, never let them hang over the rear or the sides of your vehicle.

Put the cargo against the side rails and fasten it securely to the luggage carrier. Put the main weight as far forward as possible to keep the load from shifting.

Don't exceed the maximum vehicle capacity when loading your vehicle. For more information on vehicle capacity and loading, see "Loading Your Vehicle" in the Index.

To prevent damage or loss of cargo as you're driving, check now and then to make sure the luggage carrier and cargo are still securely fastened.

Ashtrays and Cigarette Lighter

To use the lighter, the ignition key must be in ON or ACC. Push the lighter in all the way and let go. When it's ready, it will pop back out by itself.

NOTICE:

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

Pull the door to open the ashtray. To remove it, press down on the silver tab and pull the ashtray out. To replace the ashtray, push it in until the silver tab latches.

The rear ashtray is on the back of the center console. Push on the left side of the the ashtray. The ashtray will turn clockwise for usage. To remove the rear ashtray, press down on the tab and pull it out.

NOTICE:

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

Sun Visors

To block out glare, you can swing down the visors.

You can also swing them to the side. The visors have extensions to give additional sun blockage.

Accessory Power Outlet

With the accessory power outlet, you can plug in auxiliary electrical equipment. The accessory power outlet is located in the center console near the parking brake. Just remove the cap from the outlet and follow the proper instructions that are included with any electrical equipment you may install.

These circuits are protected by a fuse and have maximum current levels.

NOTICE:

When using the accessory power outlet, maximum electrical loads must not exceed 15 amps. Always turn off any electrical equipment when not in use. Leaving electrical equipment on for extended periods will drain your battery.

Convertible Top (If Equipped)

Your convertible top features a sunroof, a removable rear window and removable side windows.

NOTICE:

- Never raise or lower the top while the vehicle is moving, or drive with any part of the top unfastened or partially removed. The wind could get under it and cause damage.

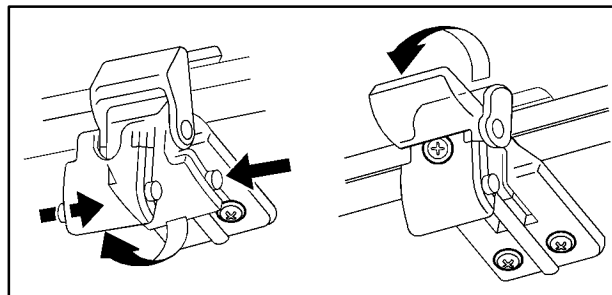
NOTICE: (Continued)

NOTICE: (Continued)

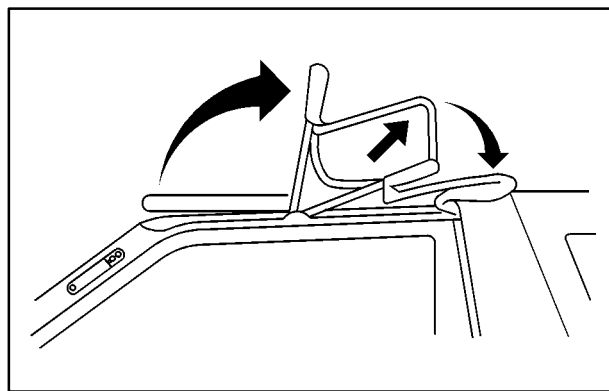
- Do not take your vehicle through an automatic car wash. It could damage your convertible top.
- Don't try to lower or raise the convertible top or tap or beat on the plastic windows if your vehicle is out in cold weather, 41°F (5°C) or below. The cold can cause cracks and other damage to the windows and to the top as it is being lowered or raised.
- Don't lower the top if it is damp or wet. After the top is down, the trapped water can cause stains, mildew and damage to the inside of your car. Be sure to dry off the top before you lower it.
- Don't lower the convertible top if the rear flap or side windows are dirty. Dirt could scratch the side windows.
- The convertible top isn't designed to carry weight. Never let anyone sit on the top, and don't put anything on top of it when it is up, or it could be damaged.

Opening and Closing Your Sunroof

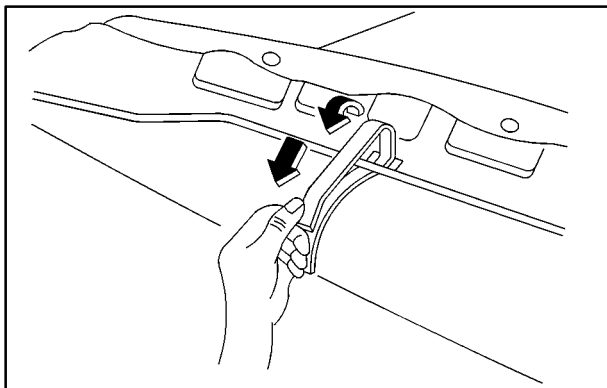
1. Lower your antenna and swing your sun visors down.



2. Squeeze the front top bow latch buttons and pull the latch back.
3. Unhook the latch from the front top bow.



4. Swing the front top bow up and back while folding the canvas top as shown. Be sure that you don't pinch the canvas top between the front top bow arms and the roof rails.



5. Unfasten the holding strap near the dome lamp and pull it through the slot in the front top bow.
6. Fasten the holding strap to itself.

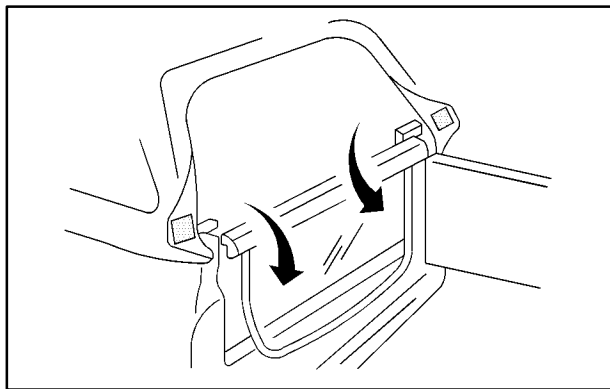
7. Push the front top bow latches down until they “click.”
8. Swing your sun visors up and raise your antenna.

Reverse the steps to close your sunroof. Be sure your front top bow is latched securely.

Removing and Installing Your Rear Window

The rear window of your vehicle is removable. This allows you to open the back opening all the way or to replace the window if it becomes deteriorated. To remove the rear window:

1. Open the rear gate all the way.
2. Unfasten the canvas flaps at the lower corners of the rear window to uncover the zipper pull.
3. Unzip the rear window.

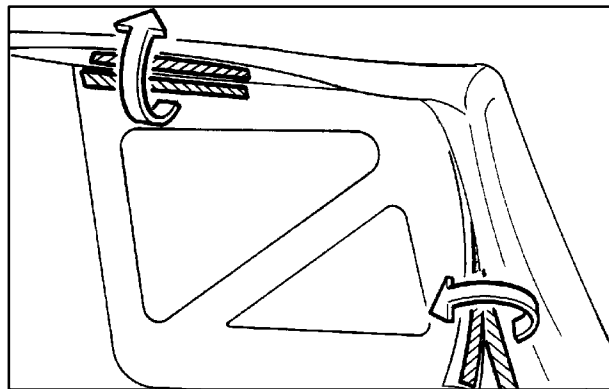


4. Hang the rear window down so it hangs outside of the vehicle.
5. Pull the rear window frame bar rearward (see illustration above). Then slide the bar to the left to remove the window.

Reverse the steps to install the rear window. Make sure that all the Velcro[®] strips and flaps are correctly fastened and overlapped. Make sure that the window is completely closed before driving.

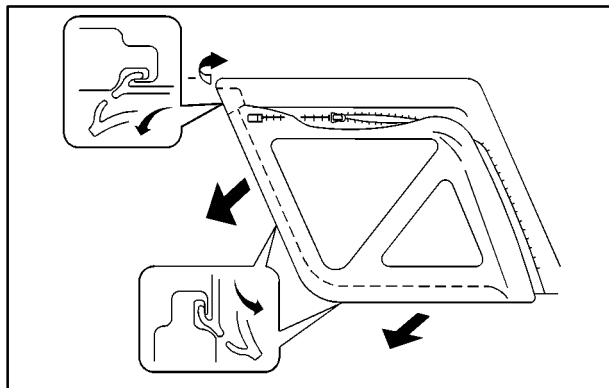
Removing and Installing the Side Window

To remove the side window:



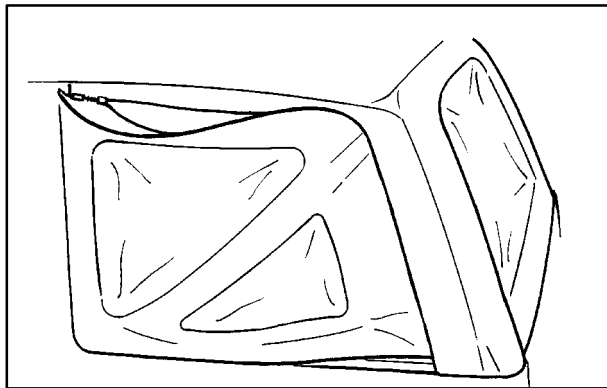
1. Release the tension in the canvas top support arms. Unfasten the Velcro strips on the top and rear quarter of the side window.
2. Unzip the zipper almost all the way, leaving about 3 inches (8 cm) of it still zipped and unfasten the Velcro strips on the inside of the window.

3. Release the plastic strip sewn along the bottom edge of the window by gently pulling down and out. Then release the plastic along the front edge of the window by pulling it forward and out. It may help to rock the window back and forth to remove it.



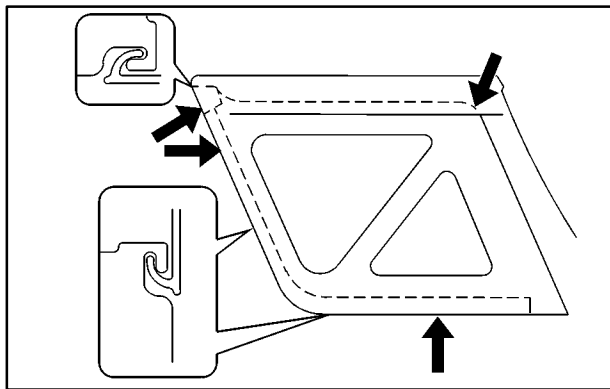
4. Unfasten the plastic clip, which is part of the canvas top, at the top front corner of each side window. Then unzip the zipper the rest of the way and remove the side window.

To install the side window:



Make sure the plastic clip at the top front corner of the canvas top is unfastened. Then start by zipping the zipper about 3 inches (8 cm), to hold the window in place. When zipping, place the rear bottom corner of the window inside the rear part of the vehicle body to help support the window while you engage the zipper end.

Install the plastic strip into the window channel before completely zipping the window. There is a locating pin in the front upper corner to assist in aligning the window. Pull rearward on the rear edge of the window to make sure the window is secure and finish zipping the window.

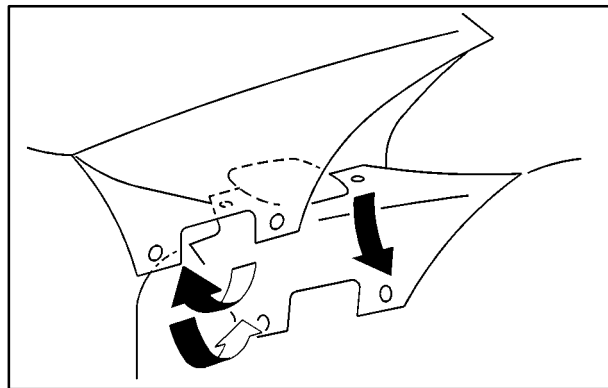


After completing installation, make sure that the front and bottom ends are securely hooked and the rear top end of the window is under the canvas top.

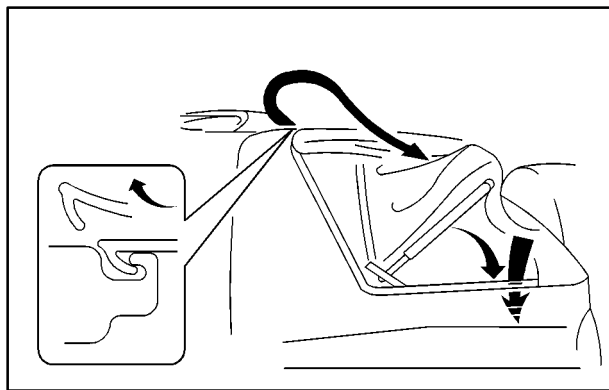
Refasten the plastic clip at the top front corner of the side window. Reengage the tension to the canvas top support arms.

Lowering and Raising the Canvas Top

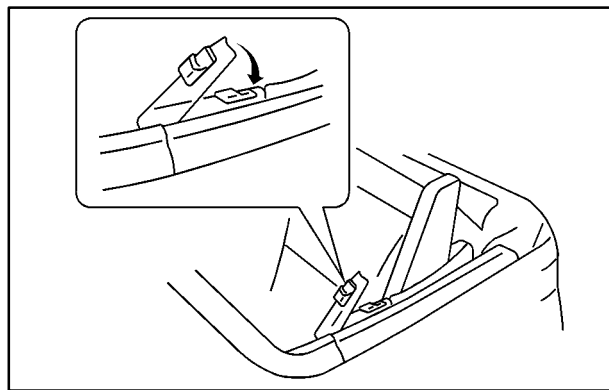
1. Remove the side windows of the canvas top as shown previously. Remember to release the tension in the canvas top support arms first.
2. Open the rear window and hang it down inside the luggage compartment (or over the top of the vehicle's trunk).



3. Unfasten the snaps that secure the canvas top to the roof. The snaps are located on either side of the dome lamp. Reattach the snaps which hold the sunroof canvas in place.



4. Unhook the front end of the rear canvas top. You may want to open the sunroof to gain easier access to the rear top. Lower the bow slowly while tucking the canvas into the luggage compartment, making sure the bows are not pinching any part of the canvas top. Make sure the safety belts are not blocked by the folded top.

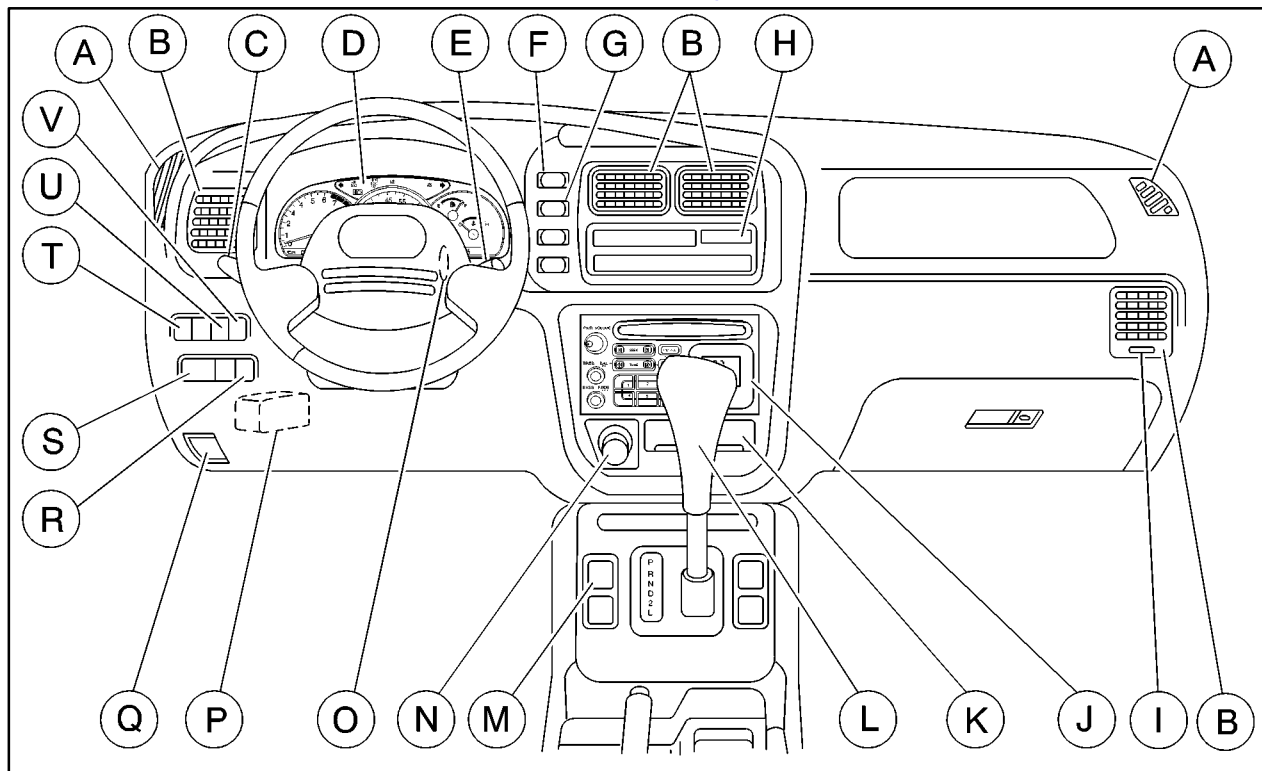


5. Reengage the latches by pushing down on the support arms at the hinges.

Reverse the steps to raise your canvas top.

During installation of the top, make sure the plastic retaining strip along the front edge of the canvas top is aligned with the locating pin in the channel. There is a mark near the center of the channel.

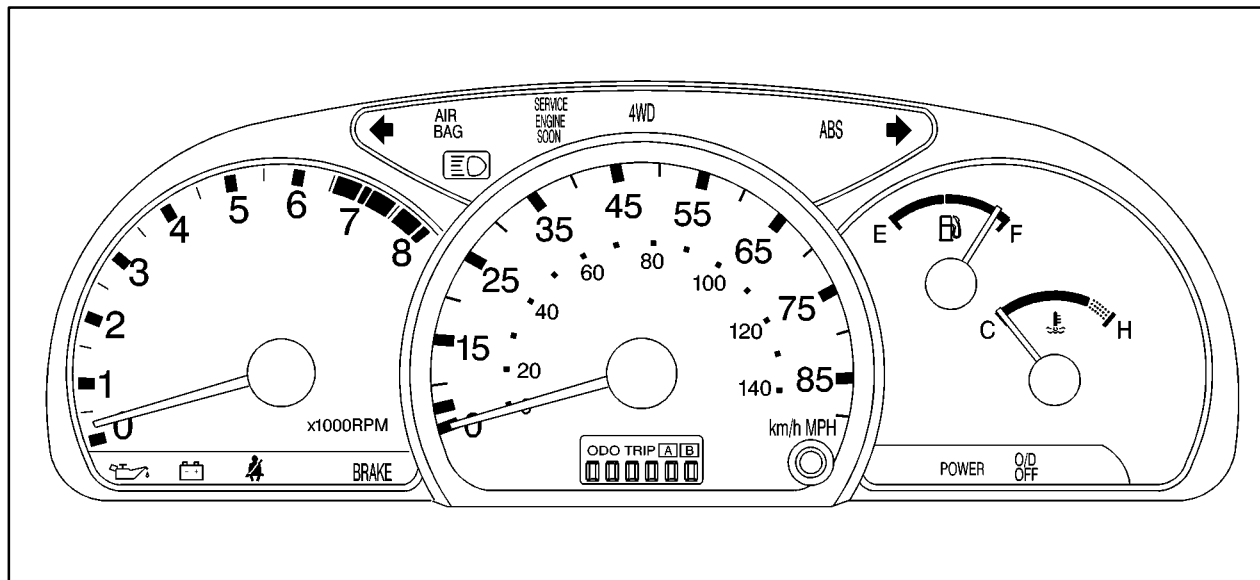
The Instrument Panel -- Your Information System



- A. Side Defroster Vent
- B. Air Vent
- C. Turn Signal/Multifunction Lever
- D. Instrument Panel Cluster
- E. Windshield Wiper/Washer Lever
- F. Hazard Switch
- G. Rear Window Defogger (If Equipped)
- H. Comfort Controls
- I. Vent Shut-off Thumbwheel
- J. Audio System
- K. Ashtray
- L. Shift Lever
- M. Power Mode Switch (If Equipped)
- N. Cigarette Lighter
- O. Ignition Switch
- P. Instrument Panel Fuse Block
- Q. Hood Release
- R. Instrument Panel Brightness Control
- S. Power Remote Control Mirror (If Equipped)
- T. Cruise Control Button (If Equipped)
- U. Coinholder
- V. Rear Window Wiper/Washer (If Equipped)

Instrument Panel Cluster

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



U.S. Cluster shown; Canada similar

Speedometer and Odometer

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

Your vehicle's odometer is tamper-resistant. If you can see silver lines between the numbers, someone probably has tried to turn it back. The numbers may not be true.

You may wonder what happens if your vehicle needs a new odometer installed. If possible, the new one is to be set to the same reading as the old one. If it can't be, then it's set at zero. Then a label is attached on the driver's door to show the old reading and when the new one was installed.

Trip Odometer

The trip odometer can tell you how far your vehicle has been driven since you last set the trip odometer to zero. The button located to the right of the odometer display allows you to switch between the odometer and the two trip odometers. Press the button once to switch to TRIP A and again to switch to TRIP B. To return the display to the odometer reading, press the trip odometer button again.

To set the trip odometers to zero, press and hold the knob.

Tachometer

The tachometer shows engine speed in thousands of revolutions per minute (rpm). You can use it while driving to select correct shift points. The tachometer may not return to zero when the engine is not running.

NOTICE:

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

Warning Lights, Gages and Indicators

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

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

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

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

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

Safety Belt Reminder Light

When the key is turned to ON or START, a tone will come on for about eight seconds to remind people to fasten their safety belts, unless the driver's safety belt is already buckled.



The safety belt light will also come on and stay on until the driver's belt is buckled.

Air Bag Readiness Light

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

AIR BAG

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

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



CAUTION:

If the air bag readiness light stays on after you start your vehicle, it means the air bag system may not be working properly. The air bags in your vehicle may not inflate in a crash, or they could even inflate without a crash. To help avoid injury to yourself or others, have your vehicle serviced right away if the air bag readiness light stays on after you start your vehicle.

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

Charging System Light



This light will come on briefly when you turn on the ignition, but the engine is not running, as a check to show you it is working. Then it should go out when the engine starts.

If the light stays on or comes on while you are driving, you may have a problem with the electrical charging system. It could indicate that you have a loose generator drive belt or another electrical problem. Have it checked right away. Driving while this light is on could drain your battery.

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

Brake System Warning Light

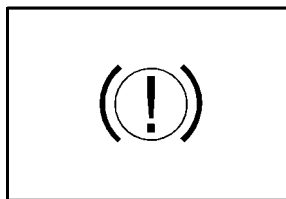
When the ignition is on, the brake system warning light will come on when you set your parking brake. The light will stay on if your parking brake doesn't release fully. If it stays on after your parking brake is fully released, it means you have a brake problem.

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

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



United States



Canada

This light should come on when you turn the ignition key to START. If it doesn't come on then, have it fixed so it will be ready to warn you if there's a problem.

If the light comes on while you are driving, pull off the road and stop carefully. You may notice that the pedal is harder to push. Or, the pedal may go closer to the floor. It may take longer to stop. If the light is still on, have the vehicle towed for service. (See "Anti-Lock Brake System Warning Light" and "Towing Your Vehicle" in the Index.)

CAUTION:

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

Anti-Lock Brake System Warning Light (Option)

ABS

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

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

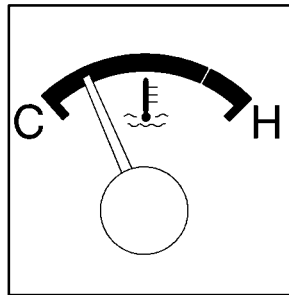
CAUTION:

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

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

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

Engine Coolant Temperature Gage

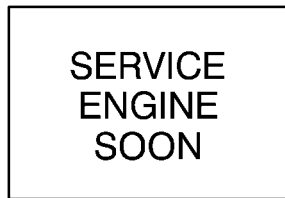


This gage shows the engine coolant temperature. If the gage pointer moves to the H (red) side, your engine is too hot.

It means that your engine coolant has overheated and you should stop your vehicle and turn off the engine as soon as possible.

The “Problems on the Road” section of this manual show what to do. See “Engine Overheating” in the Index.

Malfunction Indicator Lamp (Service Engine Soon Light)



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

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

NOTICE:

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

NOTICE:

Modifications made to the engine, transmission, exhaust or fuel system of your vehicle or the replacement of the original tires with other than those of the same Tire Performance Criteria (TPC) can affect your vehicle's emission controls and may cause the SERVICE ENGINE SOON light to come on. Modifications to these systems could lead to costly repairs not covered by your warranty. This may also result in a failure to pass a required Emission Inspection/Maintenance test.

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

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

If the Light Is Flashing

The following may prevent more serious damage to your vehicle:

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

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

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

If the Light Is On Steady

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

Did you recently put fuel into your vehicle?

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

Did you just drive through a deep puddle of water?

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

Are you low on fuel?

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

Have you recently changed brands of fuel?

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

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

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

Emissions Inspection and Maintenance Programs

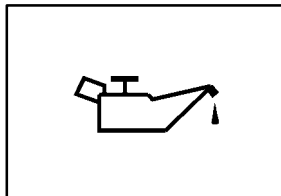
Some state/provincial and local governments have or may begin programs to inspect the emission control equipment on your vehicle. Failure to pass this inspection could prevent you from getting a vehicle registration.

Here are some things you need to know in order to help your vehicle pass an inspection:

Your vehicle will not pass this inspection if the SERVICE ENGINE SOON light is on or not working properly.

Your vehicle will not pass this inspection if the OBD (on-board diagnostic) system determines that critical emission control systems have not been completely diagnosed by the system. The vehicle would be considered not ready for inspection. This can happen if you have recently replaced your battery or if your battery has run down. The diagnostic system is designed to evaluate critical emission control systems during normal driving. This may take several days of routine driving. If you have done this and your vehicle still does not pass the inspection for lack of OBD system readiness, see your dealer or qualified service center to prepare the vehicle for inspection.

Oil Pressure Light



If you have a problem with your oil, this light may stay on after you start your engine, or come on when you are driving.

This indicates that there is not enough pressure to keep your engine properly lubricated and cool. The engine could be low on oil, or have some other oil related problem. Have it fixed right away.

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

- When the ignition is on but the engine is not running, the light will come on as a test to show you it is working, but the light will go out when you turn the engine to START. If it doesn't come on with the ignition on, you may have a problem with the fuse or bulb. Have it fixed right away.
- Sometimes when the engine is idling at a stop, the light may blink on and off. This is normal.
- If you make a hard stop, the light may come on for a moment. This is normal.

CAUTION:

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

NOTICE:

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

Four Wheel Drive Light (If Equipped)



4WD

This light comes on when the ignition switch is on and the transfer case lever is in one of the four wheel drive positions.

See "Four Wheel Drive" in the Index.

Power Indicator Light (If Equipped)



POWER

This light comes on when the power mode selector switch is turned to "P" (power) with the ignition switch in the ON position.

This light comes on as a check for approximately five seconds when the ignition key is turned to ON or START.

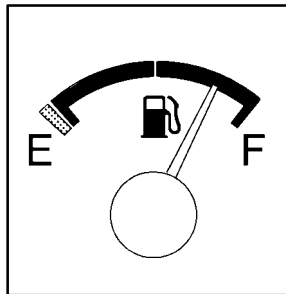
Overdrive Off Light (If Equipped)



This light comes on when the automatic four-speed transmission has been converted to the three-speed mode and the overdrive is turned off.

This light also comes on as a check for approximately five seconds when the ignition key is turned to ON or START.

Fuel Gage



Your fuel gage shows about how much fuel is in your tank. When the gage first indicates “E” (empty), you still have about one or two gallons (4 to 8 L) of fuel left in your tank, but you need to get more right away.

Here are four concerns some owners have had about the fuel gage. All these situations are normal and do not indicate that anything is wrong with the fuel gage.

- At the gas station, the fuel pump shuts off before the gage reads “F” (full).
- It takes more (or less) fuel to fill up than the gage reads. For example, the gage reads half full, but it took more (or less) than half of the tank’s capacity to fill it.
- The gage moves a little when you turn, stop or speed up.
- When you turn the engine off, the gage doesn’t go back to E (empty).



Section 3 Comfort Controls and Audio Systems

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

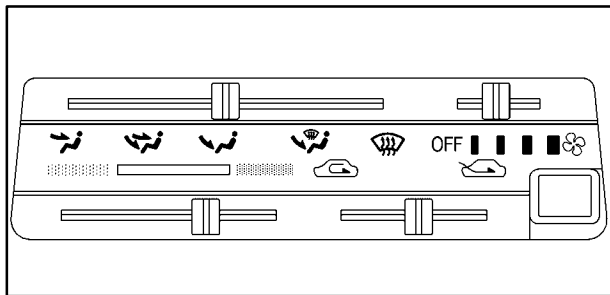
3-2	Comfort Controls	3-9	AM-FM Stereo with Cassette Tape Player (If Equipped)
3-2	Climate Control System	3-14	AM-FM Stereo with Compact Disc Player (If Equipped)
3-3	Air Conditioner Controls (Option)	3-18	Understanding Radio Reception
3-3	Heating	3-18	Tips About Your Audio System
3-3	Defogging and Defrosting	3-19	Care of Your Cassette Tape Player
3-4	Rear Window Defogger (If Equipped)	3-20	Care of Your Compact Discs
3-4	Ventilation System	3-20	Care of Your Compact Disc Player
3-5	Audio Systems	3-20	Antenna
3-5	Setting the Clock		
3-6	AM-FM Stereo (If Equipped)		

Comfort Controls

With this system, you can control the heating and ventilation in your vehicle. If you have the air conditioning option, you can also control cooling.

Your vehicle also has the flow-through ventilation system described later in this section.

Climate Control System



Airflow Lever



VENT: This position directs the airflow through the instrument panel vents.



BI-LEVEL: This position directs air through the instrument panel vents and toward the floor.



FLOOR: This position directs air toward the floor.



DEFOG: This position directs air toward the floor, the windshield and side windows. The air conditioning compressor will run automatically in this setting.



DEFROST: This position directs air to the windshield and side windows. The air conditioning compressor will run automatically in this setting.



Fan Control Lever

Slide the lever away from OFF to turn the system on. Move the lever toward the fan symbol to increase the fan's speed.

Temperature Control Lever

Slide the lever to change the temperature of the air flowing from the system. Move it to the right for warmer air and to the left for cooler air. Without optional air conditioning, the air temperature cannot be less than the outside air temperature.

Air Intake Lever



RECIRCULATE: Choose this position to recirculate the inside air through the comfort control system.



OUTSIDE AIR: Choose this position to circulate outside air through the comfort control system.

Air Conditioner Controls (Option)



The air conditioning system uses the same controls as described previously. The function of each lever is explained under “Climate Control System” in this part. The incoming air is cooled and dehumidified instead of being heated.

Push the A/C button to change your comfort control system from heating to air conditioning. A light will come on when the air conditioning is on. The A/C button can also control the humidity in your vehicle.

The air conditioner works best if you keep your windows closed. On very hot days, open the windows just long enough for the hot air to escape.

For normal cooling, push the A/C button and move the air intake lever to OUTSIDE AIR. For faster cooling, move the lever to RECIRCULATE. Then move the airflow lever to VENT, the temperature control lever toward the left and the fan control lever toward the fan symbol.

On days when it is raining or the humidity is high, follow these dehumidifying steps to help clean windows that are cloudy with moisture. Move the air intake lever to OUTSIDE AIR. Move the airflow lever to DEFROST and the fan control lever toward the fan symbol. Adjust the temperature control lever to a comfortable setting. The air conditioning compressor will run automatically and the A/C button will illuminate when the air flow lever is in DEFROG or DEFROST.

Heating

For the quickest results, move the air intake lever to RECIRCULATE. Move the airflow lever to FLOOR, the temperature control lever toward the right for warmer air and the fan control lever toward the fan symbol. You should switch to OUTSIDE AIR once in a while to avoid stale air and cloudy windows.

Defogging and Defrosting

Slide the air intake lever to OUTSIDE AIR and the airflow lever to DEFROST to direct air to the windshield vents. Then slide the temperature control lever toward the right and the fan lever toward the fan symbol. When the windshield is clear, turn down the fan speed.

Rear Window Defogger (If Equipped)



The rear window defogger uses a warming grid to remove fog from the rear window.

Press the switch to turn on the defogger. An indicator light on the switch will come on to remind you that the defogger is on. The rear window defogger will turn itself off after about 15 minutes. You can also turn it off by pressing the switch again.

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

NOTICE:

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

Ventilation System

For mild outside temperatures, when little heating or cooling is needed, you can still direct outside air through your vehicle.

Move the air intake lever to OUTSIDE AIR and the airflow lever to BI-LEVEL. Adjust the temperature control lever to a comfortable setting and move the fan control lever toward the fan symbol.

Your vehicle's flow-through ventilation system supplies outside air into the vehicle when it is moving. Outside air will also enter the vehicle when the fan is running and the air intake lever is at OUTSIDE AIR.



Your vehicle has air outlets that allow you to adjust the direction and amount of airflow inside the vehicle.

You can direct the airflow side-to-side by turning the thumbwheel located in the center of the vent. The vent can be tilted up and down also. To control the amount of airflow through the outlets, turn the thumbwheel below the vent.

Ventilation Tips

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

When you enter a vehicle in cold weather, move the fan control lever toward the fan symbol for a few moments before driving off. This helps clear the intake ducts of snow and moisture, and reduces the chance of fogging the inside of your windows.

Keep the air path under the front seats clear of objects. This helps air to circulate throughout your vehicle.

Audio Systems

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

Setting the Clock

Press and hold the HR or MIN arrow for two seconds. Then press the HR arrow until the correct hour appears. Press and hold the MIN arrow until the correct minute appears. The clock may be set with the ignition on or off.

AM-FM Stereo (If Equipped)



Playing the Radio

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

RCL: Press this knob to recall the station being played or to display the clock. Clock display is available with the vehicle off.

Finding a Station

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

TUNE: Turn this knob to choose radio stations.

SEEK: Press the right arrow to tune to the next higher station and the left arrow to tune to the next lower station and stay there. The radio will seek to stations with a strong signal only.

SCAN: Press and hold one of the SEEK arrows for two seconds until you hear a beep. Use SCAN to listen to stations for a few seconds. The radio will go to a station, stop for a few seconds and flash the station frequency, then go on to the next station. Press one of the SEEK arrows again to stop scanning. The radio will scan to stations with a strong signal only.

PRESET SCAN: Use PRESET SCAN to listen to each of your preset stations for a few seconds. Press and hold one of the SEEK arrows for more than four seconds until you hear two beeps. The radio will go to the first preset station stored on your pushbuttons, except those stations with weak reception, stop for a few seconds and flash the station frequency, then go on to the next preset station. PRESET SCAN will only scan the six presets that are in the band selected. Press one of the SEEK arrows again to stop scanning presets. The channel number (P1-P6) will appear momentarily just before the frequency is displayed.

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

1. Turn the radio on.
2. Press AM FM to select the band.
3. Tune in the desired station.
4. Press and hold one of the six numbered buttons until you hear a beep. Whenever you press that numbered button, the station you set will return.
5. Repeat the steps for each pushbutton.

Setting the Tone

BASS: Press and release AUDIO repeatedly until BAS appears on the display. Then press and hold the up arrow to increase bass. “B” and a positive number will appear on the display. Press and hold the down arrow to decrease bass. B and a negative number will appear on the display. B and a zero will appear on the display when the bass level is set to the middle position. Release the up or down arrow when you find the bass level you want or when the maximum or minimum level is reached.

TREBLE: Press and release AUDIO until TRE appears on the display. Then press and hold the up arrow to increase treble. “T” and a positive number will appear on the display. Press and hold the down arrow to decrease treble. T and a negative number will appear on the display. T and a zero will appear on the display when the treble level is set to the middle position. Release the up or down arrow when you find the treble level you want or when the maximum or minimum level is reached. If a station is weak or noisy, you may want to decrease the treble.

To set BASS or TREBLE to the middle position, select the desired tone control. Then press and hold AUDIO for more than two seconds until you hear a beep. B and a zero or T and a zero will appear on the display. To set all of the tone controls and speaker controls to the middle position, end out of audio mode. Then press and hold AUDIO for more than two seconds until you hear a beep. CEN will appear on the display.

Adjusting the Speakers

BALANCE: Press and release AUDIO until BAL appears on the display. Then press and hold the up arrow to move the sound to the right speakers or the down arrow to move the sound to the left speakers. “R” and a number will appear on the display when the sound is balanced toward the right speakers. “L” and a number will appear on the display when the sound is balanced toward the left speakers. L and a zero will appear on the display when the the sound is balanced between the speakers. Release the up or down arrow when you find the speaker balance you want or when the maximum or minimum level is reached.

FADE: Press and release AUDIO until FAD appears on the display. Then press and hold the up arrow to move the sound to the front speakers or the down arrow to move the sound to the rear speakers. “F” and a number will appear on the display when the sound is balanced toward the front speakers. “R” and a number will appear on the display when the sound is balanced toward the rear speakers. F and a zero will appear on the display when the the sound is balanced between the speakers. Release the up or down arrow when you find the speaker balance you want or when the maximum or minimum level is reached.

To set BALANCE or FADE to the middle position, select the desired speaker control. Then press and hold AUDIO for more than two seconds until you hear a beep. L and a zero or F and a zero will appear on the display. To set all of the tone controls and speaker controls to the middle position, end out of audio mode. Then press and hold AUDIO for more than two seconds until you hear a beep. CEN will appear on the display.

Radio Calibration

Your audio system has been calibrated for your vehicle from the factory. If CAL appears on the display it means that your radio has not been configured properly for your vehicle and must be returned to the dealership for service.

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



Playing the Radio

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

RCL: Press this knob to recall the station being played, if the tape player is active, or to display the clock.

Finding a Station

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

TUNE: Turn this knob to choose radio stations.

SEEK: Press the right arrow to tune to the next higher station and the left arrow to tune to the next lower station and stay there. The radio will seek to stations with a strong signal only.

SCAN: Press and hold one of the SEEK arrows for two seconds until you hear a beep. Use SCAN to listen to stations for a few seconds. The radio will go to a station, stop for a few seconds and flash the station frequency, then go on to the next station. Press one of the SEEK arrows again to stop scanning. The radio will scan to stations with a strong signal only.

PRESET SCAN: Use PRESET SCAN to listen to each of your preset stations for a few seconds. Press and hold one of the SEEK arrows for more than four seconds until you hear two beeps. The radio will go to the first preset station stored on your pushbuttons, except stations with weak reception, stop for a few seconds and flash the station frequency, then go on to the next preset station. PRESET SCAN will only scan the six presets that are in the band selected. Press one of the SEEK arrows again to stop scanning presets. The channel number (P1-P6) will appear momentarily just before the frequency is displayed.

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

1. Turn the radio on.
2. Press AM FM to select the band.
3. Tune in the desired station.
4. Press and hold one of the six numbered buttons until you hear a beep. Whenever you press that numbered button, the station you set will return.
5. Repeat the steps for each pushbutton.

Setting the Tone

BASS: Press and release AUDIO until BAS appears on the display. Then press and hold the up arrow to increase bass. “B” and a positive number will appear on the display. Press and hold the down arrow to decrease bass. B and a negative number will appear on the display. -B and a zero will appear on the display when the bass level is set to the middle position. Release the up or down arrow when you find the bass level you want or when the maximum or minimum level is reached.

TREBLE: Press and release AUDIO until TRE appears on the display. Then press and hold the up arrow to increase treble. “T” and a positive number will appear on the display. Press and hold the down arrow to decrease treble. T and a negative number will appear on the display. T and a zero will appear on the display when the treble level is set to the middle position. Release the up or down arrow when you find the treble level you want or when the maximum or minimum level is reached. If a station is weak or noisy, you may want to decrease the treble.

To set BASS or TREBLE to the middle position, select the desired tone control. Then press and hold AUDIO for more than two seconds until you hear a beep. B and a zero or T and a zero will appear on the display. To set all of the tone controls and speaker controls to the middle position, end out of audio mode. Then press and hold AUDIO for more than two seconds until you hear a beep. CEN will appear on the display.

Adjusting the Speakers

BALANCE: Press and release AUDIO until BAL appears on the display. Then press and hold the up arrow to move the sound to the right speakers or the down arrow to move the sound to the left speakers. “R” and a number will appear on the display when the sound is balanced toward the right speakers. “L” and a number will appear on the display when the sound is balanced toward the left speakers. L and a zero will appear on the display when the the sound is balanced between the speakers. Release the up or down arrow when you find the speaker balance you want or when the maximum or minimum level is reached.

FADE: Press and release AUDIO until FAD appears on the display. Then press and hold the up arrow to move the sound to the front speakers or the down arrow to move the sound to the rear speakers. “F” and a number will appear on the display when the sound is balanced toward the front speakers. “R” and a number will appear on the display when the sound is balanced toward the rear speakers. F and a zero will appear on the display when the the sound is balanced between the speakers. Release the up or down arrow when you find the speaker balance you want or when the maximum or minimum level is reached.

To set BALANCE or FADE to the middle position, select the desired speaker control. Then press and hold AUDIO for more than two seconds until you hear a beep. L and a zero or F and a zero will appear on the display. To set all of the tone controls and speaker controls to the middle position, end out of audio mode. Then press and hold AUDIO for more than two seconds until you hear a beep. CEN will appear on the display.

Playing a Cassette Tape

Your tape player is built to work best with tapes that are up to 30 to 45 minutes long on each side. Tapes longer than that are so thin they may not work well in this player. The longer side with the tape visible should face to the right. If the ignition is on, but the radio is off, the tape can be inserted and will begin playing. If you hear nothing but a garbled sound, the tape may not be in squarely. Press the eject button to remove the tape and start over.

While the tape is playing, use the VOL, FAD, BAL, TRE, BAS and SEEK controls just as you do for the radio. The radio will display UP or the ▲ symbol if the top side of the tape is playing. DN or the ▼ symbol will appear if the bottom side is playing.

If the player detects a tight or broken tape, ERR (error) will appear on the display and the player will eject the tape. The radio will go back to playing the last station selected.

If you want to insert a tape when the ignition is off, first press the eject button or the RCL knob.

PREV (1): Press this button or the left SEEK arrow to go to the previous selection on the tape if the selection has been playing for less than 3 seconds. If the PREV button or the left SEEK arrow is pressed and the current selection has been playing for more than 13 seconds, it will go to the beginning of the current selection. If the PREV button or the left SEEK arrow is pressed and the current selection has been playing from 3 to 13 seconds, it will go to the beginning of the previous selection or the beginning of the current selection, depending on the position on the tape. PRE will appear on the display while the cassette player is in PREV mode. Your tape must have at least three seconds of silence between each selection for PREV to work. The sound will mute while seeking.

NEXT (2): Press this button or the right SEEK arrow to go to the next selection on the tape. NXT will appear on the display while the cassette player is in NEXT mode. Your tape must have at least three seconds of silence between each selection for NEXT to work. The sound will mute while seeking.

REV (3): Press this button to reverse the tape rapidly. REV will appear on the display. Press it again to return to playing speed. The radio will play the last selected station while the tape reverses. You may select stations during REV operation by using TUNE, SEEK, SCAN or PRESET SCAN.

FWD (4): Press this button to advance quickly to another part of the tape. FWD will appear on the display. Press the button again to return to playing speed. The radio will play the last selected station while the tape advances. You may select stations during FWD operation by using TUNE, SEEK, SCAN or PRESET SCAN.

SIDE (5): Press this button to play the other side of the tape.

RPT (6): Press this button once to hear a selection over again. RPT will appear on the display. The current selection will continue to repeat. RPT will flash on the display while the cassette player is searching for the start of the selection. Your tape must have at least three seconds of silence between each selection for RPT to work. Press this button again to turn off repeated play. OFF will appear on the display.

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

TAPE: With a cassette tape in the player and the radio playing, press this button to play a cassette tape. CAS will appear on the display. Press AM FM to return to the radio when a cassette tape is playing. The inactive tape will remain safely inside the radio for future listening.

In order to use a portable CD player adapter or a cassette tape head cleaner you must disable the TIGHT/LOOSE TAPE sensor. Press and hold the TAPE button for two seconds with the radio off and the vehicle on. CAS will flash on the display showing the TIGHT/LOOSE TAPE sensor has been disabled. The feature will remain disabled until the tape is ejected.

▲ EJECT: Press the upward triangle button to remove a tape. The radio will play. Eject may be activated with the radio off. Cassette tapes may be loaded with the radio and vehicle off if this button is pressed first.

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

Radio Calibration

Your audio system has been calibrated for your vehicle from the factory. If CAL appears on the display it means that your radio has not been configured properly for your vehicle and must be returned to the dealership for service.

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



Playing the Radio

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

RCL: Press this knob to recall the station being played or to display the clock. Pressing RCL while playing a CD will also display the CD track number or elapsed time of CD track.

Finding a Station

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

TUNE: Turn this knob to choose radio stations.

SEEK: Press the right arrow to tune to the next higher station and the left arrow to tune to the next lower station and stay there.

SCAN: Press and hold one of the SEEK arrows for two seconds until you hear a beep. Use SCAN to listen to stations for a few seconds. The radio will go to a station, stop for a few seconds, then go on to the next station. Press one of the SEEK arrows again to stop scanning.

PRESET SCAN: Press and hold one of the SEEK arrows for more than four seconds until you will hear a double beep. Use PRESET SCAN to listen to each of your preset stations for a few seconds. The radio will go to the first preset station stored on your pushbuttons, stop for a few seconds, then go on to the next preset station. Press one of the SEEK arrows again to stop scanning presets. The channel number (P1-P6) will appear momentarily just before the frequency is displayed.

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

1. Turn the radio on.
2. Press AM FM to select the band.
3. Tune in the desired station.
4. Press and hold one of the six numbered buttons until you hear a beep. Whenever you press that numbered button, the station you set will return.
5. Repeat the steps for each pushbutton.

Setting the Tone

BAS: Press and release AUDIO until BAS appears on the display. Then press and hold the up arrow to increase bass. “B” and a positive number will appear on the display. Press and hold the down arrow to decrease bass. B and a negative number will appear on the display. B and a zero will appear on the display when the bass level is set to the middle position. Release the up or down arrow when you find the bass level you want or when the maximum or minimum level is reached.

TRE: Press and release AUDIO until TRE appears on the display. Then press and hold the up arrow to increase treble. “T” and a positive number will appear on the display. Press and hold the down arrow to decrease treble. T and a negative number will appear on the display. T and a zero will appear on the display when the treble level is set to the middle position. Release the up or down arrow when you find the treble level you want or when the maximum or minimum level is reached. If a station is weak or noisy, you may want to decrease the treble.

To set BAS or TRE to the middle position, select the desired tone control. Then press and hold AUDIO for more than two seconds until you hear a beep. B and a zero or T and a zero will appear on the display. To set all of the tone controls and speaker controls to the middle position, end out of audio mode. Then press and hold AUDIO for more than two seconds until you hear a beep. CEN will appear on the display.

Adjusting the Speakers

BAL: Press and release AUDIO until BAL appears on the display. Then press and hold the up arrow to move the sound to the right speakers or the down arrow to move the sound to the left speakers. “R” and a number will appear on the display when the sound is balanced toward the right speakers. “L” and a number will appear on the display when the sound is balanced toward the left speakers. L and a zero will appear on the display when the the sound is balanced between the speakers. Release the up or down arrow when you find the speaker balance you want or when the maximum or minimum level is reached.

FAD: Press and release AUDIO until FAD appears on the display. Then press and hold the up arrow to move the sound to the front speakers or the down arrow to move the sound to the rear speakers. “F” and a number will appear on the display when the sound is balanced toward the front speakers. “R” and a number will appear on the display when the sound is balanced toward the rear speakers. F and a zero will appear on the display when the the sound is balanced between the speakers. Release the up or down arrow when you find the speaker balance you want or when the maximum or minimum level is reached.

To set BAL or FAD to the middle position, select the desired speaker control. Then press and hold AUDIO for more than two seconds until you hear a beep. L and a zero or F and a zero will appear on the display. To set all of the tone controls and speaker controls to the middle position, end out of audio mode. Then press and hold AUDIO for more than two seconds until you hear a beep. CEN will appear on the display.

Playing a Compact Disc

Insert a disc partway into the slot, label side up. The player will pull it in. The disc should begin playing. The display will show CD. If you want to insert a compact disc with the ignition off, first press RCL or the eject button.

If you’re driving on a very rough road or if it’s very hot, the disc may not play and Err (error) may appear on the display. When the road becomes smooth or the temperature returns to normal, the disc should play. If the disc comes out, it could be that:

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

If any error occurs repeatedly or if an error can’t be corrected, please contact your dealer.

PREV (1): Press this button or the left SEEK arrow to go to the previous track if the current selection has been playing for less than eight seconds. If the PREV button or the left SEEK arrow is pressed and the current selection has been playing for more than eight seconds, it will go to the beginning of the current selection. The track number will appear on the display. If you hold the button or press it more than once, the player will continue moving back through the disc. The sound will mute while seeking.

NEXT (2): Press this button or the right SEEK arrow to go to the next track. The track number will appear on the display. If you hold the button or press it more than once, the player will continue moving forward through the disc. The sound will mute while seeking.

REV (3): Press and hold this button to reverse quickly within a track. Release it to play the passage. The display will show elapsed time.

FWD (4): Press and hold this button to advance quickly within a track. Release it to play the passage. The display will show elapsed time.

RDM (5): Press this button to hear the tracks in random, rather than sequential, order. RND will show on the display. Press RDM again to turn off random play. OFF will appear on the display.

RPT (6): Press this button once to hear a selection over again. RPT will appear on the display. The current track will continue to repeat. Press RPT button again to turn off repeated play. OFF will appear on the display.

RCL: Press this button to see the current track number or how long the current track has been playing.

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

CD: With a compact disc in the player and the radio playing, press this button to play a compact disc. CD will appear on the display. Press AM-FM to return to the radio when a compact disc is playing. The inactive CD will remain safely inside the radio for future listening.

▲ EJECT: Press the upward triangle button to remove the disc. The radio will play. Eject may be activated with either the ignition or radio off. CDs may be loaded with the radio and ignition off this button is pressed first.

Understanding Radio Reception

AM

The range for most AM stations is greater than for FM, especially at night. The longer range, however, can cause stations to interfere with each other. AM can pick up noise from things like storms and power lines. Try reducing the treble to reduce this noise if you ever get it.

FM Stereo

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

Tips About Your Audio System

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

To help avoid hearing loss or damage:

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

NOTICE:

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

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

Care of Your Cassette Tape Player

A tape player that is not cleaned regularly can cause reduced sound quality, ruined cassettes or a damaged mechanism. Cassette tapes should be stored in their cases away from contaminants, direct sunlight and extreme heat. If they aren't, they may not operate properly or may cause failure of the tape player.

Your tape player should be cleaned regularly after every 50 hours of use. Your radio may display CLN or CLEAN to indicate that you have used your tape player for 50 hours without resetting the tape clean timer. If this message appears on the display, your cassette tape player needs to be cleaned. It will still play tapes, but you should clean it as soon as possible to prevent damage to your tapes and player. If you notice a reduction in sound quality, try a known good cassette to see if it is the tape or the tape player at fault. If this other cassette has no improvement in sound quality, clean the tape player.

The recommended cleaning method for your cassette tape player is the use of a scrubbing action, non-abrasive cleaning cassette with pads which scrub the tape head as the hubs of the cleaner cassette turn. The recommended cleaning cassette is available through your dealership (GM Part No. 12344789).

When using a scrubbing action, non-abrasive cleaning cassette, it is normal for the cassette to eject because your unit is equipped with a cut tape detection feature and a cleaning cassette may appear as a broken tape. To prevent the cleaning cassette from being ejected, use the following steps.

1. Turn the ignition to ON or ACC.
1. Turn the radio off.
2. Press and hold the TAPE button for five seconds. CAS will flash on the display for five seconds.
3. Insert the scrubbing action cleaning cassette.
4. Eject the cleaning cassette after the manufacturer's recommended cleaning time.

When the cleaning cassette has been ejected, the cut tape detection feature is active again.

You may also choose a non-scrubbing action, wet-type cleaner which uses a cassette with a fabric belt to clean the tape head. This type of cleaning cassette will not eject on its own. A non-scrubbing action cleaner may not clean as thoroughly as the scrubbing type cleaner. The use of a non-scrubbing action, dry-type cleaning cassette is not recommended.

After you clean the player, press and hold the cassette eject symbol or EJT button for five seconds to reset the CLEAN or CLN indicator. The radio will display CLEANED or --- to show the indicator was reset.

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

Care of Your Compact Discs

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

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

Care of Your Compact Disc Player

The use of CD lens cleaner discs is not advised, due to the risk of contaminating the lens of the CD optics with lubricants internal to the CD mechanism.

Antenna

Use the knob on the end of the antenna to raise the antenna. To lower it, hold the antenna mast near the roof and feed it into the holder. Do not try to lower the antenna using the knob. Keep the antenna mast clean for good performance.

Always lower the antenna before entering a car wash. If you have the convertible top, also lower the antenna before removing or installing the top.



Section 4 Your Driving and the Road

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

4-2	Your Driving, the Road and Your Vehicle
4-3	Defensive Driving
4-4	Drunken Driving
4-7	Control of a Vehicle
4-7	Braking
4-10	Steering
4-13	Off-Road Recovery
4-13	Passing
4-15	Loss of Control
4-16	Off-Road Driving with Your Four-Wheel-Drive Vehicle

4-29	Driving at Night
4-31	Driving in Rain and on Wet Roads
4-34	City Driving
4-35	Freeway Driving
4-36	Before Leaving on a Long Trip
4-37	Highway Hypnosis
4-37	Hill and Mountain Roads
4-39	Winter Driving
4-43	Recreational Vehicle Towing
4-46	Loading Your Vehicle
4-48	Towing a Trailer



Your Driving, the Road and Your Vehicle

Whenever we drive, we're taking on an important responsibility. This is true for any motor vehicle -- passenger car, van, truck or sport utility. Driver behavior, the driving environment, and the vehicle's design all affect how well a vehicle performs.

But statistics show that the most important factor, by far, is how we drive. Knowing how these three factors work together can help you understand how your vehicle handles and what you can do to avoid many types of crashes, including a rollover crash.

Driver Behavior

The single most important thing is this: everyone in the vehicle, including the driver, should buckle up (see "Safety Belts" in the Index). In fact, most serious injuries and fatalities to unbelted occupants can be reduced or prevented by the use of safety belts. In a rollover crash, an unbelted person is significantly more likely to die than a person wearing a seat belt. In addition, avoiding excessive speed, sudden or abrupt turns and drunken or aggressive driving can help make trips safer and avoid the possibility of a crash, especially a rollover crash. This section provides many useful tips to help you drive more safely.

Driving Environment

You can also help avoid a rollover or other type of crash by being prepared for driving in inclement weather, at night, or during other times where visibility or traction may be limited (such as on curves, slippery roads or hilly terrain). Unfamiliar surroundings can also have hidden hazards. To help you learn more about driving in different conditions, this section contains information about city, freeway, and off-road driving, as well as other hints for driving in various weather conditions.

Vehicle Design

According to the U.S. Department of Transportation, utility vehicles have a significantly higher rollover rate than other types of vehicles. Utility vehicles do have a higher ground clearance and a narrower track or shorter wheelbase than passenger cars to make them more capable for off-road driving. Specific design characteristics like these give the driver a better view of the road, but also give utility vehicles a higher center of gravity than other types of vehicles. This means that you shouldn't expect a utility vehicle to handle the same way a vehicle with a lower center of gravity, like a car, would in similar situations. But driver behavior factors are far

more often the cause of a utility vehicle rollover than are environmental or vehicle factors. Safe driver behavior and understanding the environment in which you'll be driving can help avoid a rollover crash in any type of vehicle, including utility vehicles.

Defensive Driving

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

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

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

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

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

Defensive driving requires that a driver concentrate on the driving task. Anything that distracts from the driving task -- such as concentrating on a cellular telephone call, reading, or reaching for something on the floor -- makes proper defensive driving more difficult and can even cause a collision, with resulting injury. Ask a passenger to help do things like this, or pull off the road in a safe place to do them yourself. These simple defensive driving techniques could save your life.

Drunken Driving

Death and injury associated with drinking and driving is a national tragedy. It's the number one contributor to the highway death toll, claiming thousands of victims every year.

Alcohol affects four things that anyone needs to drive a vehicle:

- Judgment
- Muscular Coordination
- Vision
- Attentiveness.

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

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

The obvious way to solve the leading highway safety problem is for people never to drink alcohol and then drive. But what if people do? How much is "too much" if the driver plans to drive? It's a lot less than many might think. Although it depends on each person and situation, here is some general information on the problem.

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

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

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



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

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

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

The BAC will be over 0.10 percent after three to six drinks (in one hour). Of course, as we've seen, it depends on how much alcohol is in the drinks, and how quickly the person drinks them.

But the ability to drive is affected well below a BAC of 0.10 percent. Research shows that the driving skills of many people are impaired at a BAC approaching 0.05 percent, and that the effects are worse at night. All drivers are impaired at BAC levels above 0.05 percent. Statistics show that the chance of being in a collision increases sharply for drivers who have a BAC of 0.05 percent or above. A driver with a BAC level of 0.06 percent has doubled his or her chance of having a collision. At a BAC level of 0.10 percent, the chance of this driver having a collision is 12 times greater; at a level of 0.15 percent, the chance is 25 times greater!

The body takes about an hour to rid itself of the alcohol in one drink. No amount of coffee or number of cold showers will speed that up. "I'll be careful" isn't the right answer. What if there's an emergency, a need to take sudden action, as when a child darts into the street? A person with even a moderate BAC might not be able to react quickly enough to avoid the collision.

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

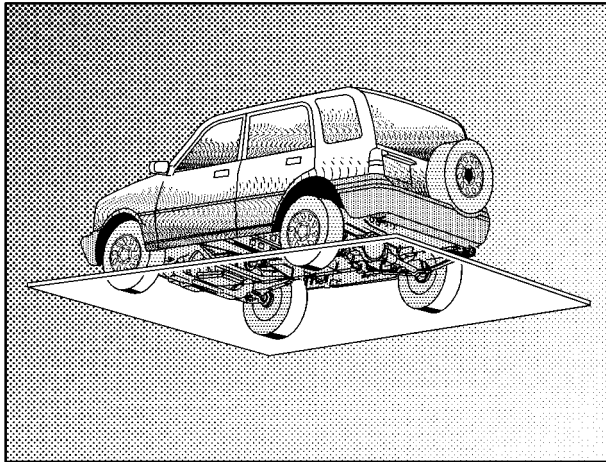


CAUTION:

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

Control of a Vehicle

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



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

Braking

Braking action involves *perception time* and *reaction time*.

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

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

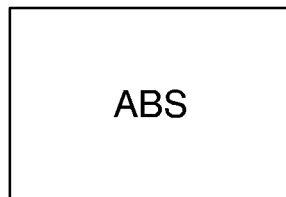
And, of course, actual stopping distances vary greatly with the surface of the road (whether it's pavement or gravel); the condition of the road (wet, dry, icy); tire tread; the condition of your brakes; the weight of the vehicle and the amount of brake force applied.

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

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

Anti-Lock Brakes (Option)

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



If your vehicle has anti-lock brakes, this warning light on the instrument panel will come on briefly when you start your vehicle.

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

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



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

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

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

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



You can steer around the obstacle while braking hard.

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

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

Using Anti-Lock

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

Braking in Emergencies

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

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

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

In an emergency, you will probably want to squeeze the brakes hard without locking the wheels. If you hear or feel the wheels sliding, ease off the brake pedal. This will help you retain steering control. (If you *do* have anti-lock, it's different: see "Anti-Lock Brakes" in the Index.)

In many emergencies, steering can help you more than even the very best braking.

Steering

Power Steering

If you lose power steering assist because the engine stops or the system is not functioning, you can steer but it will take much more effort.

Steering Tips

Driving on Curves

It's important to take curves at a reasonable speed.

A lot of the “driver lost control” accidents mentioned on the news happen on curves. Here's why:

Experienced driver or beginner, each of us is subject to the same laws of physics when driving on curves. The traction of the tires against the road surface makes it possible for the vehicle to change its path when you turn the front wheels. If there's no traction, inertia will keep the vehicle going in the same direction. If you've ever tried to steer a vehicle on wet ice, you'll understand this.

The traction you can get in a curve depends on the condition of your tires and the road surface, the angle at which the curve is banked, and your speed. While you're in a curve, speed is the one factor you can control.

Suppose you're steering through a sharp curve. Then you suddenly apply the brakes. Both control systems -- steering and braking -- have to do their work where the tires meet the road. Unless you have four-wheel anti-lock brakes, adding the hard braking can demand too much of those places. You can lose control.

The same thing can happen if you're steering through a sharp curve and you suddenly accelerate. Those two control systems -- steering and acceleration -- can overwhelm those places where the tires meet the road and make you lose control.

What should you do if this ever happens? Ease up on the brake or accelerator pedal, steer the vehicle the way you want it to go, and slow down.

Speed limit signs near curves warn that you should adjust your speed. Of course, the posted speeds are based on good weather and road conditions. Under less favorable conditions you'll want to go slower.

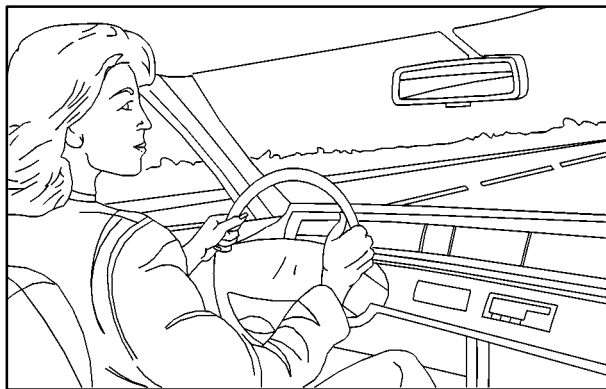
If you need to reduce your speed as you approach a curve, do it before you enter the curve, while your front wheels are straight ahead.

Try to adjust your speed so you can “drive” through the curve. Maintain a reasonable, steady speed. Wait to accelerate until you are out of the curve, and then accelerate gently into the straightaway.

Steering in Emergencies

There are times when steering can be more effective than braking. For example, you come over a hill and find a truck stopped in your lane, or a car suddenly pulls out from nowhere, or a child darts out from between parked cars and stops right in front of you. You can avoid these problems by braking -- if you can stop in time. But sometimes you can't; there isn't room. That's the time for evasive action -- steering around the problem.

Your vehicle can perform very well in emergencies like these. First apply your brakes -- but, unless you have anti-lock, not enough to lock your wheels. (See "Braking in Emergencies" earlier in this section.) It is better to remove as much speed as you can from a possible collision. Then steer around the problem, to the left or right depending on the space available.

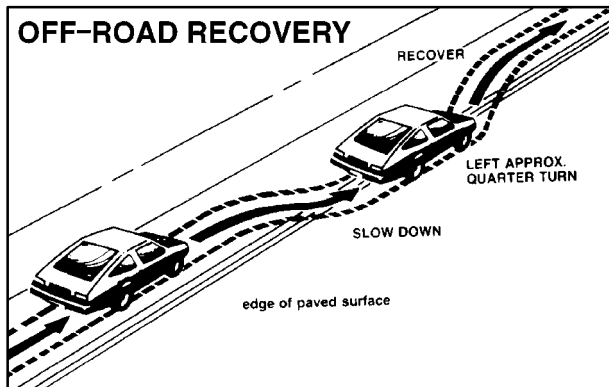


An emergency like this requires close attention and a quick decision. If you are holding the steering wheel at the recommended 9 and 3 o'clock positions, you can turn it a full 180 degrees very quickly without removing either hand. But you have to act fast, steer quickly, and just as quickly straighten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

The fact that such emergency situations are always possible is a good reason to practice defensive driving at all times and wear safety belts properly.

Off-Road Recovery

You may find that your right wheels have dropped off the edge of a road onto the shoulder while you're driving.



If the level of the shoulder is only slightly below the pavement, recovery should be fairly easy. Ease off the accelerator and then, if there is nothing in the way, steer so that your vehicle straddles the edge of the pavement. You can turn the steering wheel up to one-quarter turn until the right front tire contacts the pavement edge. Then turn your steering wheel to go straight down the roadway.

Passing

The driver of a vehicle about to pass another on a two-lane highway waits for just the right moment, accelerates, moves around the vehicle ahead, then goes back into the right lane again. A simple maneuver?

Not necessarily! Passing another vehicle on a two-lane highway is a potentially dangerous move, since the passing vehicle occupies the same lane as oncoming traffic for several seconds. A miscalculation, an error in judgment, or a brief surrender to frustration or anger can suddenly put the passing driver face to face with the worst of all traffic accidents -- the head-on collision.

So here are some tips for passing:

- "Drive ahead." Look down the road, to the sides and to crossroads for situations that might affect your passing patterns. If you have any doubt whatsoever about making a successful pass, wait for a better time.
- Watch for traffic signs, pavement markings and lines. If you can see a sign up ahead that might indicate a turn or an intersection, delay your pass. A broken center line usually indicates it's all right to pass (providing the road ahead is clear). Never cross a solid line on your side of the lane or a double solid line, even if the road seems empty of approaching traffic.

- Do not get too close to the vehicle you want to pass while you're awaiting an opportunity. For one thing, following too closely reduces your area of vision, especially if you're following a larger vehicle. Also, you won't have adequate space if the vehicle ahead suddenly slows or stops. Keep back a reasonable distance.
- When it looks like a chance to pass is coming up, start to accelerate but stay in the right lane and don't get too close. Time your move so you will be increasing speed as the time comes to move into the other lane. If the way is clear to pass, you will have a "running start" that more than makes up for the distance you would lose by dropping back. And if something happens to cause you to cancel your pass, you need only slow down and drop back again and wait for another opportunity.
- If other cars are lined up to pass a slow vehicle, wait your turn. But take care that someone isn't trying to pass you as you pull out to pass the slow vehicle. Remember to glance over your shoulder and check the blind spot.
- Check your mirrors, glance over your shoulder and start your left lane change signal before moving out of the right lane to pass. When you are far enough ahead of the passed vehicle to see its front in your inside mirror, activate your right lane change signal and move back into the right lane. (Remember that your right outside mirror is convex. The vehicle you just passed may seem to be farther away from you than it really is.)
- Try not to pass more than one vehicle at a time on two-lane roads. Reconsider before passing the next vehicle.
- Don't overtake a slowly moving vehicle too rapidly. Even though the brake lamps are not flashing, it may be slowing down or starting to turn.
- If you're being passed, make it easy for the following driver to get ahead of you. Perhaps you can ease a little to the right.

Loss of Control

Let's review what driving experts say about what happens when the three control systems (brakes, steering and acceleration) don't have enough friction where the tires meet the road to do what the driver has asked.

In any emergency, don't give up. Keep trying to steer and constantly seek an escape route or area of less danger.

Skidding

In a skid, a driver can lose control of the vehicle. Defensive drivers avoid most skids by taking reasonable care suited to existing conditions, and by not "overdriving" those conditions. But skids are always possible.

The three types of skids correspond to your vehicle's three control systems. In the braking skid, your wheels aren't rolling. In the steering or cornering skid, too much speed or steering in a curve causes tires to slip and lose cornering force. And in the acceleration skid, too much throttle causes the driving wheels to spin.

A cornering skid and an acceleration skid are best handled by easing your foot off the accelerator pedal.

If your vehicle starts to slide, ease your foot off the accelerator pedal and quickly steer the way you want the vehicle to go. If you start steering quickly enough, your vehicle may straighten out. Always be ready for a second skid if it occurs.

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

While driving on a surface with reduced traction, try your best to avoid sudden steering, acceleration or braking (including engine braking by shifting to a lower gear). Any sudden changes could cause the tires to slide. You may not realize the surface is slippery until your vehicle is skidding. Learn to recognize warning clues -- such as enough water, ice or packed snow on the road to make a "mirrored surface" -- and slow down when you have any doubt.

If you have the anti-lock braking system, remember: It helps avoid only the braking skid. If you do not have anti-lock, then in a braking skid (where the wheels are no longer rolling), release enough pressure on the brakes to get the wheels rolling again. This restores steering control. Push the brake pedal down steadily when you have to stop suddenly. As long as the wheels are rolling, you will have steering control.

Off-Road Driving with Your Four-Wheel-Drive Vehicle

This off-road guide is for vehicles that have four-wheel drive.

Also, see “Anti-Lock Brakes” in the Index.

If your vehicle doesn’t have four-wheel drive, you shouldn’t drive off-road unless you’re on a level, solid surface.

Off-road driving can be great fun. But it does have some definite hazards. The greatest of these is the terrain itself.

“Off-roading” means you’ve left the great North American road system behind. Traffic lanes aren’t marked. Curves aren’t banked. There are no road signs. Surfaces can be slippery, rough, uphill or downhill. In short, you’ve gone right back to nature.

Off-road driving involves some new skills. And that’s why it’s very important that you read this guide. You’ll find many driving tips and suggestions. These will help make your off-road driving safer and more enjoyable.

Before You Go Off-Roading

There are some things to do before you go out. For example, be sure to have all necessary maintenance and service work done. Check to make sure all underbody shields (if so equipped) are properly attached. Be sure you read all the information about your four-wheel-drive vehicle in this manual. Is there enough fuel? Is the spare tire fully inflated? Are the fluid levels up where they should be? What are the local laws that apply to off-roading where you’ll be driving? If you don’t know, you should check with law enforcement people in the area. Will you be on someone’s private land? If so, be sure to get the necessary permission.

Loading Your Vehicle for Off-Road Driving

There are some important things to remember about how to load your vehicle.

- The heaviest things should be on the load floor and forward of your rear axle. Put heavier items as far forward as you can.
- Be sure the load is secured properly, so driving on the off-road terrain doesn’t toss things around.



CAUTION:

- **Cargo on the load floor piled higher than the seatbacks can be thrown forward during a sudden stop. You or your passengers could be injured. Keep cargo below the top of the seatbacks.**
- **Unsecured cargo on the load floor can be tossed about when driving over rough terrain. You or your passengers can be struck by flying objects. Secure the cargo properly.**
- **Heavy loads on the roof raise the vehicle's center of gravity, making it more likely to roll over. You can be seriously or fatally injured if the vehicle rolls over. Put heavy loads inside the cargo area, not on the roof. Keep cargo in the cargo area as far forward and low as possible.**

You'll find other important information in this manual. See "Vehicle Loading," "Luggage Carrier" and "Tires" in the Index.

Environmental Concerns

Off-road driving can provide wholesome and satisfying recreation. However, it also raises environmental concerns. Chevrolet recognizes these concerns and urges every off-roader to follow these basic rules for protecting the environment:

- Always use established trails, roads and areas that have been specially set aside for public off-road recreational driving; obey all posted regulations.
- Avoid any driving practice that could damage the environment -- shrubs, flowers, trees, grasses -- or disturb wildlife (this includes wheel-spinning, breaking down trees or unnecessary driving through streams or over soft ground).
- Always carry a litter bag . . . make sure all refuse is removed from any campsite before leaving.
- Take extreme care with open fires (where permitted), camp stoves and lanterns.
- Never park your vehicle over dry grass or other combustible materials that could catch fire from the heat of the vehicle's exhaust system.

Traveling to Remote Areas

It makes sense to plan your trip, especially when going to a remote area. Know the terrain and plan your route. You are much less likely to get bad surprises. Get accurate maps of trails and terrain. Try to learn of any blocked or closed roads.

It's also a good idea to travel with at least one other vehicle. If something happens to one of them, the other can help quickly.

Does your vehicle have a winch? If so, be sure to read the winch instructions. In a remote area, a winch can be handy if you get stuck. But you'll want to know how to use it properly.

Getting Familiar with Off-Road Driving

It's a good idea to practice in an area that's safe and close to home before you go into the wilderness. Off-road driving does require some new and different driving skills. Here's what we mean.

Tune your senses to different kinds of signals. Your eyes, for example, need to constantly sweep the terrain for unexpected obstacles. Your ears need to listen for unusual tire or engine sounds. With your arms, hands, feet and body, you'll need to respond to vibrations and vehicle bounce.

Controlling your vehicle is the key to successful off-road driving. One of the best ways to control your vehicle is to control your speed. Here are some things to keep in mind. At higher speeds:

- you approach things faster and you have less time to scan the terrain for obstacles.
- you have less time to react.
- you have more vehicle bounce when you drive over obstacles.
- you'll need more distance for braking, especially since you're on an unpaved surface.



CAUTION:

When you're driving off-road, bouncing and quick changes in direction can easily throw you out of position. This could cause you to lose control and crash. So, whether you're driving on or off the road, you and your passengers should wear safety belts.

Scanning the Terrain

Off-road driving can take you over many different kinds of terrain. You need to be familiar with the terrain and its many different features. Here are some things to consider.

Surface Conditions. Off-roading can take you over hard-packed dirt, gravel, rocks, grass, sand, mud, snow or ice. Each of these surfaces affects the steering, acceleration and braking of your vehicle in different ways. Depending upon the kind of surface you are on, you may experience slipping, sliding, wheel spinning, delayed acceleration, poor traction and longer braking distances.

Surface Obstacles. Unseen or hidden obstacles can be hazardous. A rock, log, hole, rut or bump can startle you if you're not prepared for them. Often these obstacles are hidden by grass, bushes, snow or even the rise and fall of the terrain itself. Here are some things to consider:

- Is the path ahead clear?
- Will the surface texture change abruptly up ahead?
- Does the travel take you uphill or downhill?
(There's more discussion of these subjects later.)
- Will you have to stop suddenly or change direction quickly?

When you drive over obstacles or rough terrain, keep a firm grip on the steering wheel. Ruts, troughs or other surface features can jerk the wheel out of your hands if you're not prepared.

When you drive over bumps, rocks, or other obstacles, your wheels can leave the ground. If this happens, even with one or two wheels, you can't control the vehicle as well or at all.

Because you will be on an unpaved surface, it's especially important to avoid sudden acceleration, sudden turns or sudden braking.

In a way, off-road driving requires a different kind of alertness from driving on paved roads and highways. There are no road signs, posted speed limits or signal lights. You have to use your own good judgment about what is safe and what isn't.

Drinking and driving can be very dangerous on any road. And this is certainly true for off-road driving. At the very time you need special alertness and driving skills, your reflexes, perceptions and judgment can be affected by even a small amount of alcohol. You could have a serious -- or even fatal -- accident if you drink and drive or ride with a driver who has been drinking. See "Drunken Driving" in the Index.

Driving on Off-Road Hills

Off-road driving often takes you up, down or across a hill. Driving safely on hills requires good judgment and an understanding of what your vehicle can and can't do. There are some hills that simply can't be driven, no matter how well built the vehicle.



CAUTION:

Many hills are simply too steep for any vehicle. If you drive up them, you will stall. If you drive down them, you can't control your speed. If you drive across them, you will roll over. You could be seriously injured or killed. If you have any doubt about the steepness, don't drive the hill.

Approaching a Hill

When you approach a hill, you need to decide if it's one of those hills that's just too steep to climb, descend or cross. Steepness can be hard to judge. On a very small hill, for example, there may be a smooth, constant incline with only a small change in elevation where you

can easily see all the way to the top. On a large hill, the incline may get steeper as you near the top, but you may not see this because the crest of the hill is hidden by bushes, grass or shrubs.

Here are some other things to consider as you approach a hill.

- Is there a constant incline, or does the hill get sharply steeper in places?
- Is there good traction on the hillside, or will the surface cause tire slipping?
- Is there a straight path up or down the hill so you won't have to make turning maneuvers?
- Are there obstructions on the hill that can block your path (boulders, trees, logs or ruts)?
- What's beyond the hill? Is there a cliff, an embankment, a drop-off, a fence? Get out and walk the hill if you don't know. It's the smart way to find out.
- Is the hill simply too rough? Steep hills often have ruts, gullies, troughs and exposed rocks because they are more susceptible to the effects of erosion.

Driving Uphill

Once you decide you can safely drive up the hill, you need to take some special steps.

- Use a low gear and get a firm grip on the steering wheel.
- Get a smooth start up the hill and try to maintain your speed. Don't use more power than you need, because you don't want your wheels to start spinning or sliding.
- Try to drive straight up the hill if at all possible. If the path twists and turns, you might want to find another route.



CAUTION:

Turning or driving across steep hills can be dangerous. You could lose traction, slide sideways, and possibly roll over. You could be seriously injured or killed. When driving up hills, always try to go straight up.

- Ease up on your speed as you approach the top of the hill.
- Attach a flag to the vehicle to make you more visible to approaching traffic on trails or hills.
- Sound the horn as you approach the top of the hill to let opposing traffic know you're there.
- Use your headlamps even during the day. They make you more visible to oncoming traffic.



CAUTION:

Driving to the top (crest) of a hill at full speed can cause an accident. There could be a drop-off, embankment, cliff, or even another vehicle. You could be seriously injured or killed. As you near the top of a hill, slow down and stay alert.

Q: What should I do if my vehicle stalls, or is about to stall, and I can't make it up the hill?

A: If this happens, there are some things you should do, and there are some things you must not do. First, here's what you *should* do:

- Push the brake pedal to stop the vehicle and keep it from rolling backwards. Also, apply the parking brake.
- If your engine is still running, shift the transmission to REVERSE (R), release the parking brake, and slowly back down the hill in REVERSE (R).
- If your engine has stopped running, you'll need to restart it. With the brake pedal pressed and the parking brake still applied, shift the transmission to PARK (P) (or, shift to NEUTRAL (N) if your vehicle has a manual transmission) and restart the engine. Then, shift to REVERSE (R), release the parking brake, and slowly back down the hill as straight as possible in REVERSE (R).

- As you are backing down the hill, put your left hand on the steering wheel at the 12 o'clock position. This way, you'll be able to tell if your wheels are straight and maneuver as you back down. It's best that you back down the hill with your wheels straight rather than in the left or right direction. Turning the wheel too far to the left or right will increase the possibility of a rollover.

Here are some things you *must not* do if you stall, or are about to stall, when going up a hill.

- Never attempt to prevent a stall by shifting into NEUTRAL (N) (or depressing the clutch, if you have a manual transmission) to "rev-up" the engine and regain forward momentum. This won't work. Your vehicle will roll backwards very quickly and you could go out of control.

Instead, apply the regular brake to stop the vehicle. Then apply the parking brake. Shift to REVERSE (R), release the parking brake, and slowly back straight down.

- Never attempt to turn around if you are about to stall when going up a hill. If the hill is steep enough to stall your vehicle, it's steep enough to cause you to roll over if you turn around. If you can't make it up the hill, you must back straight down the hill.

Q: Suppose, after stalling, I try to back down the hill and decide I just can't do it. What should I do?

A: Set the parking brake, put your transmission in PARK (P) (or the manual transmission in FIRST (1)) and turn off the engine. Leave the vehicle and go get some help. Exit on the uphill side and stay clear of the path the vehicle would take if it rolled downhill. Do not shift the transfer case to NEUTRAL (N) when you leave the vehicle. Leave it in some gear.



CAUTION:

Shifting the transfer case to NEUTRAL (N) can cause your vehicle to roll even if the transmission is in PARK (P) (or, if you have the manual transmission, even if you're in gear). This is because the NEUTRAL (N) position on the transfer case overrides the transmission. You or someone else could be injured. If you are going to leave your vehicle, set the parking brake and shift the transmission to PARK (P) (or, put your manual transmission in FIRST (1)). But do not shift the transfer case to the NEUTRAL (N) position. Leave the transfer case in the 2H, 4H or 4L position.

Driving Downhill

When off-roading takes you downhill, you'll want to consider a number of things:

- How steep is the downhill? Will I be able to maintain vehicle control?
- What's the surface like? Smooth? Rough? Slippery? Hard-packed dirt? Gravel?
- Are there hidden surface obstacles? Ruts? Logs? Boulders?
- What's at the bottom of the hill? Is there a hidden creek bank or even a river bottom with large rocks?

If you decide you can go down a hill safely, then try to keep your vehicle headed straight down, and use a low gear. This way, engine drag can help your brakes and they won't have to do all the work. Descend slowly, keeping your vehicle under control at all times.



CAUTION:

Heavy braking when going down a hill can cause your brakes to overheat and fade. This could cause loss of control and a serious accident. Apply the brakes lightly when descending a hill and use a low gear to keep vehicle speed under control.

Q: Are there some things I should not do when driving down a hill?

A: Yes! These are important because if you ignore them you could lose control and have a serious accident.

- When driving downhill, avoid turns that take you across the incline of the hill. A hill that's not too steep to drive down may be too steep to drive across. You could roll over if you don't drive straight down.
- Never go downhill with the transmission in NEUTRAL (N), or with the clutch pedal depressed in a manual shift. This is called "free-wheeling." Your brakes will have to do all the work and could overheat and fade.
- Unless you have anti-lock: Avoid braking so hard that you lock the wheels when going downhill. If your wheels are locked, you can't steer your vehicle. If your wheels lock up during downhill braking, you may feel the vehicle starting to slide sideways. To regain your direction, just ease off the brakes and steer to keep the front of the vehicle pointing straight downhill.

Q: Am I likely to stall when going downhill?

A: It's much more likely to happen going uphill. But if it happens going downhill, here's what to do.

- Stop your vehicle by applying the regular brakes. Apply the parking brake.
- Shift to PARK (P) (or to NEUTRAL (N) with the manual transmission) and, while still braking, restart the engine.
- Shift back to a low gear, release the parking brake, and drive straight down.
- If the engine won't start, get out and get help.

Driving Across an Incline

Sooner or later, an off-road trail will probably go across the incline of a hill. If this happens, you have to decide whether to try to drive across the incline. Here are some things to consider:

- A hill that can be driven straight up or down may be too steep to drive across. When you go straight up or down a hill, the length of the wheel base (the distance from the front wheels to the rear wheels) reduces the likelihood the vehicle will tumble end over end. But when you drive across an incline, the much more narrow track width (the distance between the left and right wheels) may not prevent the vehicle from tilting and rolling over. Also, driving across an incline puts more weight on the downhill wheels. This could cause a downhill slide or a rollover.
- Surface conditions can be a problem when you drive across a hill. Loose gravel, muddy spots, or even wet grass can cause your tires to slip sideways, downhill. If the vehicle slips sideways, it can hit something that will trip it (a rock, a rut, etc.) and roll over.
- Hidden obstacles can make the steepness of the incline even worse. If you drive across a rock with the uphill wheels, or if the downhill wheels drop into a rut or depression, your vehicle can tilt even more.

For reasons like these, you need to decide carefully whether to try to drive across an incline. Just because the trail goes across the incline doesn't mean you have to drive it. The last vehicle to try it might have rolled over.

CAUTION:

Driving across an incline that's too steep will make your vehicle roll over. You could be seriously injured or killed. If you have any doubt about the steepness of the incline, don't drive across it. Find another route instead.

Q: What if I'm driving across an incline that's not too steep, but I hit some loose gravel and start to slide downhill. What should I do?

A: If you feel your vehicle starting to slide sideways, turn downhill. This should help straighten out the vehicle and prevent the side slipping. However, a much better way to prevent this is to get out and "walk the course" so you know what the surface is like before you drive it.

Stalling on an Incline

If your vehicle stalls when you're crossing an incline, be sure you (and your passengers) get out on the uphill side, even if the door there is harder to open. If you get out on the downhill side and the vehicle starts to roll over, you'll be right in its path.

If you have to walk down the slope, stay out of the path the vehicle will take if it does roll over.



⚠ CAUTION:

Getting out on the downhill (low) side of a vehicle stopped across an incline is dangerous. If the vehicle rolls over, you could be crushed or killed. Always get out on the uphill (high) side of the vehicle and stay well clear of the rollover path.

Driving in Mud, Sand, Snow or Ice

When you drive in mud, snow or sand, your wheels won't get good traction. You can't accelerate as quickly, turning is more difficult, and you'll need longer braking distances.

It's best to use a low gear when you're in mud -- the deeper the mud, the lower the gear. In really deep mud, the idea is to keep your vehicle moving so you don't get stuck.

When you drive on sand, you'll sense a change in wheel traction. But it will depend upon how loosely packed the sand is. On loosely packed sand (as on beaches or sand dunes) your tires will tend to sink into the sand. This has an effect on steering, accelerating and braking. You may want to reduce the air pressure in your tires slightly when driving on sand. This will improve traction.

Hard packed snow and ice offer the worst tire traction. On these surfaces, it's very easy to lose control. On wet ice, for example, the traction is so poor that you will have difficulty accelerating. And if you do get moving, poor steering and difficult braking can cause you to slide out of control.

CAUTION:

Driving on frozen lakes, ponds or rivers can be dangerous. Underwater springs, currents under the ice, or sudden thaws can weaken the ice. Your vehicle could fall through the ice and you and your passengers could drown. Drive your vehicle on safe surfaces only.

Driving in Water

Light rain causes no special off-road driving problems. But heavy rain can mean flash flooding, and flood waters demand extreme caution.

Find out how deep the water is before you drive through it. If it's deep enough to cover your wheel hubs, axles or exhaust pipe, don't try it -- you probably won't get through. Also, water that deep can damage your axle and other vehicle parts.

If the water isn't too deep, then drive through it slowly. At fast speeds, water splashes on your ignition system and your vehicle can stall. Stalling can also occur if you get your tailpipe under water. And, as long as your tailpipe is under water, you'll never be able to start your engine. When you go through water, remember that when your brakes get wet, it may take you longer to stop.

CAUTION:

Driving through rushing water can be dangerous. Deep water can sweep your vehicle downstream and you and your passengers could drown. If it's only shallow water, it can still wash away the ground from under your tires, and you could lose traction and roll the vehicle over. Don't drive through rushing water.

See "Driving Through Water" in the Index for more information on driving through water.

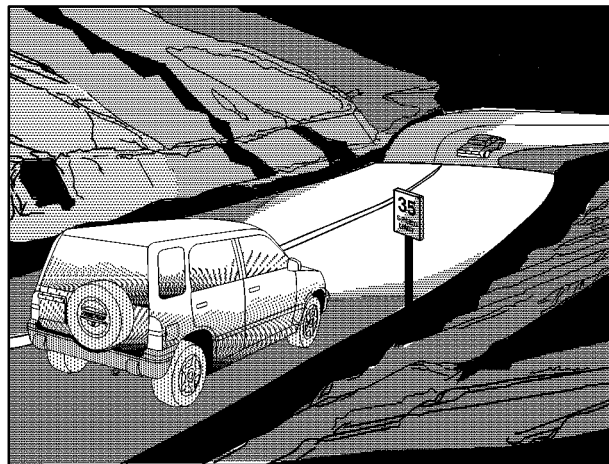
After Off-Road Driving

Remove any brush or debris that has collected on the underbody, chassis or under the hood. These accumulations can be a fire hazard.

After operation in mud or sand, have the brake linings cleaned and checked. These substances can cause glazing and uneven braking. Check the body structure, steering, suspension, wheels, tires and exhaust system for damage. Also, check the fuel lines and cooling system for any leakage.

Your vehicle will require more frequent service due to off-road use. Refer to the Maintenance Schedule for additional information.

Driving at Night



Night driving is more dangerous than day driving. One reason is that some drivers are likely to be impaired -- by alcohol or drugs, with night vision problems, or by fatigue.

Here are some tips on night driving.

- Drive defensively.
- Don't drink and drive.
- Adjust your inside rearview mirror to reduce the glare from headlamps behind you.
- Since you can't see as well, you may need to slow down and keep more space between you and other vehicles.
- Slow down, especially on higher speed roads. Your headlamps can light up only so much road ahead.
- In remote areas, watch for animals.
- If you're tired, pull off the road in a safe place and rest.

No one can see as well at night as in the daytime. But as we get older these differences increase. A 50-year-old driver may require at least twice as much light to see the same thing at night as a 20-year-old.

What you do in the daytime can also affect your night vision. For example, if you spend the day in bright sunshine you are wise to wear sunglasses. Your eyes will have less trouble adjusting to night. But if you're driving, don't wear sunglasses at night.

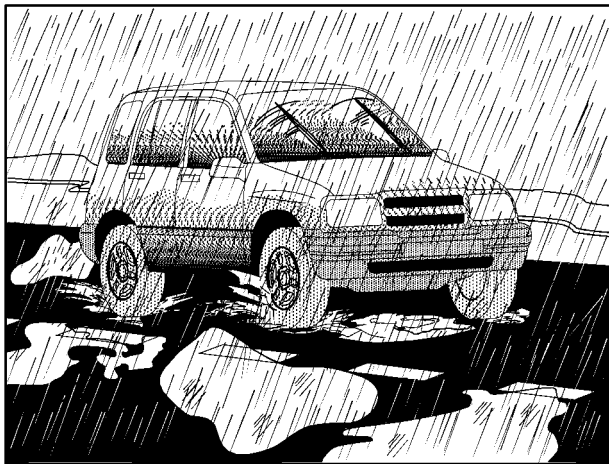
They may cut down on glare from headlamps, but they also make a lot of things invisible.

You can be temporarily blinded by approaching headlamps. It can take a second or two, or even several seconds, for your eyes to readjust to the dark. When you are faced with severe glare (as from a driver who doesn't lower the high beams, or a vehicle with misaimed headlamps), slow down a little. Avoid staring directly into the approaching headlamps.

Keep your windshield and all the glass on your vehicle clean -- inside and out. Glare at night is made much worse by dirt on the glass. Even the inside of the glass can build up a film caused by dust. Dirty glass makes lights dazzle and flash more than clean glass would, making the pupils of your eyes contract repeatedly.

Remember that your headlamps light up far less of a roadway when you are in a turn or curve. Keep your eyes moving; that way, it's easier to pick out dimly lighted objects. Just as your headlamps should be checked regularly for proper aim, so should your eyes be examined regularly. Some drivers suffer from night blindness -- the inability to see in dim light -- and aren't even aware of it.

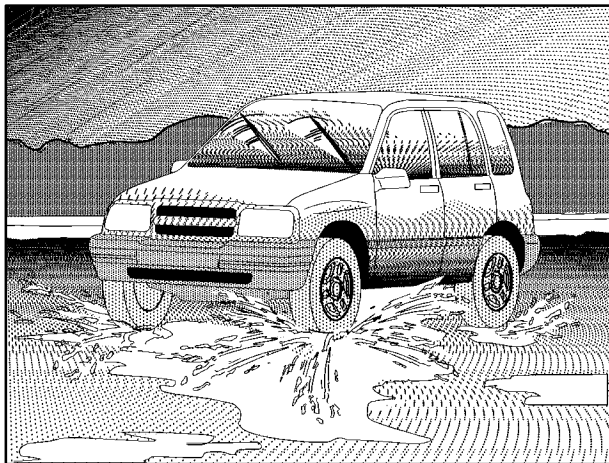
Driving in Rain and on Wet Roads



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

The heavier the rain, the harder it is to see. Even if your windshield wiper blades are in good shape, a heavy rain can make it harder to see road signs and traffic signals, pavement markings, the edge of the road and even people walking.

It's wise to keep your wiping equipment in good shape and keep your windshield washer tank filled with washer fluid. Replace your windshield wiper inserts when they show signs of streaking or missing areas on the windshield, or when strips of rubber start to separate from the inserts.



Driving too fast through large water puddles or even going through some car washes can cause problems, too. The water may affect your brakes. Try to avoid puddles. But if you can't, try to slow down before you hit them.

CAUTION:

Wet brakes can cause accidents. They won't work as well in a quick stop and may cause pulling to one side. You could lose control of the vehicle.

After driving through a large puddle of water or a car wash, apply your brake pedal lightly until your brakes work normally.

Hydroplaning

Hydroplaning is dangerous. So much water can build up under your tires that they can actually ride on the water. This can happen if the road is wet enough and you're going fast enough. When your vehicle is hydroplaning, it has little or no contact with the road.

Hydroplaning doesn't happen often. But it can if your tires do not have much tread or if the pressure in one or more is low. It can happen if a lot of water is standing on the road. If you can see reflections from trees, telephone poles or other vehicles, and raindrops "dimple" the water's surface, there could be hydroplaning.

Hydroplaning usually happens at higher speeds. There just isn't a hard and fast rule about hydroplaning. The best advice is to slow down when it is raining.

Driving Through Deep Standing Water

NOTICE:

If you drive too quickly through deep puddles or standing water, water can come in through your engine's air intake and badly damage your engine. Never drive through water that is slightly lower than the underbody of your vehicle. If you can't avoid deep puddles or standing water, drive through them very slowly.

Driving Through Flowing Water

CAUTION:

Flowing or rushing water creates strong forces. If you try to drive through flowing water, as you might at a low water crossing, your vehicle can be carried away. As little as six inches of flowing water can carry away a smaller vehicle. If this happens, you and the other vehicle occupants could drown. Don't ignore police warning signs, and otherwise be very cautious about trying to drive through flowing water.

Some Other Rainy Weather Tips

- Besides slowing down, allow some extra following distance. And be especially careful when you pass another vehicle. Allow yourself more clear room ahead, and be prepared to have your view restricted by road spray.
- Have good tires with proper tread depth. (See "Tires" in the Index.)

City Driving



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

Here are ways to increase your safety in city driving:

- Know the best way to get to where you are going. Get a city map and plan your trip into an unknown part of the city just as you would for a cross-country trip.
- Try to use the freeways that rim and crisscross most large cities. You'll save time and energy. (See the next part, "Freeway Driving.")
- Treat a green light as a warning signal. A traffic light is there because the corner is busy enough to need it. When a light turns green, and just before you start to move, check both ways for vehicles that have not cleared the intersection or may be running the red light.

Freeway Driving



Mile for mile, freeways (also called thruways, parkways, expressways, turnpikes or superhighways) are the safest of all roads. But they have their own special rules.

The most important advice on freeway driving is: Keep up with traffic and keep to the right. Drive at the same speed most of the other drivers are driving. Too-fast or too-slow driving breaks a smooth traffic flow. Treat the left lane on a freeway as a passing lane.

At the entrance, there is usually a ramp that leads to the freeway. If you have a clear view of the freeway as you drive along the entrance ramp, you should begin to check traffic. Try to determine where you expect to blend with the flow. Try to merge into the gap at close to the prevailing speed. Switch on your turn signal, check your mirrors and glance over your shoulder as often as necessary. Try to blend smoothly with the traffic flow.

Once you are on the freeway, adjust your speed to the posted limit or to the prevailing rate if it's slower. Stay in the right lane unless you want to pass.

Before changing lanes, check your mirrors. Then use your turn signal.

Just before you leave the lane, glance quickly over your shoulder to make sure there isn't another vehicle in your "blind" spot.

Once you are moving on the freeway, make certain you allow a reasonable following distance. Expect to move slightly slower at night.

When you want to leave the freeway, move to the proper lane well in advance. If you miss your exit, do not, under any circumstances, stop and back up. Drive on to the next exit.

The exit ramp can be curved, sometimes quite sharply.

The exit speed is usually posted.

Reduce your speed according to your speedometer, not to your sense of motion. After driving for any distance at higher speeds, you may tend to think you are going slower than you actually are.

Before Leaving on a Long Trip

Make sure you're ready. Try to be well rested. If you must start when you're not fresh -- such as after a day's work -- don't plan to make too many miles that first part of the journey. Wear comfortable clothing and shoes you can easily drive in.

Is your vehicle ready for a long trip? If you keep it serviced and maintained, it's ready to go. If it needs service, have it done before starting out. Of course, you'll find experienced and able service experts in Chevrolet dealerships all across North America. They'll be ready and willing to help if you need it.

Here are some things you can check before a trip:

- *Windshield Washer Fluid*: Is the reservoir full? Are all windows clean inside and outside?
- *Wiper Blades*: Are they in good shape?
- *Fuel, Engine Oil, Other Fluids*: Have you checked all levels?
- *Lamps*: Are they all working? Are the lenses clean?
- *Tires*: They are vitally important to a safe, trouble-free trip. Is the tread good enough for long-distance driving? Are the tires all inflated to the recommended pressure?
- *Weather Forecasts*: What's the weather outlook along your route? Should you delay your trip a short time to avoid a major storm system?
- *Maps*: Do you have up-to-date maps?

Highway Hypnosis

Is there actually such a condition as “highway hypnosis”? Or is it just plain falling asleep at the wheel? Call it highway hypnosis, lack of awareness, or whatever.

There is something about an easy stretch of road with the same scenery, along with the hum of the tires on the road, the drone of the engine, and the rush of the wind against the vehicle that can make you sleepy. Don’t let it happen to you! If it does, your vehicle can leave the road in *less than a second*, and you could crash and be injured.

What can you do about highway hypnosis? First, be aware that it can happen.

Then here are some tips:

- Make sure your vehicle is well ventilated, with a comfortably cool interior.
- Keep your eyes moving. Scan the road ahead and to the sides. Check your mirrors and your instruments frequently.
- If you get sleepy, pull off the road into a rest, service or parking area and take a nap, get some exercise, or both. For safety, treat drowsiness on the highway as an emergency.

Hill and Mountain Roads



Driving on steep hills or mountains is different from driving in flat or rolling terrain.

If you drive regularly in steep country, or if you’re planning to visit there, here are some tips that can make your trips safer and more enjoyable. (See “Off-Road Driving” in the Index for information about driving off-road.)

- Keep your vehicle in good shape. Check all fluid levels and also the brakes, tires, cooling system and transmission. These parts can work hard on mountain roads.
- Know how to go down hills. The most important thing to know is this: let your engine do some of the slowing down. Shift to a lower gear when you go down a steep or long hill.

CAUTION:

If you don't shift down, your brakes could get so hot that they wouldn't work well. You would then have poor braking or even none going down a hill. You could crash. Shift down to let your engine assist your brakes on a steep downhill slope.

CAUTION:

Coasting downhill in NEUTRAL (N) or with the ignition off is dangerous. Your brakes will have to do all the work of slowing down. They could get so hot that they wouldn't work well. You would then have poor braking or even none going down a hill. You could crash. Always have your engine running and your vehicle in gear when you go downhill.

- Know how to go uphill. You may want to shift down to a lower gear. The lower gears help cool your engine and transmission, and you can climb the hill better.
- Stay in your own lane when driving on two-lane roads in hills or mountains. Don't swing wide or cut across the center of the road. Drive at speeds that let you stay in your own lane.
- As you go over the top of a hill, be alert. There could be something in your lane, like a stalled car or an accident.
- You may see highway signs on mountains that warn of special problems. Examples are long grades, passing or no-passing zones, a falling rocks area or winding roads. Be alert to these and take appropriate action.

Winter Driving



Here are some tips for winter driving:

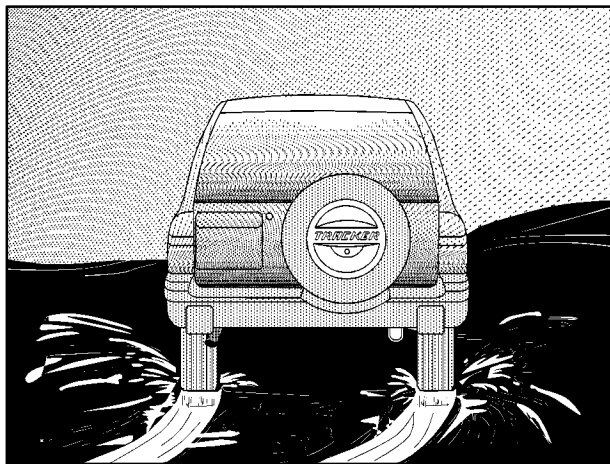
- Have your vehicle in good shape for winter.
- You may want to put winter emergency supplies in your vehicle.

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

Driving on Snow or Ice

Most of the time, those places where your tires meet the road probably have good traction.

However, if there is snow or ice between your tires and the road, you can have a very slippery situation. You'll have a lot less traction or "grip" and will need to be very careful.



What's the worst time for this? "Wet ice." Very cold snow or ice can be slick and hard to drive on. But wet ice can be even more trouble because it may offer the least traction of all. You can get wet ice when it's about freezing (32°F; 0°C) and freezing rain begins to fall. Try to avoid driving on wet ice until salt and sand crews can get there.

Whatever the condition -- smooth ice, packed, blowing or loose snow -- drive with caution.

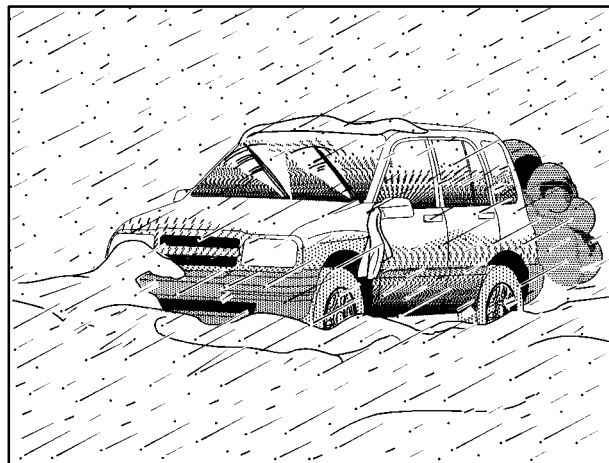
Accelerate gently. Try not to break the fragile traction. If you accelerate too fast, the drive wheels will spin and polish the surface under the tires even more.

Unless you have the anti-lock braking system, you'll want to brake very gently, too. (If you do have anti-lock, see "Anti-Lock" in the Index. This system improves your vehicle's stability when you make a hard stop on a slippery road.) Whether you have the anti-lock braking system or not, you'll want to begin stopping sooner than you would on dry pavement. Without anti-lock brakes, if you feel your vehicle begin to slide, let up on the brakes a little. Push the brake pedal down steadily to get the most traction you can.

Remember, unless you have anti-lock, if you brake so hard that your wheels stop rolling, you'll just slide. Brake so your wheels always keep rolling and you can still steer.

- Whatever your braking system, allow greater following distance on any slippery road.
- Watch for slippery spots. The road might be fine until you hit a spot that's covered with ice. On an otherwise clear road, ice patches may appear in shaded areas where the sun can't reach: around clumps of trees, behind buildings or under bridges. Sometimes the surface of a curve or an overpass may remain icy when the surrounding roads are clear. If you see a patch of ice ahead of you, brake before you are on it. Try not to brake while you're actually on the ice, and avoid sudden steering maneuvers.

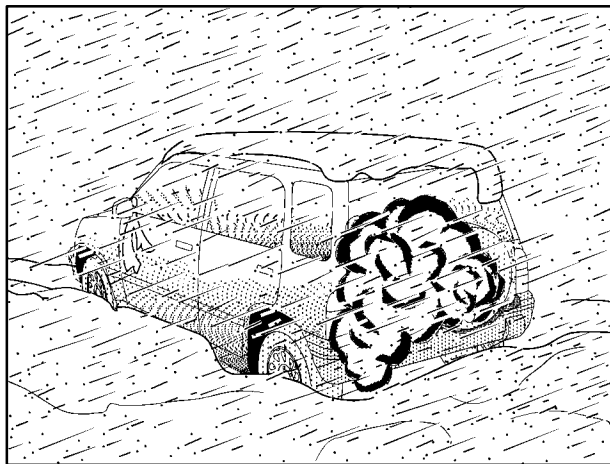
If You're Caught in a Blizzard



If you are stopped by heavy snow, you could be in a serious situation. You should probably stay with your vehicle unless you know for sure that you are near help and you can hike through the snow. Here are some things to do to summon help and keep yourself and your passengers safe:

- Turn on your hazard flashers.

- Tie a red cloth to your vehicle to alert police that you've been stopped by the snow.
- Put on extra clothing or wrap a blanket around you. If you have no blankets or extra clothing, make body insulators from newspapers, burlap bags, rags, floor mats -- anything you can wrap around yourself or tuck under your clothing to keep warm.



You can run the engine to keep warm, but be careful.

⚠ CAUTION:

Snow can trap exhaust gases under your vehicle. This can cause deadly CO (carbon monoxide) gas to get inside. CO could overcome you and kill you. You can't see it or smell it, so you might not know it is in your vehicle. Clear away snow from around the base of your vehicle, especially any that is blocking your exhaust pipe. And check around again from time to time to be sure snow doesn't collect there.

Open a window just a little on the side of the vehicle that's away from the wind. This will help keep CO out.

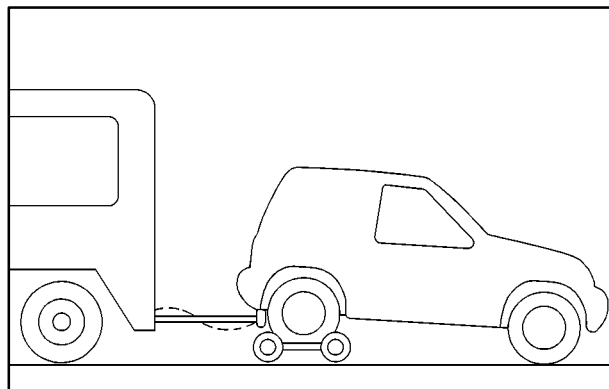
Run your engine only as long as you must. This saves fuel. When you run the engine, make it go a little faster than just idle. That is, push the accelerator slightly. This uses less fuel for the heat that you get and it keeps the battery charged. You will need a well-charged battery to restart the vehicle, and possibly for signaling later on with your headlamps. Let the heater run for a while.

Then, shut the engine off and close the window almost all the way to preserve the heat. Start the engine again and repeat this only when you feel really uncomfortable from the cold. But do it as little as possible. Preserve the fuel as long as you can. To help keep warm, you can get out of the vehicle and do some fairly vigorous exercises every half hour or so until help comes.

Recreational Vehicle Towing

There may be times when you want to tow your vehicle behind another vehicle for use at your destination. Be sure to use the proper towing equipment designed for recreational towing. Follow the instructions for the towing equipment.

Towing Your Vehicle from the Rear



The best way to tow your vehicle is from the rear. Follow these steps:

1. Put the rear wheels on a dolly.

NOTICE:

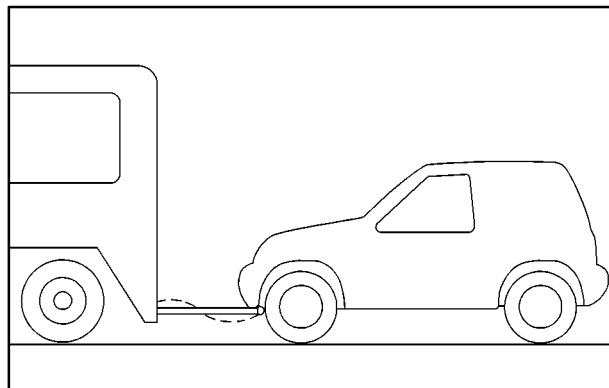
Do not tow your vehicle with the rear wheels in contact with the ground, or the transmission could be damaged.

2. If your vehicle is a four-wheel-drive vehicle, turn the ignition key to ON, move the transfer case lever into NEUTRAL (N) and make sure the 4WD light on the instrument cluster is turned off. See “Four-Wheel Drive” in the Index.
3. Turn the ignition key to ACC to unlock the steering wheel.
4. Make sure the front wheels are facing straight forward and secure the steering wheel with a steering wheel clamping device designed for towing.

NOTICE:

Make sure that the towing speed does not exceed 55 mph (90 km/h), or your vehicle could be badly damaged.

Towing Your Vehicle from the Front (Four-Wheel-Drive Only)



NOTICE:

If your vehicle is a two-wheel drive model, do not tow it on all four wheels. If you do, your transmission could be damaged.

Follow these steps:

1. Set the parking brake.
2. Shift your automatic transmission into PARK (P), or your manual transmission to SECOND (2).
3. With the ignition key in the ON position, move the transfer case to NEUTRAL (N) and make sure the 4WD light on the instrument cluster is off. See “Four-Wheel Drive” in the Index.
4. Turn the ignition key to ACC to unlock the steering wheel.
5. Release the parking brake.

Stop towing every 200 miles (300 km) and start the engine. Leave the transfer case shift lever in NEUTRAL (N). Shift your automatic transmission to DRIVE (D); leave a manual transmission in SECOND (2) with the clutch engaged. Run the engine at medium speed for one minute to circulate oil in the transfer case. Turn the ignition key to ACC. Now, you can continue towing your vehicle.

NOTICE:

The front wheels transmit shocks during towing. The steering column may not be strong enough to withstand the shocks. Always unlock the steering wheel before towing.

NOTICE:

Make sure that the towing speed does not exceed 50 mph (80 km/h), or your vehicle could be badly damaged.

Loading Your Vehicle

TIRE PLACARD		
	FRONT	REAR
T I R E S		
R I M S		
INFLATION PRESSURE COLD kPa/PSI		

Two labels on your vehicle show how much weight it may properly carry. The Tire-Loading Information label found on the driver's door lock pillar tells you the proper size, speed rating and recommended inflation pressures for the tires on your vehicle. It also gives you important information about the number of people that can be in your vehicle and the total weight that you can carry. This weight is called the Vehicle Capacity Weight and includes the weight of all occupants, cargo and all nonfactory-installed options.

MFD BY CAMI AUTOMOTIVE		CANADA
DATE	GVWR	GAWR FRT
		GAWR RR
EXAMPLE ONLY		

The other label is the Certification label, also found on the driver's door lock pillar. It tells you the gross weight capacity of your vehicle, called the Gross Vehicle Weight Rating (GVWR). The GVWR includes the weight of the vehicle, all occupants, fuel and cargo. Never exceed the GVWR for your vehicle, or the Gross Axle Weight Rating (GAWR) for either the front or rear axle.

And, if you do have a heavy load, you should spread it out. Don't carry more than 400 lbs. (181 kg) in your rear area when four people are in your two-wheel-drive vehicle. If you have a four-wheel-drive vehicle, don't carry more than 200 lbs. (91 kg) in your rear area when four people are in your vehicle.



CAUTION:

Do not load your vehicle any heavier than the GVWR, or either the maximum front or rear GAWR. If you do, parts on your vehicle can break, and it can change the way your vehicle handles. These could cause you to lose control and crash. Also, overloading can shorten the life of your vehicle.

NOTICE:

Your warranty does not cover parts or components that fail because of overloading.

If you put things inside your vehicle -- like suitcases, tools, packages or anything else -- they will go as fast as the vehicle goes. If you have to stop or turn quickly, or if there is a crash, they'll keep going.



CAUTION:

Things you put inside your vehicle can strike and injure people in a sudden stop or turn, or in a crash.

- **Put things in the cargo area of your vehicle. Try to spread the weight evenly.**
- **Never stack heavier things, like suitcases, inside the vehicle so that some of them are above the tops of the seats.**
- **Don't leave an unsecured child restraint in your vehicle.**
- **When you carry something inside the vehicle, secure it whenever you can.**
- **Don't leave a seat folded down unless you need to.**

There's also important loading information for off-road driving in this manual. See "Loading Your Vehicle for Off-Road Driving" in the Index.

Towing a Trailer

CAUTION:

If you don't use the correct equipment and drive properly, you can lose control when you pull a trailer. For example, if the trailer is too heavy, the brakes may not work well -- or even at all. You and your passengers could be seriously injured. Pull a trailer only if you have followed all the steps in this section. Ask your dealer for advice and information about towing a trailer with your vehicle.

NOTICE:

Pulling a trailer improperly can damage your vehicle and result in costly repairs not covered by your warranty. To pull a trailer correctly, follow the advice in this part, and see your dealer for important information about towing a trailer with your vehicle.

Your vehicle can tow a trailer. To identify what the vehicle trailering capacity is for your vehicle, you should read the information in "Weight of the Trailer" that appears later in this section. But trailering is different than just driving your vehicle by itself. Trailering means changes in handling, durability and fuel economy. Successful, safe trailering takes correct equipment, and it has to be used properly.

That's the reason for this section. In it are many time-tested, important trailering tips and safety rules. Many of these are important for your safety and that of your passengers. So please read this section carefully before you pull a trailer.

Load-pulling components such as the engine, transmission, wheel assemblies and tires are forced to work harder against the drag of the added weight. The engine is required to operate at relatively higher speeds and under greater loads, generating extra heat. What's more, the trailer adds considerably to wind resistance, increasing the pulling requirements.

If You Do Decide To Pull A Trailer

If you do, here are some important points:

- There are many different laws, including speed limit restrictions, having to do with trailering. Make sure your rig will be legal, not only where you live but also where you'll be driving. A good source for this information can be state or provincial police.
- Consider using a sway control. You can ask a hitch dealer about sway controls.
- Don't tow a trailer at all during the first 500 miles (800 km) your new vehicle is driven. Your engine, axle or other parts could be damaged.
- Then, during the first 500 miles (800 km) that you tow a trailer, don't drive over 50 mph (80 km/h) and don't make starts at full throttle. This helps your engine and other parts of your vehicle wear in at the heavier loads.

- If you have an automatic transmission, you can use **THIRD (3)** (or, as you need to, a lower gear) when towing a trailer. Operating your vehicle in **THIRD (3)** when towing a trailer will minimize heat buildup and extend the life of your transmission. If you have a manual transmission and you are towing a trailer, it's better not to use **FIFTH (5)** gear. Just drive in **FOURTH (4)** gear (or, as you need to, a lower gear).

Three important considerations have to do with weight:

- the weight of the trailer,
- the weight of the trailer tongue
- and the weight on your vehicle's tires.

Weight of the Trailer

How heavy can a trailer safely be?

It should never weigh more than 1,000 lbs. (450 kg) for two-door models and 1,500 lbs. (680 kg) for four-door models. But even that can be too heavy.

It depends on how you plan to use your rig. For example, speed, altitude, road grades, outside temperature and how much your vehicle is used to pull a trailer are all important. And, it can also depend on any special equipment that you have on your vehicle.

You can ask your dealer for our trailering information or advice, or you can write us at:

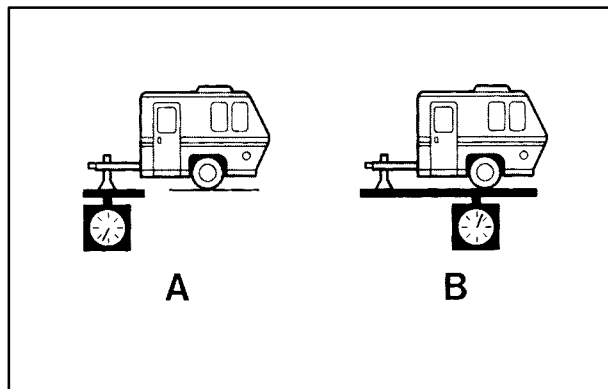
Chevrolet Motor Division
Chevrolet Customer Assistance Center
P.O. Box 7047
Troy, MI 48007-7047

In Canada, write to:

General Motors of Canada Limited
Customer Communication Centre
1908 Colonel Sam Drive
Oshawa, Ontario L1H 8P7

Weight of the Trailer Tongue

The tongue load (A) of any trailer is an important weight to measure because it affects the total or gross weight of your vehicle. The Gross Vehicle Weight (GVW) includes the curb weight of the vehicle, any cargo you may carry in it, and the people who will be riding in the vehicle. And if you will tow a trailer, you must add the tongue load to the GVW because your vehicle will be carrying that weight, too. See “Loading Your Vehicle” in the Index for more information about your vehicle’s maximum load capacity.



If you're using a weight-carrying hitch, the trailer tongue (A) should weigh 10 percent of the total loaded trailer weight (B). If you're using a weight-distributing hitch, the trailer tongue (A) should weigh 12 percent of the total loaded trailer weight (B).

After you've loaded your trailer, weigh the trailer and then the tongue, separately, to see if the weights are proper. If they aren't, you may be able to get them right simply by moving some items around in the trailer.

Total Weight on Your Vehicle's Tires

Be sure your vehicle's tires are inflated to the upper limit for cold tires. You'll find these numbers on the Tire-Loading Information Certification label at the rear edge of the driver's door lock pillar or see "Tire Loading" in the Index. Then be sure you don't go over the GVW limit for your vehicle, including the weight of the trailer tongue.

Hitches

It's important to have the correct hitch equipment. Crosswinds, large trucks going by and rough roads are a few reasons why you'll need the right hitch. Here are some rules to follow:

- If you use a step-bumper hitch, your bumper could be damaged in sharp turns. Make sure you have ample room when turning to avoid contact between the trailer and the bumper.
- Will you have to make any holes in the body of your vehicle when you install a trailer hitch?

If you do, then be sure to seal the holes later when you remove the hitch. If you don't seal them, deadly carbon monoxide (CO) from your exhaust can get into your vehicle (see "Carbon Monoxide" in the Index). Dirt and water can, too.

Safety Chains

You should always attach chains between your vehicle and your trailer. Cross the safety chains under the tongue of the trailer to help prevent the tongue from contacting the road if it becomes separated from the hitch. Instructions about safety chains may be provided by the hitch manufacturer or by the trailer manufacturer. Follow the manufacturer's recommendation for attaching safety chains and do not attach them to the bumper. Always leave just enough slack so you can turn with your rig. Never allow safety chains to drag on the ground.

Trailer Brakes

If your trailer weighs more than 1,000 lbs. (450 kg) loaded, then it needs its own brakes -- and they must be adequate. Be sure to read and follow the instructions for the trailer brakes so you'll be able to install, adjust and maintain them properly.

- Don't tap into your vehicle's brake system if the trailer's brake system will use more than 0.02 cubic inch (0.3 cc) of fluid from your vehicle's master cylinder. If it does, both systems won't work well. You could even lose your brakes.

- Will the trailer brake parts take 3,000 psi (20 650 kPa) of pressure? If not, the trailer brake system must not be used with your vehicle.
- If everything checks out this far, then make the brake fluid tap at the port on the master cylinder that sends fluid to the rear brakes. But don't use copper tubing for this. If you do, it will bend and finally break off. Use steel brake tubing.

Driving with a Trailer

Towing a trailer requires a certain amount of experience. Before setting out for the open road, you'll want to get to know your rig. Acquaint yourself with the feel of handling and braking with the added weight of the trailer. And always keep in mind that the vehicle you are driving is now a good deal longer and not nearly as responsive as your vehicle is by itself.

Before you start, check the trailer hitch and platform (and attachments), safety chains, electrical connector, lamps, tires and mirror adjustment. If the trailer has

electric brakes, start your vehicle and trailer moving and then apply the trailer brake controller by hand to be sure the brakes are working. This lets you check your electrical connection at the same time.

During your trip, check occasionally to be sure that the load is secure, and that the lamps and any trailer brakes are still working.

Following Distance

Stay at least twice as far behind the vehicle ahead as you would when driving your vehicle without a trailer. This can help you avoid situations that require heavy braking and sudden turns.

Passing

You'll need more passing distance up ahead when you're towing a trailer. And, because you're a good deal longer, you'll need to go much farther beyond the passed vehicle before you can return to your lane.

Backing Up

Hold the bottom of the steering wheel with one hand. Then, to move the trailer to the left, just move that hand to the left. To move the trailer to the right, move your hand to the right. Always back up slowly and, if possible, have someone guide you.

Making Turns

NOTICE:

Making very sharp turns while trailering could cause the trailer to come in contact with the vehicle. Your vehicle could be damaged. Avoid making very sharp turns while trailering.

When you're turning with a trailer, make wider turns than normal. Do this so your trailer won't strike soft shoulders, curbs, road signs, trees or other objects. Avoid jerky or sudden maneuvers. Signal well in advance.

Turn Signals When Towing a Trailer

When you tow a trailer, your vehicle has to have extra wiring (included in the optional trailering package).

The arrows on your instrument panel will flash whenever you signal a turn or lane change. Properly hooked up, the trailer lamps will also flash, telling other drivers you're about to turn, change lanes or stop.

When towing a trailer, the arrows on your instrument panel will flash for turns even if the bulbs on the trailer are burned out. Thus, you may think drivers behind you are seeing your signal when they are not. It's important to check occasionally to be sure the trailer bulbs are still working.

Driving On Grades

Reduce speed and shift to a lower gear *before* you start down a long or steep downgrade. If you don't shift down, you might have to use your brakes so much that they would get hot and no longer work well.

If you are towing a trailer and you have a manual transmission with FIFTH (5) gear, you may prefer not to use FIFTH (5). Just drive in FOURTH (4) (or, as you need to, a lower gear).

Parking on Hills

CAUTION:

You really should not park your vehicle, with a trailer attached, on a hill. If something goes wrong, your rig could start to move. People can be injured, and both your vehicle and the trailer can be damaged.

But if you ever have to park your rig on a hill, here's how to do it:

1. Apply your regular brakes, but don't shift into PARK (P) yet, or into gear for a manual transmission.
2. Have someone place chocks under the trailer wheels.
3. When the wheel chocks are in place, release the regular brakes until the chocks absorb the load.
4. Reapply the regular brakes. Then apply your parking brake, and then shift to PARK (P), or REVERSE (R) for a manual transmission.

5. If you have a four-wheel-drive vehicle, be sure the transfer case is in a drive gear -- not in NEUTRAL (N).
6. Release the regular brakes.

CAUTION:

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

If you have left the engine running, the vehicle can move suddenly. You or others could be injured. To be sure your vehicle won't move, even when you're on fairly level ground, use the steps that follow.

Always put the shift lever fully in PARK (P) with the parking brake firmly set.

If the transfer case on four-wheel drive vehicles is in NEUTRAL (N), your vehicle will be free to roll, even if your shift lever is in PARK (P). So, be sure the transfer case is in a drive gear -- not in NEUTRAL (N).

When You Are Ready to Leave After Parking on a Hill

1. Apply your regular brakes and hold the pedal down while you:
 - Start your engine;
 - Shift into a gear; and
 - Release the parking brake.
2. Let up on the brake pedal.
3. Drive slowly until the trailer is clear of the chocks.
4. Stop and have someone pick up and store the chocks.

Maintenance When Trailer Towing

Your vehicle will need service more often when you're pulling a trailer. See the Maintenance Schedule for more on this. Things that are especially important in trailer operation are automatic transmission fluid (don't overfill), engine oil, axle lubricant, belts, cooling system and brake system. Each of these is covered in this manual, and the Index will help you find them quickly. If you're trailering, it's a good idea to review these sections before you start your trip.

Check periodically to see that all hitch nuts and bolts are tight.



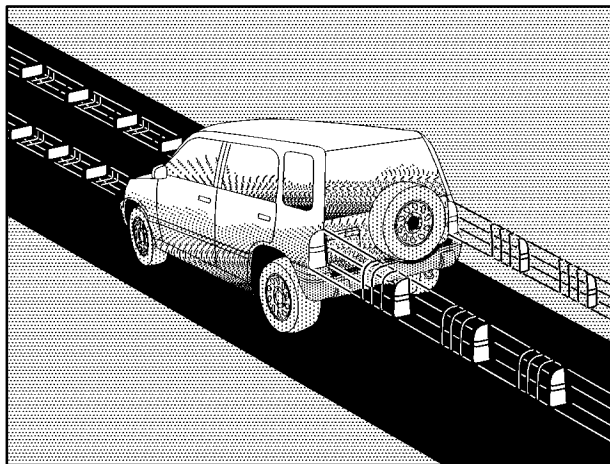
Section 5 Problems on the Road

Here you'll find what to do about some problems that can occur on the road.

5-2 Hazard Warning Flashers
5-2 Other Warning Devices
5-3 Jump Starting
5-8 Towing Your Vehicle
5-9 Engine Overheating

5-11 Cooling System
5-17 If a Tire Goes Flat
5-17 Changing a Flat Tire
5-28 If You're Stuck: In Sand, Mud, Ice or Snow

Hazard Warning Flashers



Your hazard warning flashers let you warn others. They also let police know you have a problem. Your front and rear turn signal lamps will flash on and off.



Press the button on the instrument panel to make the front and rear turn signal lamps flash on and off.

Your hazard warning flashers work no matter what position your key is in, and even if the key isn't in.

To turn off the flashers, push the button again.

When the hazard warning flashers are on, your turn signals won't work.

Other Warning Devices

If you carry reflective triangles, you can set one up at the side of the road about 300 feet (100 m) behind your vehicle.

Jump Starting

If your battery has run down, you may want to use another vehicle and some jumper cables to start your vehicle. But please use the following steps to do it safely.



CAUTION:

Batteries can hurt you. They can be dangerous because:

- They contain acid that can burn you.
- They contain gas that can explode or ignite.
- They contain enough electricity to burn you.

If you don't follow these steps exactly, some or all of these things can hurt you.

NOTICE:

Ignoring these steps could result in costly damage to your vehicle that wouldn't be covered by your warranty.

The ACDelco[®] battery in your vehicle has a built-in hydrometer. Do not charge, test or jump start the battery if the hydrometer looks clear or light yellow. Replace the battery when there is a clear or light yellow hydrometer and a cranking complaint.

Trying to start your vehicle by pushing or pulling it won't work, and it could damage your vehicle.

1. Check the other vehicle. It must have a 12-volt battery with a negative ground system.

NOTICE:

If the other system isn't a 12-volt system with a negative ground, both vehicles can be damaged.

2. Get the vehicles close enough so the jumper cables can reach, but be sure the vehicles aren't touching each other. If they are, it could cause a ground connection you don't want. You wouldn't be able to start your vehicle, and the bad grounding could damage the electrical systems.

To avoid the possibility of the vehicles rolling, set the parking brake firmly on both vehicles involved in the procedure. Put an automatic transmission vehicle in PARK (P) and a manual transmission vehicle in NEUTRAL (N).

3. Turn off the ignition on both vehicles. Unplug unnecessary accessories plugged into the cigarette lighter. Turn off all lamps that aren't needed as well as radios. This will avoid sparks and help save both batteries. In addition, it could save your radio!

NOTICE:

If you leave your radio on, it could be badly damaged. The repairs wouldn't be covered by your warranty.

4. Open the hoods on both vehicles and locate the batteries. Find the positive (+) and negative (-) terminals on each battery.



CAUTION:

If your vehicle has air conditioning, the auxiliary electric fan under the hood can start up even when the engine is not running and can injure you. Keep hands, clothing and tools away from any underhood electric fan.



CAUTION:

Using a match near a battery can cause battery gas to explode. People have been hurt doing this, and some have been blinded. Use a flashlight if you need more light.

Be sure the battery has enough water. You don't need to add water to the ACDelco® battery installed in every new GM vehicle. But if a battery has filler caps, be sure the right amount of fluid is there. If it is low, add water to take care of that first. If you don't, explosive gas could be present.

Battery fluid contains acid that can burn you. Don't get it on you. If you accidentally get it in your eyes or on your skin, flush the place with water and get medical help immediately.

5. Check that the jumper cables don't have loose or missing insulation. If they do, you could get a shock. The vehicles could be damaged, too.

Before you connect the cables, here are some basic things you should know. Positive (+) goes to positive (+) and negative (-) goes to a heavy, unpainted metal part on the engine. Don't connect positive (+) to negative (-) or you'll get a short that would damage the battery and maybe other parts, too.



CAUTION:

Fans or other moving engine parts can injure you badly. Keep your hands away from moving parts once the engine is running.



6. Connect the red positive (+) cable to the positive (+) terminal of the vehicle with the dead battery. Use a remote positive (+) terminal if the vehicle has one.



7. Don't let the other end touch metal. Connect it to the positive (+) terminal of the good battery. Use a remote positive (+) terminal if the vehicle has one.



8. Now connect the black negative (-) cable to the good battery's negative (-) terminal. Don't let the other end touch anything until the next step.

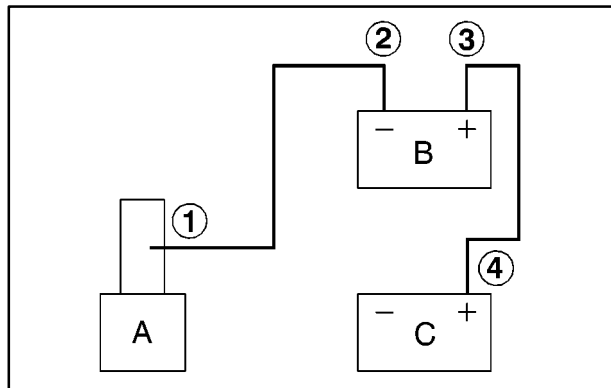


9. The other end of the negative (-) cable doesn't go to the dead battery. It goes to a heavy, unpainted metal part on the engine of the vehicle with the dead battery.

Attach the cable at least 18 inches (45 cm) away from the dead battery, but not near engine parts that move. The electrical connection is just as good there, but the chance of sparks getting back to the battery is much less.

10. Now start the vehicle with the good battery and run the engine for a while.
11. Try to start the vehicle with the dead battery. If it won't start after a few tries, it probably needs service.

12. Remove the cables in reverse order to prevent electrical shorting. Take care that they don't touch each other or any other metal.



- A. Heavy, Unpainted Metal Engine Part
- B. Good Battery
- C. Dead Battery

Towing Your Vehicle

CAUTION:

To help avoid serious personal injury to you or others:

- Never let passengers ride in a vehicle that is being towed.
- Never tow faster than safe or posted speeds.
- Never tow with damaged parts not fully secured.
- Never get under your vehicle after it has been lifted by the tow truck.
- Always secure the vehicle on each side with separate safety chains when towing it.
- Use only the correct hooks.

NOTICE:

Use the proper towing equipment to avoid damage to the bumper, fascia or fog lamp areas of the vehicle.

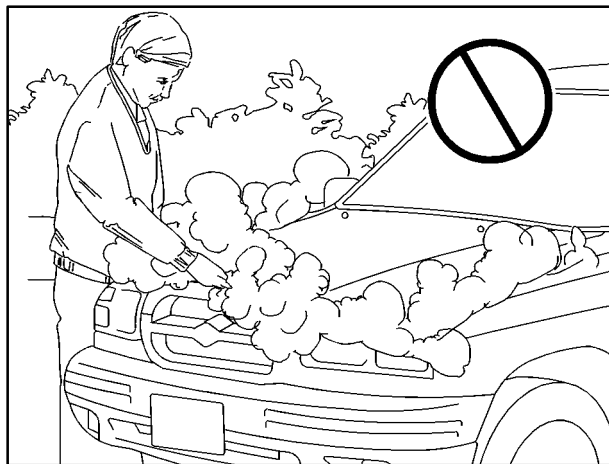
With current trends in automotive styles and design, it is essential that the correct towing equipment is used to tow a vehicle. Your vehicle can be towed with wheel-lift or car carrier equipment.

Consult your dealer or a professional towing service if you need to have your vehicle towed. See “Roadside Assistance” in the Index.

Engine Overheating

You will find a coolant temperature gage on your vehicle's instrument panel cluster. See "Engine Coolant Temperature Gage" in the Index.

If Steam Is Coming From Your Engine



CAUTION:

Steam from an overheated engine can burn you badly, even if you just open the hood. Stay away from the engine if you see or hear steam coming from it. Just turn it off and get everyone away from the vehicle until it cools down. Wait until there is no sign of steam or coolant before you open the hood.

If you keep driving when your engine is overheated, the liquids in it can catch fire. You or others could be badly burned. Stop your engine if it overheats, and get out of the vehicle until the engine is cool.

NOTICE:

If your engine catches fire because you keep driving with no coolant, your vehicle can be badly damaged. The costly repairs would not be covered by your warranty.

If No Steam Is Coming From Your Engine

If you get an engine overheat warning but see or hear no steam, the problem may not be too serious. Sometimes the engine can get a little too hot when you:

- Climb a long hill on a hot day.
- Stop after high-speed driving.
- Idle for long periods in traffic.
- Tow a trailer.

If you get the overheat warning with no sign of steam, try this for a minute or so:

1. If you have an air conditioner and it's on, turn it off.
2. Turn on your heater to full hot at the highest fan speed and open the window as necessary.
3. If you're in a traffic jam, shift to NEUTRAL (N); otherwise, shift to the highest gear while driving -- AUTOMATIC OVERDRIVE (Ⓢ) or DRIVE (D) for automatic transmissions.

If you no longer have the overheat warning, you can drive. Just to be safe, drive slower for about 10 minutes. If the warning doesn't come back on, you can drive normally.

If the warning continues, pull over, stop, and park your vehicle right away.

If there's still no sign of steam, push down the accelerator until the engine speed is about twice as fast as normal idle speed for at least three minutes while you're parked. If you still have the warning, *turn off the engine and get everyone out of the vehicle* until it cools down.

You may decide not to lift the hood but to get service help right away.

Cooling System

When you decide it's safe to lift the hood, here's what you'll see:

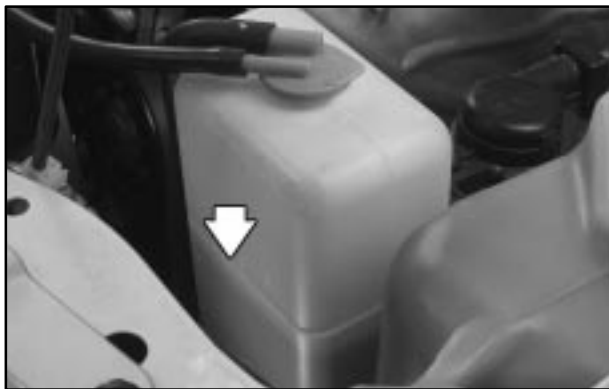


- A. Coolant Recovery Tank
- B. Engine Cooling Fan
- C. Radiator Pressure Cap
- D. Auxiliary Cooling Fan (If Equipped)

CAUTION:

An electric engine cooling fan under the hood can start up even when the engine is not running and can injure you. Keep hands, clothing and tools away from any underhood electric fan. Don't reach through the grille to release the underhood lever.

If the coolant inside the coolant recovery tank is boiling, don't do anything else until it cools down.



When the engine is cold, the coolant level should be at or above FULL. If it isn't, you may have a leak in the radiator hoses, heater hoses, radiator, water pump or somewhere else in the cooling system.



CAUTION:

Heater and radiator hoses, and other engine parts, can be very hot. Don't touch them. If you do, you can be burned.

Don't run the engine if there is a leak. If you run the engine, it could lose all coolant. That could cause an engine fire, and you could be burned. Get any leak fixed before you drive the vehicle.

NOTICE:

Engine damage from running your engine without coolant isn't covered by your warranty.

If there seems to be no leak, start the engine again. See if the engine cooling fan speed increases when idle speed is doubled by pushing the accelerator pedal down. If it doesn't, your vehicle needs service. Turn off the engine.

How to Add Coolant to the Coolant Recovery Tank

If you haven't found a problem yet, but the coolant level isn't at or above the FULL mark, add a 50/50 mixture of *clean, drinkable water* and a proper coolant at the coolant recovery tank. (See "Engine Coolant" in the Index for more information about the proper coolant mixture.)

CAUTION:

Adding only plain water to your cooling system can be dangerous. Plain water, or some other liquid like alcohol, can boil before the proper coolant mixture will. Your vehicle's coolant warning system is set for the proper coolant mixture. With plain water or the wrong mixture, your engine could get too hot but you wouldn't get the overheat warning. Your engine could catch fire and you or others could be burned. Use a 50/50 mixture of clean, drinkable water and a proper coolant.

NOTICE:

In cold weather, water can freeze and crack the engine, radiator, heater core and other parts. Use the recommended coolant and the proper coolant mixture.



CAUTION:

You can be burned if you spill coolant on hot engine parts. Coolant contains ethylene glycol and it will burn if the engine parts are hot enough. Don't spill coolant on a hot engine.

When the coolant in the coolant recovery tank is at or above the FULL mark, start your vehicle.

If the overheat warning continues, there's one more thing you can try. You can add the proper coolant mixture directly to the radiator, but be sure the cooling system is cool before you do it.

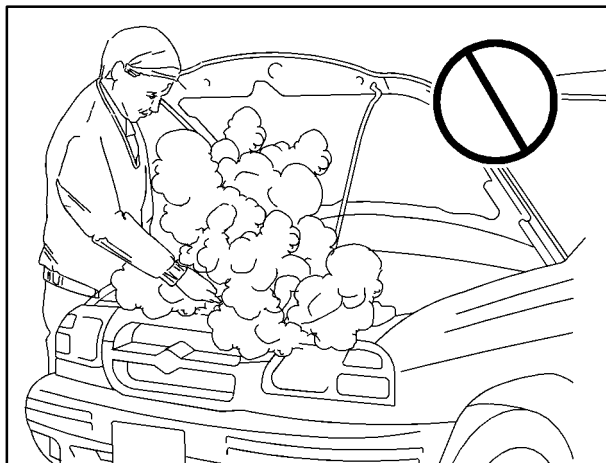
CAUTION:

Steam and scalding liquids from a hot cooling system can blow out and burn you badly. They are under pressure, and if you turn the radiator pressure cap -- even a little -- they can come out

CAUTION: (Continued)

CAUTION: (Continued)

at high speed. Never turn the cap when the cooling system, including the radiator pressure cap, is hot. Wait for the cooling system and radiator pressure cap to cool if you ever have to turn the pressure cap.

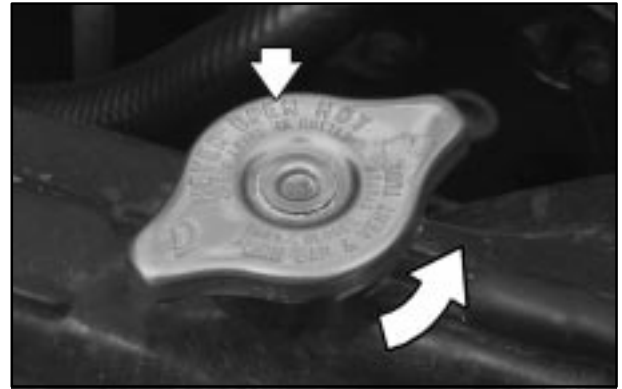


How to Add Coolant to the Radiator



1. You can remove the radiator pressure cap when the cooling system, including the radiator pressure cap and upper radiator hose, is no longer hot. Turn the pressure cap slowly counterclockwise until it first stops. (Don't press down while turning the pressure cap.)

If you hear a hiss, wait for that to stop. A hiss means there is still some pressure left.



2. Then keep turning the pressure cap, but now push down as you turn it. Remove the pressure cap.



3. Fill the radiator with the proper coolant mixture, up to the base of the filler neck. (See “Engine Coolant” in the Index for more information about the proper coolant mixture.)
4. Then fill the coolant recovery tank to the FULL mark.
5. Put the cap back on the coolant recovery tank, but leave the radiator pressure cap off.



6. Start the engine and let it run until you can feel the upper radiator hose getting hot. Watch out for the engine cooling fan.
7. By this time, the coolant level inside the radiator filler neck may be lower. If the level is lower, add more of the proper coolant mixture through the filler neck until the level reaches the base of the filler neck.



8. Then replace the pressure cap. At any time during this procedure if coolant begins to flow out of the filler neck, reinstall the pressure cap. Be sure the arrows on the pressure cap line up like this.

If a Tire Goes Flat

It's unusual for a tire to "blow out" while you're driving, especially if you maintain your tires properly. If air goes out of a tire, it's much more likely to leak out slowly. But if you should ever have a "blowout," here are a few tips about what to expect and what to do:

If a front tire fails, the flat tire will create a drag that pulls the vehicle toward that side. Take your foot off the accelerator pedal and grip the steering wheel firmly. Steer to maintain lane position, and then gently brake to a stop well out of the traffic lane.

A rear blowout, particularly on a curve, acts much like a skid and may require the same correction you'd use in a skid. In any rear blowout, remove your foot from the accelerator pedal. Get the vehicle under control by steering the way you want the vehicle to go. It may be very bumpy and noisy, but you can still steer. Gently brake to a stop -- well off the road if possible.

If a tire goes flat, the next part shows how to use your jacking equipment to change a flat tire safely.

Changing a Flat Tire

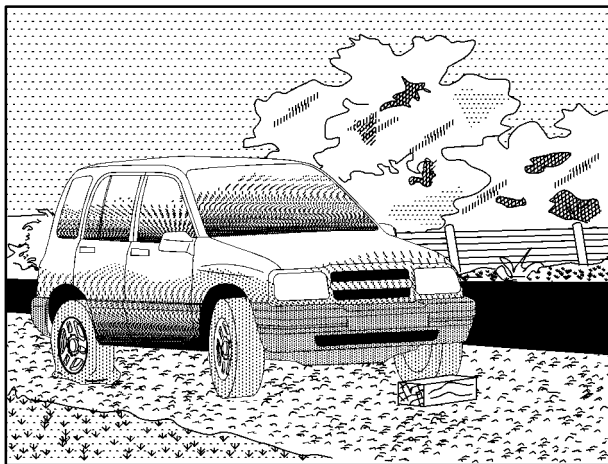
If a tire goes flat, avoid further tire and wheel damage by driving slowly to a level place. Turn on your hazard warning flashers.

CAUTION:

Changing a tire can cause an injury. The vehicle can slip off the jack and roll over you or other people. You and they could be badly injured. Find a level place to change your tire. To help prevent the vehicle from moving:

1. Set the parking brake firmly.
2. Put an automatic transmission shift lever in **PARK (P)** or shift a manual transmission to **FIRST (1)** or **REVERSE (R)**.
3. If you have a four-wheel-drive vehicle, be sure the transfer case is in a drive gear -- not in **NEUTRAL (N)**.
4. Turn off the engine.

To be even more certain the vehicle won't move, you can put blocks at the front and rear of the tire farthest away from the one being changed. That would be the tire on the other side of the vehicle, at the opposite end.



The following steps will tell you how to use the jack and change a tire.

Removing the Spare Tire and Tools



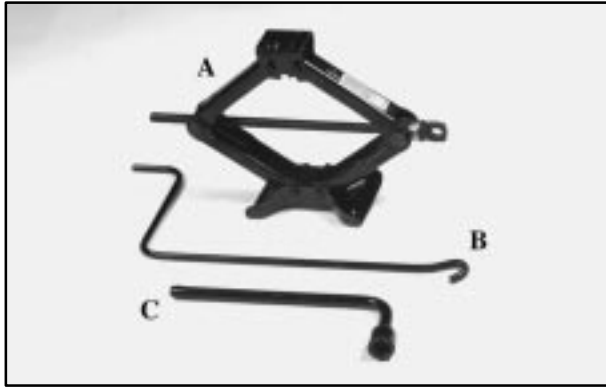
The jacking equipment you'll need is stored in the luggage compartment on the driver's side of the vehicle.



To open the jacking tool storage compartment, turn the knob counterclockwise.



Turn the jack screw to remove the jack from the clamps. If the screw is too tight, use the jack handle to loosen it.



The tools you'll be using include the jack (A), jack handle (B) and wheel wrench (C).



1. The spare tire is mounted on your tailgate. To remove the cover from the spare tire, insert your key into the wheel lock and pull the wheel lock off.

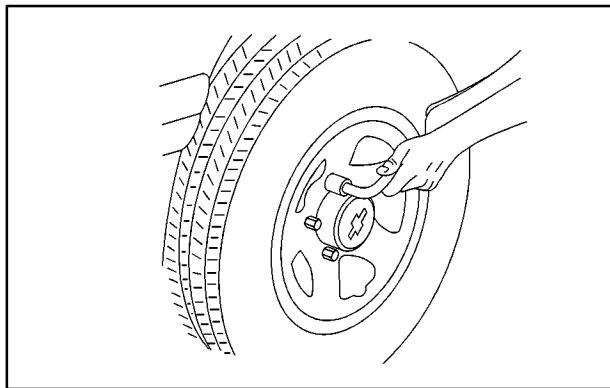


2. Using the wheel wrench, remove the wheel nut from the tire. Gently pry the spare tire cover off the wheel.

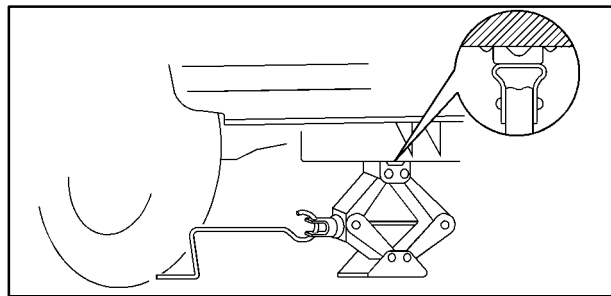


3. Remove the remaining wheel nuts from the spare tire with the wheel wrench.
4. Remove the spare tire from the mounting bracket and place it near your flat tire.

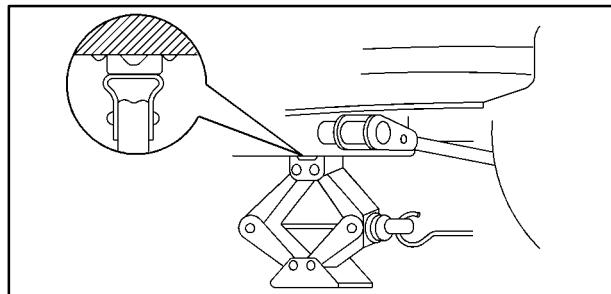
Removing the Flat Tire and Installing the Spare Tire



1. Using the wheel wrench, loosen all the wheel nuts. Don't remove them yet.



Front Wheel Location



Rear Wheel Location

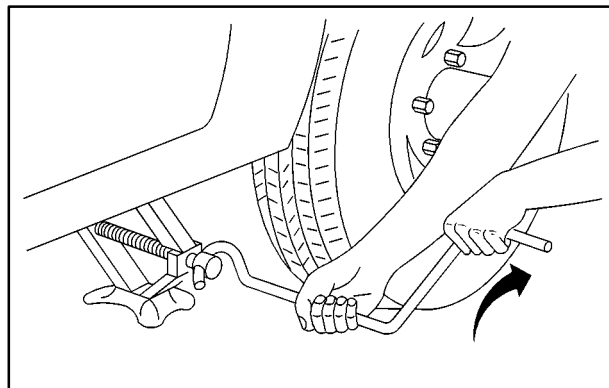
2. Position the jack and raise the jack lift head until it fits firmly onto the notches nearest to the flat tire. (Under the vehicle near each wheel, there are notches in the vehicle's frame.)

⚠ CAUTION:

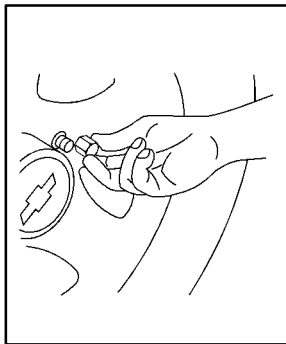
Getting under a vehicle when it is jacked up is dangerous. If the vehicle slips off the jack, you could be badly injured or killed. Never get under a vehicle when it is supported only by a jack.

⚠ CAUTION:

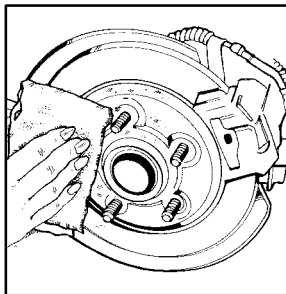
Raising your vehicle with the jack improperly positioned can damage the vehicle and even make the vehicle fall. To help avoid personal injury and vehicle damage, be sure to fit the jack lift head into the proper location before raising the vehicle.



3. Raise the vehicle by turning the jack handle clockwise. Raise the vehicle far enough off the ground so there is enough room for the spare tire to fit.



4. Remove all the wheel nuts and take off the flat tire.



5. Remove any rust or dirt from the wheel bolts, mounting surfaces and spare wheel.



CAUTION:

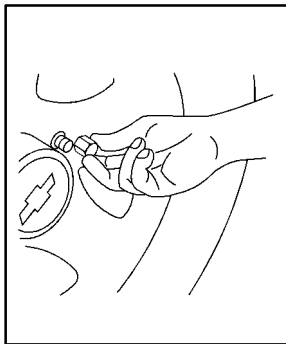
Rust or dirt on the wheel, or on the parts to which it is fastened, can make the wheel nuts become loose after a time. The wheel could come off and cause an accident. When you change a wheel, remove any rust or dirt from the places where the wheel attaches to the vehicle. In an emergency, you can use a cloth or a paper towel to do this; but be sure to use a scraper or wire brush later, if you need to, to get all the rust or dirt off.



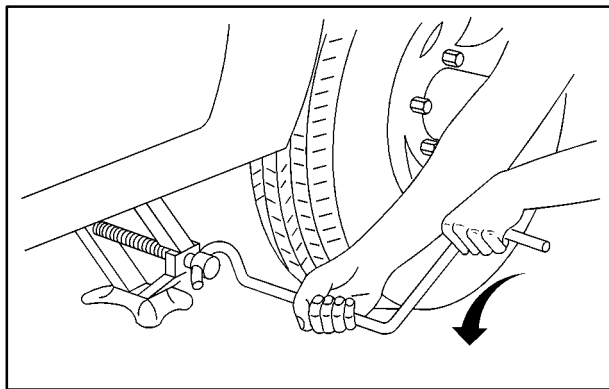
CAUTION:

Never use oil or grease on studs or nuts. If you do, the nuts might come loose. Your wheel could fall off, causing a serious accident.

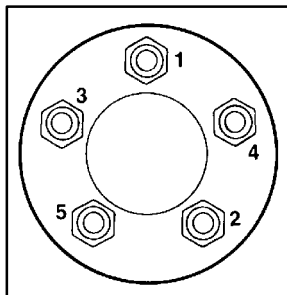
6. Place the spare on the wheel mounting surface.



7. Reinstall the wheel nuts with the rounded end of the nuts toward the wheel. Tighten each nut by hand until the wheel is held against the hub.



8. Lower the vehicle by turning the jack handle counterclockwise. Lower the jack completely.



9. Tighten the wheel nuts firmly in a crisscross sequence as shown.



CAUTION:

Incorrect wheel nuts or improperly tightened wheel nuts can cause the wheel to become loose and even come off. This could lead to an accident. Be sure to use the correct wheel nuts. If you have to replace them, be sure to get new GM original equipment wheel nuts.

Stop somewhere as soon as you can and have the nuts tightened with a torque wrench to 69 lb-ft (95 N·m).

NOTICE:

Improperly tightened wheel nuts can lead to brake pulsation and rotor damage. To avoid expensive brake repairs, evenly tighten the wheel nuts in the proper sequence and to the proper torque specification.

Storing a Flat or Spare Tire and Tools

CAUTION:

Storing a jack, a tire or other equipment in the passenger compartment of the vehicle could cause injury. In a sudden stop or collision, loose equipment could strike someone. Store all these in the proper place.

Store your vehicle's flat or spare tire by mounting it on the tailgate.

Put the jack, jack handle and wheel wrench back into the storage area.



- A. Wrench
- B. Jack Handle
- C. Jack

CAUTION:

Make sure the tire and carrier are secure. Driving with the tire or carrier unlatched could injure pedestrians or damage the vehicle.

If You're Stuck: In Sand, Mud, Ice or Snow

In order to free your vehicle when it is stuck, you will need to spin the wheels, but you don't want to spin your wheels too fast. The method known as "rocking" can help you get out when you're stuck, but you must use caution.

CAUTION:

If you let your tires spin at high speed, they can explode, and you or others could be injured. And, the transmission or other parts of the vehicle can overheat. That could cause an engine compartment fire or other damage. When you're stuck, spin the wheels as little as possible. Don't spin the wheels above 35 mph (55 km/h) as shown on the speedometer.

NOTICE:

Spinning your wheels can destroy parts of your vehicle as well as the tires. If you spin the wheels too fast while shifting your transmission back and forth, you can destroy your transmission.

For information about using tire chains on your vehicle, see "Tire Chains" in the Index.

Rocking Your Vehicle To Get It Out

First, turn your steering wheel left and right. That will clear the area around your front wheels. If you have a four-wheel drive vehicle, shift into 4HI. Then shift back and forth between REVERSE (R) and a forward gear (or with a manual transmission, between FIRST (1) or SECOND (2) and REVERSE (R)), spinning the wheels as little as possible. Release the accelerator pedal while you shift, and press lightly on the accelerator pedal when the transmission is in gear. By slowly spinning your wheels in the forward and reverse directions, you will cause a rocking motion that may free your vehicle. If that doesn't get you out after a few tries, you may need to be towed out. Or, you can use your recovery hooks if your vehicle has them. If you do need to be towed out, see "Towing Your Vehicle" in the Index.

Using the Recovery Hooks



Your vehicle is equipped with recovery hooks. The recovery hooks are provided at the front and rear of your vehicle. You may need to use them if you're stuck off-road and need to be pulled to some place where you can continue driving.



⚠ CAUTION:

The recovery hooks, when used, are under a lot of force. Always pull the vehicle straight out. Never pull on the hooks at a sideways angle. The hooks could break off and you or others could be injured from the chain or cable snapping back.

NOTICE:

Never use the recovery hooks to tow the vehicle. Your vehicle could be damaged and it would not be covered by warranty.



Section 6 Service and Appearance Care

Here you will find information about the care of your vehicle. This section begins with service and fuel information, and then it shows how to check important fluid and lubricant levels. There is also technical information about your vehicle, and a part devoted to its appearance care.

6-2	Service	6-42	Tires
6-3	Fuel	6-50	Appearance Care
6-5	Fuels in Foreign Countries	6-51	Cleaning the Inside of Your Vehicle
6-5	Filling Your Tank	6-53	Cleaning the Outside of the Windshield, Backglass and Wiper Blades
6-8	Filling a Portable Fuel Container	6-53	Cleaning the Outside of Your Vehicle
6-8	Checking Things Under the Hood	6-55	Special Care for Canvas Top and Plastic Windows
6-13	Engine Oil	6-56	Cleaning Aluminum Wheels (If Equipped)
6-17	Engine Air Cleaner/Filter	6-56	Cleaning Tires
6-19	Passenger Compartment Air Filter Replacement (If Equipped)	6-57	Finish Damage
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6-23	Manual Transmission Fluid	6-58	GM Vehicle Care/Appearance Materials
6-28	Engine Coolant	6-59	Vehicle Identification Number (VIN)
6-31	Radiator Pressure Cap	6-60	Electrical System
6-31	Power Steering Fluid	6-64	Replacement Bulbs
6-32	Windshield Washer Fluid	6-64	Capacities and Specifications
6-33	Brakes	6-65	Normal Maintenance Replacement Parts
6-37	Battery		
6-38	Bulb Replacement		

Service

Your dealer knows your vehicle best and wants you to be happy with it. We hope you'll go to your dealer for all your service needs. You'll get genuine GM parts and GM-trained and supported service people.

We hope you'll want to keep your GM vehicle all GM. Genuine GM parts have one of these marks:



Doing Your Own Service Work

If you want to do some of your own service work, you'll want to use the proper service manual. It tells you much more about how to service your vehicle than this manual can. To order the proper service manual, see "Service and Owner Publications" in the Index.

Your vehicle has an air bag system. Before attempting to do your own service work, see "Servicing Your Air Bag-Equipped Vehicle" in the Index.

You should keep a record with all parts receipts and list the mileage and the date of any service work you perform. See "Maintenance Record" in the Index.



CAUTION:

You can be injured and your vehicle could be damaged if you try to do service work on a vehicle without knowing enough about it.

- **Be sure you have sufficient knowledge, experience, the proper replacement parts and tools before you attempt any vehicle maintenance task.**
- **Be sure to use the proper nuts, bolts and other fasteners. “English” and “metric” fasteners can be easily confused. If you use the wrong fasteners, parts can later break or fall off. You could be hurt.**

Adding Equipment to the Outside of Your Vehicle

Things you might add to the outside of your vehicle can affect the airflow around it. This may cause wind noise and affect windshield washer performance. Check with your dealer before adding equipment to the outside of your vehicle.

Fuel

Use regular unleaded gasoline rated at 87 octane or higher. It is recommended that the gasoline meet specifications which have been developed by the American Automobile Manufacturers Association (AAMA) and endorsed by the Canadian Motor Vehicle Manufacturers Association for better vehicle performance and engine protection. Gasolines meeting the AAMA specification could provide improved driveability and emission control system performance compared to other gasolines.

Be sure the posted octane is at least 87. If the octane is less than 87, you may get a heavy knocking noise when you drive. If it's bad enough, it can damage your engine.

If you're using fuel rated at 87 octane or higher and you hear heavy knocking, your engine needs service. But don't worry if you hear a little pinging noise when you're accelerating or driving up a hill. That's normal, and you don't have to buy a higher octane fuel to get rid of pinging. It's the heavy, constant knock that means you have a problem.

If your vehicle is certified to meet California Emission Standards (indicated on the underhood emission control label), it is designed to operate on fuels that meet California specifications. If such fuels are not available in states adopting California emissions standards, your vehicle will operate satisfactorily on fuels meeting federal specifications, but emission control system performance may be affected. The malfunction indicator lamp on your instrument panel may turn on and/or your vehicle may fail a smog-check test. (See “Malfunction Indicator Lamp” in the Index.) If this occurs, return to your authorized Chevrolet dealer for diagnosis to determine the cause of failure. In the event it is determined that the cause of the condition is the type of fuels used, repairs may not be covered by your warranty.

Some gasolines that are not reformulated for low emissions may contain an octane-enhancing additive called methylcyclopentadienyl manganese tricarbonyl (MMT); ask your service station operator whether or not the fuel contains MMT. General Motors does not recommend the use of such gasolines. If fuels containing MMT are used, spark plug life may be reduced and your emission control system performance may be affected. The malfunction indicator lamp on your instrument panel may turn on. If this occurs, return to your authorized Chevrolet dealer for service.

To provide cleaner air, all gasolines in the United States are now required to contain additives that will help prevent deposits from forming in your engine and fuel system, allowing your emission control system to function properly. Therefore, you should not have to add anything to the fuel. In addition, gasolines containing oxygenates, such as ethers and ethanol, and reformulated gasolines may be available in your area to contribute to clean air. General Motors recommends that you use these gasolines, particularly if they comply with the specifications described earlier.

NOTICE:

Your vehicle was not designed for fuel that contains methanol. Don't use it. It can corrode metal parts in your fuel system and also damage plastic and rubber parts. That damage wouldn't be covered under your warranty.

Fuels in Foreign Countries

If you plan on driving in another country outside the United States or Canada, the proper fuel may be hard to find. Never use leaded gasoline or any other fuel not recommended in the previous text on fuel. Costly repairs caused by use of improper fuel wouldn't be covered by your warranty.

To check on fuel availability, ask an auto club, or contact a major oil company that does business in the country where you'll be driving.

You can also write us at the following address for advice. Just tell us where you're going and give your Vehicle Identification Number (VIN).

General Motors Overseas Distribution Corporation
1908 Colonel Sam Drive
Oshawa, Ontario L1H 8P7

Filling Your Tank

CAUTION:

Gasoline vapor is highly flammable. It burns violently, and that can cause very bad injuries. Don't smoke if you're near gasoline or refueling your vehicle. Keep sparks, flames and smoking materials away from gasoline.



The cap is behind a hinged door on the passenger's side of your vehicle. On some models, you may need to use the vehicle's key to unlock the fuel door.



To remove the cap, turn it slowly to the left (counterclockwise).



CAUTION:

If you get gasoline on yourself and then something ignites it, you could be badly burned. Gasoline can spray out on you if you open the fuel filler cap too quickly. This spray can happen if your tank is nearly full, and is more likely in hot weather. Open the fuel filler cap slowly and wait for any “hiss” noise to stop. Then unscrew the cap all the way.

Be careful not to spill gasoline. Clean gasoline from painted surfaces as soon as possible. See “Cleaning the Outside of Your Vehicle” in the Index.

When you put the cap back on, turn it to the right (clockwise) until you hear a clicking sound. Make sure you fully install the cap. The diagnostic system can determine if the fuel cap has been left off or improperly installed. This would allow fuel to evaporate into the atmosphere. See “Malfunction Indicator Lamp” in the Index.

NOTICE:

If you need a new cap, be sure to get the right type. Your dealer can get one for you. If you get the wrong type, it may not fit properly. This may cause your malfunction indicator lamp to light and your fuel tank and emissions system may be damaged. See “Malfunction Indicator Lamp” in the Index.

Filling a Portable Fuel Container

CAUTION:

Never fill a portable fuel container while it is in your vehicle. Static electricity discharge from the container can ignite the gasoline vapor. You can be badly burned and your vehicle damaged if this occurs. To help avoid injury to you and others:

- Dispense gasoline only into approved containers.
- Do not fill a container while it is inside a vehicle, in a vehicle's trunk, pickup bed or on any surface other than the ground.
- Bring the fill nozzle in contact with the inside of the fill opening before operating the nozzle. Contact should be maintained until the filling is complete.
- Don't smoke while pumping gasoline.

Checking Things Under the Hood

CAUTION:

An electric fan under the hood can start up and injure you even when the engine is not running. Keep hands, clothing and tools away from any underhood electric fan. Don't reach through the grille to release the underhood lever.



CAUTION:

Things that burn can get on hot engine parts and start a fire. These include liquids like fuel, oil, coolant, brake fluid, windshield washer and other fluids, and plastic or rubber. You or others could be burned. Be careful not to drop or spill things that will burn onto a hot engine.



To open the hood, first pull the release handle located on the driver's side of the vehicle on the lower portion of the instrument panel.



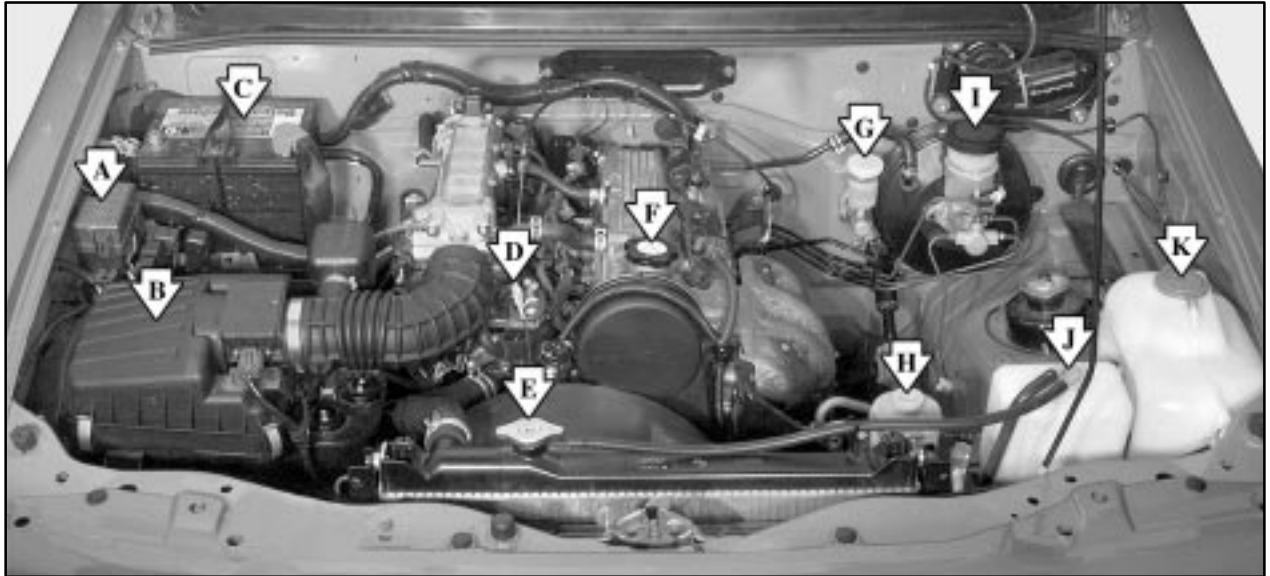
Then go to the front of the vehicle, pull up on the hood, and push the hood release lever to your right.



Lift the hood, release the hood prop from its retainer and put the hood prop into the slot in the hood.

1.6L Engine

When you open the hood, you'll see the following:



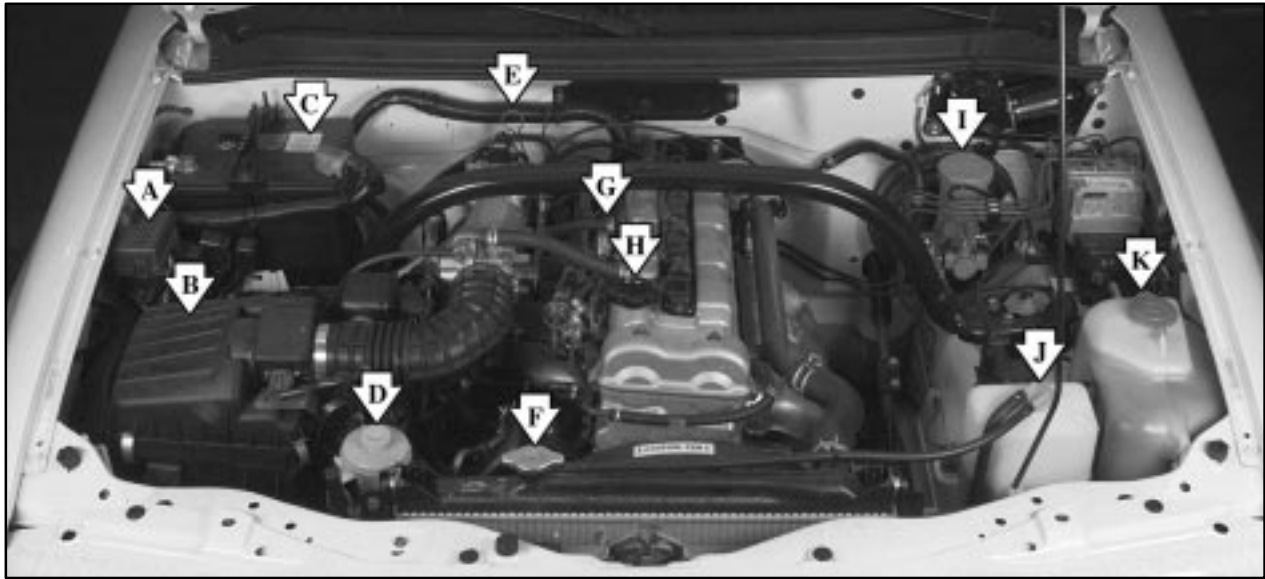
- A. Main Fuse Box
- B. Engine Air Cleaner/Filter
- C. Battery
- D. Engine Oil Dipstick

- E. Radiator Pressure Cap
- F. Engine Oil Fill Cap
- G. Clutch Master Cylinder Reservoir

- H. Power Steering Fluid Reservoir
- I. Brake Fluid Reservoir
- J. Engine Coolant Reservoir
- K. Windshield Washer Reservoir

2.0L Engine

When you open the hood, you'll see the following:



A. Main Fuse Box

B. Engine Air Cleaner/Filter

C. Battery

D. Power Steering Fluid Reservoir

E. Automatic Transmission
Dipstick

F. Radiator Pressure Cap

G. Engine Oil Dipstick

H. Engine Oil Fill Cap

I. Brake Fluid Reservoir

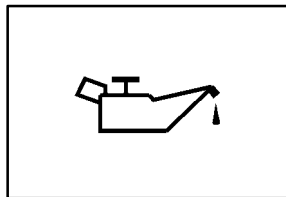
J. Engine Coolant Reservoir

K. Windshield Washer Reservoir

Before closing the hood, be sure all the filler caps are on.

Then lift the hood to relieve pressure on the hood prop. Remove the hood prop from the slot in the hood and return the prop to its retainer. Then let the hood down and close it firmly.

Engine Oil



If the engine oil pressure light appears on the instrument panel, it means you need to check your engine oil level right away.

For more information, see “Engine Oil Pressure Light” in the Index.

You should check your engine oil level regularly; this is an added reminder.

Checking Engine Oil

It's a good idea to check your engine oil every time you get fuel. In order to get an accurate reading, the oil must be warm and the vehicle must be on level ground.



1.6L Engine



2.0L Engine

The engine oil dipstick is a yellow ring handle. On the 1.6L engine, it is located near the front of the engine compartment towards the passenger's side of the vehicle. On the 2.0L engine it is located near the center of the engine on the passenger's side of the vehicle.

Turn off the engine and give the oil several minutes to drain back into the oil pan. If you don't, the oil dipstick might not show the actual level.

Pull out the dipstick and clean it with a paper towel or cloth, then push it back in all the way. Remove it again, keeping the tip down, and check the level.



1.6L Engine



2.0L Engine

When to Add Engine Oil

If the oil is at or below the L (low) mark, then you'll need to add at least one quart of oil. But you must use the right kind. This part explains what kind of oil to use. For crankcase capacity, see "Capacities and Specifications" in the Index.

NOTICE:

Don't add too much oil. If your engine has so much oil that the oil level gets above the upper mark that shows the proper operating range, your engine could be damaged.

The engine oil fill cap is located in the front of the engine compartment.

Be sure to fill it enough to put the level somewhere in the proper operating range. Push the dipstick all the way back in when you're through.

What Kind of Engine Oil to Use

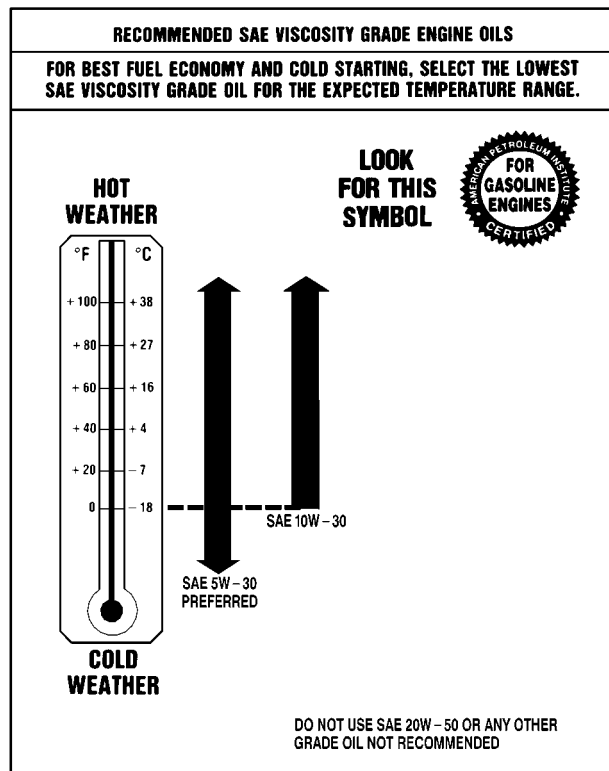
Oils recommended for your vehicle can be identified by looking for the starburst symbol.

This symbol indicates that the oil has been certified by the American Petroleum Institute (API). Do not use any oil which does not carry this starburst symbol.



If you change your own oil, be sure you use oil that has the starburst symbol on the front of the oil container. If you have your oil changed for you, be sure the oil put into your engine is American Petroleum Institute certified for gasoline engines.

You should also use the proper viscosity oil for your vehicle, as shown in the following chart:



As shown in the chart, SAE 5W-30 is best for your vehicle. However, you can use SAE 10W-30 if it's going to be 0°F (-18°C) or above. These numbers on an oil container show its viscosity, or thickness. Do not use other viscosity oils, such as SAE 20W-50.

NOTICE:

Use only engine oil with the American Petroleum Institute Certified For Gasoline Engines starburst symbol. Failure to use the recommended oil can result in engine damage not covered by your warranty.

GM Goodwrench[®] oil meets all the requirements for your vehicle.

If you are in an area where the temperature falls below -20°F (-29°C), consider using either an SAE 5W-30 synthetic oil or an SAE 0W-30 oil. Both will provide easier cold starting and better protection for your engine at extremely low temperatures.

Engine Oil Additives

Don't add anything to your oil. The recommended oils with the starburst symbol are all you will need for good performance and engine protection.

When to Change Engine Oil

If any one of these is true for you, use the short trip/city maintenance schedule:

- Most trips are less than 5 to 10 miles (8 to 16 km). This is particularly important when outside temperatures are below freezing.
- Most trips include extensive idling (such as frequent driving in stop-and-go traffic).
- You operate your vehicle in dusty areas or off-road frequently.
- You frequently tow a trailer or use a carrier on top of your vehicle.
- The vehicle is used for delivery service, police, taxi or other commercial application.

Driving under these conditions causes engine oil to break down sooner. If any one of these is true for your vehicle, then you need to change your oil and filter every 3,000 miles (5 000 km) or 3 months -- whichever occurs first.

If none of them is true, use the long trip/highway maintenance schedule. Change oil and filter every 7,500 miles (12 500 km) or 7.5 months -- whichever occurs first. Driving a vehicle with a fully warmed engine under highway conditions causes engine oil to break down slower.

What to Do with Used Oil

Did you know that used engine oil contains certain elements that may be unhealthy for your skin and could even cause cancer? Don't let used oil stay on your skin for very long. Clean your skin and nails with soap and water, or a good hand cleaner. Wash or properly throw away clothing or rags containing used engine oil. (See the manufacturer's warnings about the use and disposal of oil products.)

Used oil can be a real threat to the environment. If you change your own oil, be sure to drain all free-flowing oil from the filter before disposal. Don't ever dispose of oil by putting it in the trash, pouring it on the ground, into sewers, or into streams or bodies of water. Instead, recycle it by taking it to a place that collects used oil. If you have a problem properly disposing of your used oil, ask your dealer, a service station or a local recycling center for help.

Engine Air Cleaner/Filter



The engine air cleaner/filter is located on the passenger's side of the engine compartment toward the front of the vehicle.

CAUTION:

Operating the engine with the air cleaner/filter off can cause you or others to be burned. The air cleaner not only cleans the air, it stops flame if the engine backfires. If it isn't there, and the engine backfires, you could be burned. Don't drive with it off, and be careful working on the engine with the air cleaner/filter off.

NOTICE:

If the air cleaner/filter is off, a backfire can cause a damaging engine fire. And, dirt can easily get into your engine, which will damage it. Always have the air cleaner/filter in place when you're driving.

Air Filter Replacement

To check or replace the filter:



1. Release the four clips on the cover.

2. Lift the cover up.



3. Pull out the filter and replace it.
4. Reinstall the cover and fasten the clips.

Passenger Compartment Air Filter Replacement (If Equipped)

Passenger compartment air, both outside and recirculated air, is routed through a passenger compartment air filter. The filter removes certain contaminants from the air, including pollen and dust particles. Reductions in airflow, which may occur more quickly in dusty areas, indicate that the filter needs to be replaced early. For how often to change the air filter, see “Maintenance Schedule” in the Index.

The access panel for the air filter is in the glove box. To replace the filter, follow these steps:

1. Lower the glove box door to the second detent position. Push in the sides of the glove box to completely lower the door to allow access to the filters.
2. Remove the filter cover by lifting the top tab on the cover.
3. Remove the top air filter, then lift out the lower filter.
4. Reverse the steps to install the new filters.

Once you remove your filter, if you choose not to replace it, it will not damage your vehicle. However, the air will no longer be filtered.

Automatic Transmission Fluid

When to Check and Change

A good time to check your automatic transmission fluid level is when the engine oil is changed.

Change both the fluid and filter every 15,000 miles (25 000 km) if the vehicle is mainly driven under one or more of these conditions:

- In heavy city traffic where the outside temperature regularly reaches 90°F (32°C) or higher.
- In hilly or mountainous terrain.
- When doing frequent trailer towing.
- Uses such as found in taxi, police or delivery service.

If you do not use your vehicle under any of these conditions, change the fluid and filter every 100,000 miles (166 000 km).

See “Scheduled Maintenance Services” in the Index.

How to Check

Because this operation can be a little difficult, you may choose to have this done at the dealership service department.

If you do it yourself, be sure to follow all the instructions here, or you could get a false reading on the dipstick.

NOTICE:

Too much or too little fluid can damage your transmission. Too much can mean that some of the fluid could come out and fall on hot engine parts or exhaust system parts, starting a fire. Be sure to get an accurate reading if you check your transmission fluid.

Wait at least 30 minutes before checking the transmission fluid level if you have been driving:

- When outside temperatures are above 90°F (32°C).
- At high speed for quite a while.
- In heavy traffic -- especially in hot weather.
- While pulling a trailer.

To get the right reading, the fluid should be at normal operating temperature, which is 180°F to 200°F (82°C to 93°C).

Get the vehicle warmed up by driving about 15 miles (24 km) when outside temperatures are above 50°F (10°C). If it's colder than 50°F (10°C), drive the vehicle in DRIVE (D) until the engine temperature gage moves and then remains steady for 10 minutes. Then follow the hot check procedures.

Checking Transmission Fluid Cold

A cold check is made after the vehicle has been sitting for eight hours or more with the engine off and is used only as a reference. Let the engine run at idle for five minutes if outside temperatures are 50°F (10°C) or more. If it's colder than 50°F (10°C), you may have to idle the engine longer. Should the fluid level be low during a cold check, you *must* perform a hot check before adding fluid. This will give you a more accurate reading of the fluid level.

Checking the Fluid Level

Prepare your vehicle as follows:

- Park your vehicle on a level place. Keep the engine running.
- With the parking brake applied, place the shift lever in PARK (P).
- With your foot on the brake pedal, move the shift lever through each gear range, pausing for about three seconds in each range. Then, position the shift lever in PARK (P).
- Let the engine run at idle for three minutes or more.

Then, without shutting off the engine, follow these steps:



1. The automatic transmission dipstick is a red ring handle located in the rear of the engine compartment toward the center of the vehicle. Pull out the dipstick and wipe it with a clean rag or paper towel.



2. Push it back in all the way, wait three seconds and then pull it back out again.

3. Check both sides of the dipstick, and read the lower level. The fluid level must be in the COLD area, below the cross-hatched area, for a cold check or in the HOT area or cross-hatched area for a hot check.
4. If the fluid level is in the acceptable range, push the dipstick back in all the way.

How to Add Fluid

Refer to the Maintenance Schedule to determine what kind of transmission fluid to use. See “Recommended Fluids and Lubricants” in the Index.

Add fluid only after checking the transmission fluid while it is hot. (A cold check is used only as a reference.) If the fluid level is low, add only enough of the proper fluid to bring the level up to the HOT area for a hot check. It doesn't take much fluid, generally less than one pint (0.5 L). *Don't overfill.*

NOTICE:

We recommend you use only fluid labeled DEXRON®-III, because fluid with that label is made especially for your automatic transmission. Damage caused by fluid other than DEXRON®-III is not covered by your new vehicle warranty.

- After adding fluid, recheck the fluid level as described under “How to Check.”
- When the correct fluid level is obtained, push the dipstick back in all the way.

Manual Transmission Fluid

When to Check and Change

A good time to have it checked is when the engine oil is changed. Refer to the Maintenance Schedule to determine when to change your transmission fluid. See “Scheduled Maintenance Services” in the Index.

How to Check

Because this operation can be a little difficult, you may choose to have this done at your Chevrolet dealership service department.

If you do it yourself, be sure to follow all the instructions here, or you could get a false reading.

NOTICE:

Too much or too little fluid can damage your transmission. Too much can mean that some of the fluid could come out and fall on hot engine parts or exhaust system parts, starting a fire. Be sure to get an accurate reading if you check your transmission fluid.

Check the fluid level only when your engine is off, the vehicle is parked on a level place and the transmission is cool enough for you to rest your fingers on the transmission case.

Then, follow these steps:



1. Remove the filler plug.
2. Check that the lubricant level is up to the bottom of the filler plug hole.
3. If the fluid level is good, install the plug and be sure it is fully seated. If the fluid level is low, add more fluid as described in the next steps.

How to Add Fluid

Here's how to add fluid. Refer to the Maintenance Schedule to determine what kind of fluid to use. See "Recommended Fluids and Lubricants" in the Index.

1. Remove the filler plug.
2. Add fluid at the filler plug hole. Add only enough fluid to bring the fluid level up to the bottom of the filler plug hole.
3. Install the filler plug. Be sure the plug is fully seated.

Hydraulic Clutch

It is not necessary to regularly check clutch fluid unless you suspect there is a leak in the system. Adding fluid won't correct a leak.

A fluid loss in this system could indicate a problem. Have the system inspected and repaired.

When to Check and What to Use



Refer to the Maintenance Schedule to determine how often you should check the fluid level in your clutch master cylinder reservoir and for the proper fluid. See “Owner Checks and Services” and “Recommended Fluids and Lubricants” in the Index.

How to Check and Add Fluid

You do not need to check the fluid level unless you suspect a clutch problem. To check the fluid level, look at the markings on the reservoir. If the fluid reaches the MAX line, the fluid level is correct.

Rear Axle

When to Check and Change Lubricant

Refer to the Maintenance Schedule to determine how often to check the lubricant and when to change it. See “Periodic Maintenance Inspections” and “Scheduled Maintenance Services” in the Index.

How to Check Lubricant



If the level is below the bottom of the filler plug hole, you'll need to add some lubricant. Add enough lubricant to raise the level to the bottom of the filler plug hole.

What to Use

Refer to the Maintenance Schedule to determine what kind of lubricant to use. See “Recommended Fluids and Lubricants” in the Index.

Four-Wheel Drive

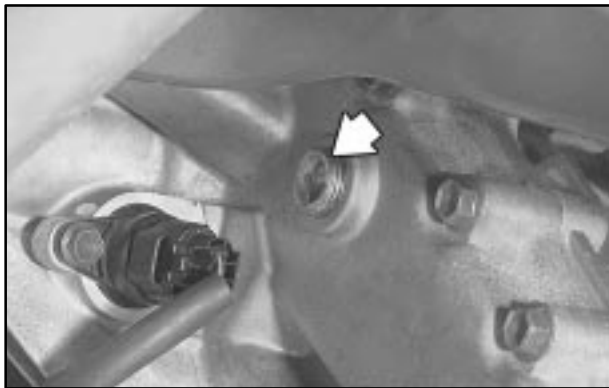
Most lubricant checks in this section also apply to four-wheel-drive vehicles. However, they have two additional systems that need lubrication.

Transfer Case

When to Check and Change Lubricant

Refer to the Maintenance Schedule to determine how often to check the lubricant and when to change it. See “Scheduled Maintenance Services” in the Index.

How to Check Lubricant



If the level is below the bottom of the filler plug hole, you'll need to add some lubricant. Add enough lubricant to raise the level to the bottom of the filler plug hole.

What to Use

Refer to the Maintenance Schedule to determine what kind of lubricant to use. See “Recommended Fluids and Lubricants” in the Index.

Front Axle

When to Check and Change Lubricant

Refer to the Maintenance Schedule to determine how often to check the lubricant and when to change it. See “Periodic Maintenance Inspections” and “Scheduled Maintenance Services” in the Index.

How to Check Lubricant



If the level is below the bottom of the filler plug hole, you may need to add some lubricant.

When the differential is cold, add enough lubricant to raise the level to 1/2 inch (12 mm) below the filler plug hole.

When the differential is at operating temperature (warm), add enough lubricant to raise the level to the bottom of the filler plug hole.

What to Use

Refer to the Maintenance Schedule to determine what kind of lubricant to use. See “Recommended Fluids and Lubricants” in the Index.

Engine Coolant

The following explains your cooling system and how to add coolant when it is low. If you have a problem with engine overheating, see “Engine Overheating” in the Index.

A 50/50 mixture of clean, drinkable water and the proper coolant will:

- Give freezing protection down to -33°F (-36°C).
- Give boiling protection up to 258°F (125°C).
- Protect against rust and corrosion.
- Help keep the proper engine temperature.
- Let the warning lights and gages work as they should.

What to Use

Use a mixture of one-half *clean, drinkable water* and one-half coolant that meets GM Specification 1825-M, which won't damage aluminum parts. You can also use a recycled coolant conforming to GM Specification 1825-M with a complete coolant flush and refill. If you use this coolant mixture, you don't need to add anything else.



CAUTION:

Adding only plain water to your cooling system can be dangerous. Plain water, or some other liquid like alcohol, can boil before the proper coolant mixture will. Your vehicle's coolant warning system is set for the proper coolant mixture. With plain water or the wrong mixture, your engine could get too hot but you wouldn't get the overheat warning. Your engine could catch fire and you or others could be burned. Use a 50/50 mixture of clean, drinkable water and the proper coolant.

NOTICE:

If you use an improper coolant mixture, your engine could overheat and be badly damaged. The repair cost wouldn't be covered by your warranty. Too much water in the mixture can freeze and crack the engine, radiator, heater core and other parts.

If you have to add coolant more than four times a year, have your dealer check your cooling system.

NOTICE:

If you use the proper coolant, you don't have to add extra inhibitors or additives which claim to improve the system. These can be harmful.

Checking Coolant



The vehicle must be on a level surface. When your engine is cold, the coolant level should be at LOW, or a little higher. When your engine is warm, the level should be up to FULL, or a little higher.

Adding Coolant

If you need more coolant, add the proper coolant mixture *at the coolant recovery tank*.

CAUTION:

Turning the radiator pressure cap when the engine and radiator are hot can allow steam and scalding liquids to blow out and burn you badly. With the coolant recovery tank, you will almost never have to add coolant at the radiator. Never turn the radiator pressure cap -- even a little -- when the engine and radiator are hot.

Add coolant mixture at the recovery tank, but be careful not to spill it.

CAUTION:

You can be burned if you spill coolant on hot engine parts. Coolant contains ethylene glycol, and it will burn if the engine parts are hot enough. Don't spill coolant on a hot engine.

Occasionally check the coolant level in the radiator. For information on how to add coolant to the radiator, see "Cooling System" in the Index.

How To Check Power Steering Fluid

You can check your fluid without taking the cap off. The level should fall between the MIN and MAX marks on the reservoir.

What to Use

To determine what kind of fluid to use, see “Recommended Fluids and Lubricants” in the Index.

NOTICE:

When adding power steering fluid or making a complete fluid change, always use the proper fluid. Failure to use the proper fluid can cause leaks and damage hoses and seals.

Windshield Washer Fluid

What to Use

When you need windshield washer fluid, be sure to read the manufacturer’s instructions before use. If you will be operating your vehicle in an area where the temperature may fall below freezing, use a fluid that has sufficient protection against freezing.

Adding Washer Fluid



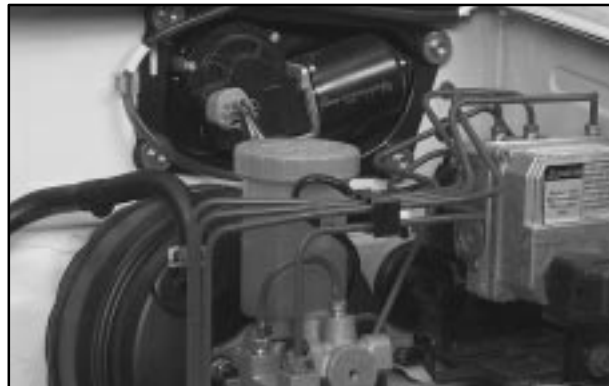
Open the cap with the washer symbol on it. Add washer fluid until the tank is full.

NOTICE:

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

Brakes

Brake Fluid



Your brake master cylinder reservoir is here. It is filled with DOT-3 brake fluid.

There are only two reasons why the brake fluid level in the reservoir might go down. The first is that the brake fluid goes down to an acceptable level during normal brake lining wear. When new linings are put in, the fluid level goes back up. The other reason is that fluid is leaking out of the brake system. If it is, you should have your brake system fixed, since a leak means that sooner or later your brakes won't work well, or won't work at all.

So, it isn't a good idea to "top off" your brake fluid. Adding brake fluid won't correct a leak. If you add fluid when your linings are worn, then you'll have too much fluid when you get new brake linings. You should add (or remove) brake fluid, as necessary, only when work is done on the brake hydraulic system.

CAUTION:

If you have too much brake fluid, it can spill on the engine. The fluid will burn if the engine is hot enough. You or others could be burned, and your vehicle could be damaged. Add brake fluid only when work is done on the brake hydraulic system.

Refer to the Maintenance Schedule to determine when to check your brake fluid. See "Periodic Maintenance Inspections" in the Index.

Checking Brake Fluid



You can check the brake fluid without taking off the cap.

Just look at the brake fluid reservoir. The fluid level should be above MIN. If it isn't, have your brake system checked to see if there is a leak.

After work is done on the brake hydraulic system, make sure the level is above the MIN but not over the MAX mark.

What to Add

When you do need brake fluid, use only DOT-3 brake fluid. Refer to “Recommended Fluids and Lubricants” in the Index. Use new brake fluid from a sealed container only.

Always clean the brake fluid reservoir cap and the area around the cap before removing it. This will help keep dirt from entering the reservoir.



CAUTION:

With the wrong kind of fluid in your brake system, your brakes may not work well, or they may not even work at all. This could cause a crash. Always use the proper brake fluid.

NOTICE:

- **Using the wrong fluid can badly damage brake system parts. For example, just a few drops of mineral-based oil, such as engine oil, in your brake system can damage brake system parts so badly that they'll have to be replaced. Don't let someone put in the wrong kind of fluid.**
- **If you spill brake fluid on your vehicle's painted surfaces, the paint finish can be damaged. Be careful not to spill brake fluid on your vehicle. If you do, wash it off immediately. See “Appearance Care” in the Index.**

Brake Wear

Your vehicle has front disc brakes and rear drum brakes.

Disc brake pads have built-in wear indicators that make a high-pitched warning sound when the brake pads are worn and new pads are needed. The sound may come and go or be heard all the time your vehicle is moving (except when you are pushing on the brake pedal firmly).

CAUTION:

The brake wear warning sound means that soon your brakes won't work well. That could lead to an accident. When you hear the brake wear warning sound, have your vehicle serviced.

NOTICE:

Continuing to drive with worn-out brake pads could result in costly brake repair.

Some driving conditions or climates may cause a brake squeal when the brakes are first applied or lightly applied. This does not mean something is wrong with your brakes.

Properly torqued wheel nuts are necessary to help prevent brake pulsation. When tires are rotated, inspect brake pads for wear and evenly torque wheel nuts in the proper sequence to GM specifications.

Your rear drum brakes don't have wear indicators, but if you ever hear a rear brake rubbing noise, have the rear brake linings inspected immediately. Also, the rear brake drums should be removed and inspected each time the tires are removed for rotation or changing. When you have the front brake pads replaced, have the rear brakes inspected, too.

Brake linings should always be replaced as complete axle sets.

See "Brake System Inspection" in Section 7 of this manual under Part C "Periodic Maintenance Inspections."

Brake Pedal Travel

See your dealer if the brake pedal does not return to normal height, or if there is a rapid increase in pedal travel. This could be a sign of brake trouble.

Brake Adjustment

Every time you make a brake stop, your disc brakes adjust for wear.

Replacing Brake System Parts

The braking system on a vehicle is complex. Its many parts have to be of top quality and work well together if the vehicle is to have really good braking. Your vehicle was designed and tested with top-quality GM brake parts. When you replace parts of your braking system -- for example, when your brake linings wear down and you have to have new ones put in -- be sure you get new approved GM replacement parts. If you don't, your brakes may no longer work properly. For example, if someone puts in brake linings that are wrong for your vehicle, the balance between your front and rear brakes can change -- for the worse. The braking performance you've come to expect can change in many other ways if someone puts in the wrong replacement brake parts.

Battery

Your new vehicle comes with a maintenance free ACDelco[®] battery. When it's time for a new battery, get one that has the replacement number shown on the original battery's label. We recommend an ACDelco battery.

Vehicle Storage

If you're not going to drive your vehicle for 25 days or more, remove the black, negative (-) cable from the battery. This will help keep your battery from running down.

CAUTION:

Batteries have acid that can burn you and gas that can explode. You can be badly hurt if you aren't careful. See "Jump Starting" in the Index for tips on working around a battery without getting hurt.

Contact your dealer to learn how to prepare your vehicle for longer storage periods.

Bulb Replacement

See “Replacement Bulbs” in the Index to check the size and type of bulb you need to use.

Halogen Bulbs

CAUTION:

Halogen bulbs have pressurized gas inside and can burst if you drop or scratch the bulb. You or others could be injured. Be sure to read and follow the instructions on the bulb package.

Headlamps



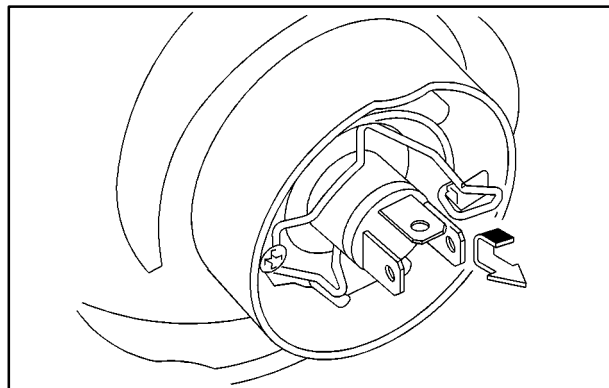
- A. Headlamp
- B. Turn Signal

To replace the headlamp bulb:

1. Open the hood.



2. Remove the rubber cover and socket from the headlamp.



3. Release the retainer clip holding the bulb by pressing down and moving the metal retainer away from you.
4. Pull the bulb out of the fixture.
5. Reverse the steps with a new bulb.

Front Parking and Turn Signal Lamps

To replace the parking and turn signal bulb:



1. Open the hood and locate the turn signal bulb.
2. Turn the bulb socket counterclockwise and pull it out of the lamp housing.
3. Push the bulb in, turn it counterclockwise and pull the bulb straight out of the socket.
4. Reverse the steps with a new bulb.

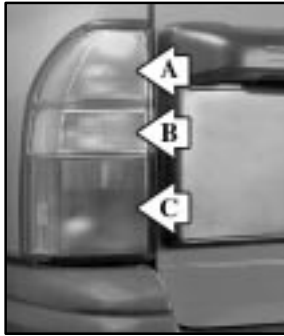
Sidemarkers Lamps

To replace the sidemarker bulb:

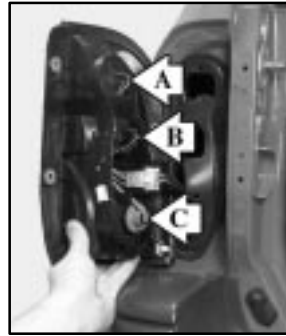


1. Remove the two screws holding the sidemarker lamp assembly using a Phillips screwdriver. The assembly should pull away from the vehicle.
2. Turn the socket counterclockwise and pull it out of the housing.
3. Pull the bulb out of the socket.
4. Reverse the steps with a new bulb.

Rear Combination Lamps



- A. Turn Signal Lamp
- B. Back-Up Lamp
- C. Brake Lamp



To remove the rear combination bulbs:



Driver's Side



Passenger's Side

1. Remove the two screws from the combination lamps. Gently pull the housing away from the vehicle.
2. Turn the bulb socket counterclockwise and pull it out of the lamp housing.
3. Pull the bulb straight out of the socket.
4. Reverse the previous step with a new bulb.
5. Reinstall the housing and the screws.

Dome Lamp

1. Gently pry the dome lamp lens from the lamp assembly using a flat-head screwdriver.
2. Remove the bulb by gently opening the retaining clip and sliding the bulb out.
3. Insert a new bulb. Make sure that it is seated properly.
4. Snap the dome lamp lens back into the dome lamp assembly.

Tires

Your new vehicle comes with high-quality tires made by a leading tire manufacturer. If you ever have questions about your tire warranty and where to obtain service, see your Chevrolet Warranty booklet for details.



CAUTION:

Poorly maintained and improperly used tires are dangerous.

- **Overloading your tires can cause overheating as a result of too much friction. You could have an air-out and a serious accident. See “Loading Your Vehicle” in the Index.**
- **Underinflated tires pose the same danger as overloaded tires. The resulting accident could cause serious injury. Check all tires frequently to maintain the recommended pressure. Tire pressure should be checked when your tires are cold.**
- **Overinflated tires are more likely to be cut, punctured or broken by a sudden impact -- such as when you hit a pothole. Keep tires at the recommended pressure.**
- **Worn, old tires can cause accidents. If your tread is badly worn, or if your tires have been damaged, replace them.**

Inflation -- Tire Pressure

The Tire-Loading Information label, which is on the driver's door lock pillar, shows the correct inflation pressures for your tires when they're cold. "Cold" means your vehicle has been sitting for at least three hours or driven no more than 1 mile (1.6 km).

NOTICE:

Don't let anyone tell you that underinflation or overinflation is all right. It's not. If your tires don't have enough air (underinflation), you can get the following:

- Too much flexing
- Too much heat
- Tire overloading
- Bad wear
- Bad handling
- Bad fuel economy.

NOTICE: (Continued)

NOTICE: (Continued)

If your tires have too much air (overinflation), you can get the following:

- Unusual wear
- Bad handling
- Rough ride
- Needless damage from road hazards.

When to Check

Check your tires once a month or more. Also, check the tire pressure of the spare tire.

How to Check

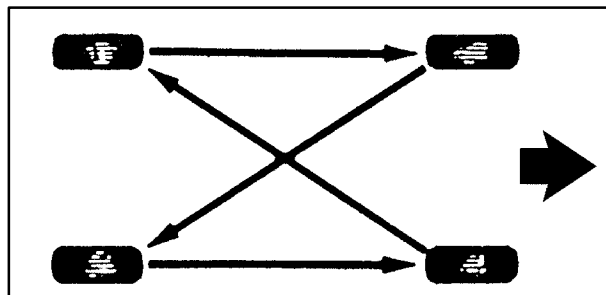
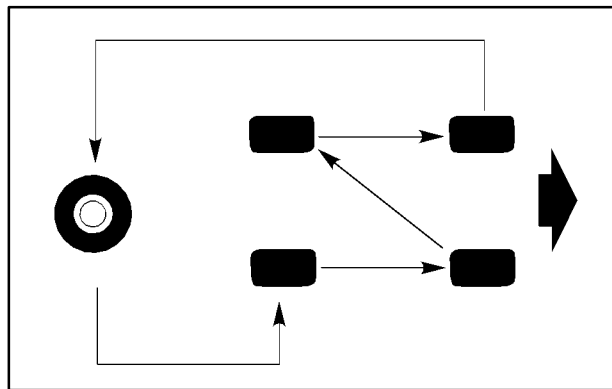
Use a good quality pocket-type gage to check tire pressure. You can't tell if your tires are properly inflated simply by looking at them. Radial tires may look properly inflated even when they're underinflated.

Be sure to put the valve caps back on the valve stems. They help prevent leaks by keeping out dirt and moisture.

Tire Inspection and Rotation

Tires should be rotated every 6,000 to 8,000 miles (10 000 to 13 000 km). Any time you notice unusual wear, rotate your tires as soon as possible and check wheel alignment. Also check for damaged tires or wheels. See “When It’s Time for New Tires” and “Wheel Replacement” later in this section for more information.

The purpose of regular rotation is to achieve more uniform wear for all tires on the vehicle. The first rotation is the most important. See “Scheduled Maintenance Services” in the Index for scheduled rotation intervals.



When rotating your tires, always use one of the correct rotation patterns shown here.

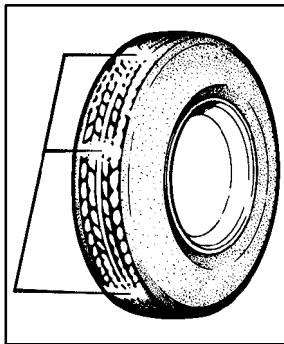
After the tires have been rotated, adjust the front and rear inflation pressures as shown on the Tire-Loading Information label. Make certain that all wheel nuts are properly tightened. See “Wheel Nut Torque” in the Index.



CAUTION:

Rust or dirt on a wheel, or on the parts to which it is fastened, can make wheel nuts become loose after a time. The wheel could come off and cause an accident. When you change a wheel, remove any rust or dirt from places where the wheel attaches to the vehicle. In an emergency, you can use a cloth or a paper towel to do this; but be sure to use a scraper or wire brush later, if you need to, to get all the rust or dirt off. (See “Changing a Flat Tire” in the Index.)

When It's Time for New Tires



One way to tell when it's time for new tires is to check the treadwear indicators, which will appear when your tires have only 1/16 inch (1.6 mm) or less of tread remaining.

You need a new tire if any of the following statements are true:

- You can see the indicators at three or more places around the tire.
- You can see cord or fabric showing through the tire's rubber.
- The tread or sidewall is cracked, cut or snagged deep enough to show cord or fabric.
- The tire has a bump, bulge or split.
- The tire has a puncture, cut or other damage that can't be repaired well because of the size or location of the damage.

Buying New Tires

To find out what kind and size of tires you need, look at the Tire-Loading Information label.

The tires installed on your vehicle when it was new had a Tire Performance Criteria Specification (TPC Spec) number on each tire's sidewall. When you get new tires, get ones with that same TPC Spec number. That way your vehicle will continue to have tires that are designed to give proper endurance, handling, speed rating, traction, ride and other things during normal service on your vehicle. If your tires have an all-season tread design, the TPC number will be followed by an "MS" (for mud and snow).

If you ever replace your tires with those not having a TPC Spec number, make sure they are the same size, load range, speed rating and construction type (bias, bias-belted or radial) as your original tires.



CAUTION:

Mixing tires could cause you to lose control while driving. If you mix tires of different sizes or types (radial and bias-belted tires), the vehicle may not handle properly, and you could have a crash. Using tires of different sizes may also cause damage to your vehicle. Be sure to use the same size and type tires on all wheels.



CAUTION:

If you use bias-ply tires on your vehicle, the wheel rim flanges could develop cracks after many miles of driving. A tire and/or wheel could fail suddenly, causing a crash. Use only radial-ply tires with the wheels on your vehicle.

Uniform Tire Quality Grading

The following information relates to the system developed by the United States National Highway Traffic Safety Administration, which grades tires by treadwear, traction and temperature performance. (This applies only to vehicles sold in the United States.) The grades are molded on the sidewalls of most passenger car tires. The Uniform Tire Quality Grading system does not apply to deep tread, winter-type snow tires, space-saver or temporary use spare tires, tires with nominal rim diameters of 10 to 12 inches (25 to 30 cm), or to some limited-production tires.

While the tires available on General Motors passenger cars and light trucks may vary with respect to these grades, they must also conform to Federal safety requirements and additional General Motors Tire Performance Criteria (TPC) standards.

Treadwear

The treadwear grade is a comparative rating based on the wear rate of the tire when tested under controlled conditions on a specified government test course. For example, a tire graded 150 would wear one and a half (1 1/2) times as well on the government course as a tire graded 100. The relative performance of tires depends upon the actual conditions of their use, however, and may depart significantly from the norm due to variations in driving habits, service practices and differences in road characteristics and climate.

Traction -- AA, A, B, C

The traction grades, from highest to lowest, are AA, A, B, and C. Those grades 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 straight-ahead braking traction tests, and does not include acceleration, cornering, hydroplaning, or peak traction characteristics.

Temperature -- A, B, C

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

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

Wheel Alignment and Tire Balance

The wheels on your vehicle were aligned and balanced carefully at the factory to give you the longest tire life and best overall performance.

Scheduled wheel alignment and wheel balancing are not needed. However, if you notice unusual tire wear or your vehicle pulling one way or the other, the alignment may need to be reset. If you notice your vehicle vibrating when driving on a smooth road, your wheels may need to be rebalanced.

Wheel Replacement

Replace any wheel that is bent, cracked, or badly rusted or corroded. If wheel nuts keep coming loose, the wheel, wheel bolts and wheel nuts should be replaced. If the wheel leaks air, replace it (except some aluminum wheels, which can sometimes be repaired). See your dealer if any of these conditions exist.

Your dealer will know the kind of wheel you need.

Each new wheel should have the same load-carrying capacity, diameter, width, offset and be mounted the same way as the one it replaces.

If you need to replace any of your wheels, wheel bolts or wheel nuts, replace them only with new GM original equipment parts. This way, you will be sure to have the right wheel, wheel bolts and wheel nuts for your vehicle.



CAUTION:

Using the wrong replacement wheels, wheel bolts or wheel nuts on your vehicle can be dangerous. It could affect the braking and handling of your vehicle, make your tires lose air and make you lose control. You could have a collision in which you or others could be injured. Always use the correct wheel, wheel bolts and wheel nuts for replacement.

Used Replacement Wheels



CAUTION:

Putting a used wheel on your vehicle is dangerous. You can't know how it's been used or how far it's been driven. It could fail suddenly and cause an accident. If you have to replace a wheel, use a new GM original equipment wheel.

NOTICE:

The wrong wheel can also cause problems with bearing life, brake cooling, speedometer or odometer calibration, headlamp aim, bumper height, vehicle ground clearance and tire or tire chain clearance to the body and chassis.

See "Changing a Flat Tire" in the Index for more information.

Tire Chains

NOTICE:

Use tire chains only where legal and only when you must. Use only SAE Class “S” type chains that are the proper size for your tires. Install them on the tires of the drive axle (four-wheel-drive vehicles can use chains on both axles).

Tighten them as tightly as possible with the ends securely fastened. Drive slowly and follow the chain manufacturer’s instructions. If you can hear the chains contacting your vehicle, stop and retighten them. If the contact continues, slow down until it stops. Driving too fast or spinning the wheels with chains on will damage your vehicle.

Appearance Care

Remember, cleaning products can be hazardous. Some are toxic. Others can burst into flame if you strike a match or get them on a hot part of the vehicle. Some are dangerous if you breathe their fumes in a closed space.

When you use anything from a container to clean your vehicle, be sure to follow the manufacturer’s warnings and instructions. And always open your doors or windows when you’re cleaning the inside.

Never use these to clean your vehicle:

- Gasoline
- Benzene
- Naphtha
- Carbon Tetrachloride
- Acetone
- Paint Thinner
- Turpentine
- Lacquer Thinner
- Nail Polish Remover

They can all be hazardous -- some more than others -- and they can all damage your vehicle, too.

Don’t use any of these unless this manual says you can. In many uses, these will damage your vehicle:

- Alcohol
- Laundry Soap
- Bleach
- Reducing Agents

Cleaning the Inside of Your Vehicle

Use a vacuum cleaner often to get rid of dust and loose dirt. Wipe vinyl, leather, plastic and painted surfaces with a clean, damp cloth.

Cleaning of Fabric/Carpet

Your dealer has two cleaners, Multi-Purpose Interior Cleaner and Capture Non-Solvent Dry Spot and Soil Remover for cleaning fabric and carpet. They will clean normal spots and stains very well. You can get GM-approved cleaning products from your dealer. (See “Appearance Care and Materials” in the Index.)

Here are some cleaning tips:

- Always read the instructions on the cleaner label.
- Clean up stains as soon as you can -- before they set.
- Carefully scrape off any excess stain.
- Use a clean cloth or sponge, and change to a clean area often. A soft brush may be used if stains are stubborn.
- If a ring forms on fabric after spot cleaning, clean the entire area immediately or it will set.

Using Multi-Purpose Interior Cleaner on Fabric

1. Vacuum and brush the area to remove any loose dirt.
2. Always clean a whole trim panel or section. Mask surrounding trim along stitch or welt lines.
3. Mix powdered cleaner following the directions on the container label to form thick suds.
4. Use suds only and apply with a clean sponge. Don't saturate the material and don't rub it roughly.
5. As soon as you've cleaned the section, use a sponge to remove the suds.
6. Wipe cleaned area with a clean, damp towel or cloth.
7. Wipe with a clean cloth and let dry.

Special Fabric Cleaning Problems

Stains caused by such things as catsup, coffee (black), egg, fruit, fruit juice, milk, soft drinks, vomit, urine and blood can be removed as follows:

1. Carefully scrape off excess stain, then sponge the soiled area with cool water.
2. If a stain remains, follow the multi-purpose interior cleaner instructions described earlier.

3. If an odor lingers after cleaning vomit or urine, treat the area with a water/baking soda solution: 1 teaspoon (5 ml) of baking soda to 1 cup (250 ml) of lukewarm water.
4. Let dry.

Stains caused by candy, ice cream, mayonnaise, chili sauce and unknown stains can be removed as follows:

1. Carefully scrape off excess stain.
2. First, clean with cool water and allow to dry completely.
3. If a stain remains, follow instructions for Multi-Purpose Interior Cleaner.

Cleaning Vinyl

Use warm water and a clean cloth.

- Rub with a clean, damp cloth to remove dirt. You may have to do it more than once.
- Things like tar, asphalt and shoe polish will stain if you don't get them off quickly. Use a clean cloth and a vinyl/leather cleaner. See your dealer for this product.

Cleaning the Top of the Instrument Panel

Use only mild soap and water to clean the top surfaces of the instrument panel. Sprays containing silicones or waxes may cause annoying reflections in the windshield and even make it difficult to see through the windshield under certain conditions.

Cleaning Interior Plastic Components

Use only a mild soap and water solution on a soft cloth or sponge. Commercial cleaners may affect the surface finish.

Care of Safety Belts

Keep belts clean and dry.



CAUTION:

Do not bleach or dye safety belts. If you do, it may severely weaken them. In a crash, they might not be able to provide adequate protection. Clean safety belts only with mild soap and lukewarm water.

Cleaning Glass Surfaces

Glass should be cleaned often. GM Glass Cleaner or a liquid household glass cleaner will remove normal tobacco smoke and dust films on interior glass.

(See “Appearance Care and Materials” in the Index.)

Don’t use abrasive cleaners on glass, because they may cause scratches. Avoid placing decals on the inside rear window, since they may have to be scraped off later.

If abrasive cleaners are used on the inside of the rear window, an electric defogger element may be damaged. Any temporary license should not be attached across the defogger grid.

Cleaning the Outside of the Windshield, Backglass and Wiper Blades

If the windshield is not clear after using the windshield washer, or if the wiper blade chatters when running, wax, sap or other material may be on the blade or windshield.

Clean the outside of the windshield with GM Windshield Cleaner, Bon Ami[®] Powder (non-scratching glass cleaning powder), GM Part No. 1050011. The windshield is clean if beads do not form when you rinse it with water.

Grime from the windshield will stick to the wiper blades and affect their performance. Clean the blade by wiping vigorously with a cloth soaked in full-strength windshield washer solvent. Then rinse the blade with water.

Check the wiper blades and clean them as necessary; replace blades that look worn.

Weatherstrips

Silicone grease on weatherstrips will make them last longer, seal better, and not stick or squeak. Apply silicone grease with a clean cloth at least every six months. During very cold, damp weather more frequent application may be required. (See “Recommended Fluids and Lubricants” in the Index.)

Cleaning the Outside of Your Vehicle

The paint finish on your vehicle provides beauty, depth of color, gloss retention and durability.

Washing Your Vehicle

The best way to preserve your vehicle's finish is to keep it clean by washing it often with lukewarm or cold water.

Don't wash your vehicle in the direct rays of the sun. Use a car washing soap. Don't use strong soaps or chemical detergents. Be sure to rinse the vehicle well, removing all soap residue completely. You can get GM-approved cleaning products from your dealer. (See "Appearance Care and Materials" in the Index.) Don't use cleaning agents that are petroleum based, or that contain acid or abrasives. All cleaning agents should be flushed promptly and not allowed to dry on the surface, or they could stain. Dry the finish with a soft, clean chamois or an all-cotton towel to avoid surface scratches and water spotting.

High pressure car washes may cause water to enter your vehicle.

Cleaning Exterior Lamps/Lenses

Use lukewarm or cold water, a soft cloth and a car washing soap to clean exterior lamps and lenses. Follow instructions under "Washing Your Vehicle."

Finish Care

Occasional waxing or mild polishing of your vehicle by hand may be necessary to remove residue from the paint finish. You can get GM-approved cleaning products from your dealer. (See "Appearance Care and Materials" in the Index.)

Your vehicle has a "basecoat/clearcoat" paint finish. The clearcoat gives more depth and gloss to the colored basecoat. Always use waxes and polishes that are non-abrasive and made for a basecoat/clearcoat paint finish.

NOTICE:

Machine compounding or aggressive polishing on a basecoat/clearcoat paint finish may dull the finish or leave swirl marks.

Foreign materials such as calcium chloride and other salts, ice melting agents, road oil and tar, tree sap, bird droppings, chemicals from industrial chimneys, etc., can damage your vehicle's finish if they remain on painted surfaces. Wash the vehicle as soon as possible. If necessary, use non-abrasive cleaners that are marked safe for painted surfaces to remove foreign matter.

Exterior painted surfaces are subject to aging, weather and chemical fallout that can take their toll over a period of years. You can help to keep the paint finish looking new by keeping your vehicle garaged or covered whenever possible.

Special Care for Canvas Top and Plastic Windows

Your canvas top should be cleaned often. If you use an automatic car wash, use one with water jets and hanging cloths. High pressure car washes may cause water to enter your vehicle.

When you hand wash the top, do it in partial shade. Use a mild soap, lukewarm water and a soft sponge. A chamois or cloth may leave lint on the top, and a brush can chafe the threads in the top fabric. Don't use detergents, harsh cleaners, solvents or bleaching agents.

Wet the entire vehicle and wash the top evenly to avoid spots or rings. Let the soap remain on the fabric for a few minutes. When the top is really dirty, use a mild foam-type cleaner. Thoroughly rinse the entire vehicle, then let the top dry in direct sunlight.

To protect the canvas top:

- After you wash the vehicle, make sure the top is completely dry before you open or remove it.

- Don't get any vinyl cleaner on the vehicle's painted finish; it could leave streaks.
- If you decide to go through an automatic car wash, ask the manager if the equipment could damage your top.

The plastic windows are pliable and can be scratched if you don't take these precautions when you clean them:

- Wipe off dust with a soft cotton cloth moistened with clean, cool or lukewarm water. Don't use a "dry" cloth. Wipe in one direction only, not back and forth.
- To remove frost, snow or ice, use lukewarm water. Don't use a scraper or any de-icing fluids.
- Wash the windows with a soft cloth and clean, cool or lukewarm water. Never use a dry cloth, hot water, strong soap or detergent, solvents or harsh cleaning agents. Rinse thoroughly and wipe with a slightly moist soft, clean cloth.
- Don't put any labels, stickers or tape on windows. It's hard to remove adhesives left on the window when such items are removed. If a sticker or label must be removed, remove any adhesive left on the window while the adhesive is still soft and sticky. Press on a new sticker or piece of tape and then lift it off again; keep doing this until all the adhesive lifts off with the sticker or tape.

Cleaning Aluminum Wheels (If Equipped)

Keep your wheels clean using a soft clean cloth with mild soap and water. Rinse with clean water. After rinsing thoroughly, dry with a soft clean towel. A wax may then be applied.

The surface of these wheels is similar to the painted surface of your vehicle. Don't use strong soaps, chemicals, abrasive polishes, abrasive cleaners, cleaners with acid or abrasive cleaning brushes on them because you could damage the surface. Do not use chrome polish on aluminum wheels.

Don't take your vehicle through an automatic vehicle wash that has silicon carbide tire cleaning brushes. These brushes can also damage the surface of these wheels.

Cleaning Tires

To clean your tires, use a stiff brush with a tire cleaner.

NOTICE:

When applying a tire dressing always take care to wipe off any overspray or splash from all painted surfaces on the body or wheels of the vehicle. Petroleum-based products may damage the paint finish and tires.

Sheet Metal Damage

If your vehicle is damaged and requires sheet metal repair or replacement, make sure the body repair shop applies anti-corrosion material to the parts repaired or replaced to restore corrosion protection.

Original manufacturer replacement parts will provide the corrosion protection while maintaining the warranty.

Finish Damage

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

Minor chips and scratches can be repaired with touch-up materials available from your dealer or other service outlets. Larger areas of finish damage can be corrected in your dealer's body and paint shop.

Underbody Maintenance

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

At least every spring, flush these materials from the underbody with plain water. Clean any areas where mud and other debris can collect. Dirt packed in closed areas of the frame should be loosened before being flushed. Your dealer or an underbody car washing system can do this for you.

Chemical Paint Spotting

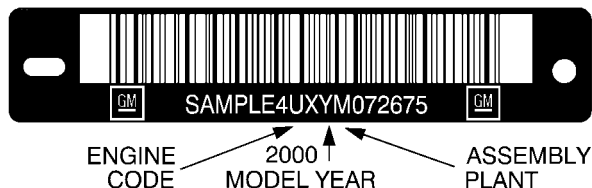
Some weather and atmospheric conditions can create a chemical fallout. Airborne pollutants can fall upon and attack painted surfaces on your vehicle. This damage can take two forms: blotchy, ringlet-shaped discolorations, and small irregular dark spots etched into the paint surface.

Although no defect in the paint job causes this, Chevrolet will repair, at no charge to the owner, the surfaces of new vehicles damaged by this fallout condition within 12 months or 12,000 miles (20 000 km) of purchase, whichever occurs first.

GM Vehicle Care/Appearance Materials

PART NUMBER	SIZE	DESCRIPTION	USAGE
994954	23 in. x 25 in.	Polishing Cloth – Wax Treated	Exterior polishing cloth
1050172	16 oz. (0.473 L)	Tar and Road Oil Remover	Removes tar, road oil and asphalt
1050173	16 oz. (0.473 L)	Chrome Cleaner and Polish	Use on chrome, stainless steel, nickel, copper and brass
1050174	16 oz. (0.473 L)	White Sidewall Tire Cleaner	Removes soil and black marks from whitewalls
1050214	32 oz. (0.946 L)	Vinyl Cleaner	Cleans vinyl tops, upholstery and convertible tops
1050427	23 oz. (0.680 L)	Glass Cleaner	Removes dirt, grime, smoke and fingerprints
1052918**	8 oz. (0.237 L)	Armor All™ Protectant	Protects leather, wood, acrylics, Plexiglas™, plastic, rubber and vinyl
1052925	16 oz. (0.473 L)	Multi-Purpose Interior Cleaner	Cleans carpets, seats, interior trim, door panels and floor mats
1052929	16 oz. (0.473 L)	Wheel Cleaner	Spray on and rinse with water
1052930	8 oz. (0.237 L)	Capture Dry Spot Remover	Attracts, absorbs and removes soils on fabric
12345721	2.5 sq. ft.	Synthetic Chamois	Shines vehicle without scratching
12345725	12 oz. (0.354 L)	Silicone Tire Shine	Spray on tire shine
12377964*	16 oz. (0.473 L)	Finish Enhancer	Removes dust, fingerprints and surface contaminants
12377966*	16 oz. (0.473 L)	Cleaner Wax	Removes light scratches and oxidation and protects finish
12377984*	16 oz. (0.473 L)	Surface Cleaner	Removes contaminants, blemishes and swirl marks
See your General Motors Parts Department for these products. See “Recommended Fluids and Lubricants” in the Index.		* For exterior use only. ** Not recommended for use on instrument panels.	

Vehicle Identification Number (VIN)



This is the legal identifier for your vehicle. It appears on a plate in the front corner of the instrument panel, on the driver's side. You can see it if you look through the windshield from outside your vehicle. The VIN also appears on the Vehicle Certification and Service Parts labels and the certificates of title and registration.

Engine Identification

The 8th character in your VIN is the engine code. This code will help you identify your engine, specifications and replacement parts.

Service Parts Identification Label

You'll find this label inside the glove box on the door. It's very helpful if you ever need to order parts. On this label is:

- your VIN,
- the model designation,
- paint information and
- a list of all production options and special equipment.

Be sure that this label is not removed from the vehicle.

Electrical System

Add-On Electrical Equipment

NOTICE:

Don't add anything electrical to your vehicle unless you check with your dealer first. Some electrical equipment can damage your vehicle and the damage wouldn't be covered by your warranty. Some add-on electrical equipment can keep other components from working as they should.

Your vehicle has an air bag system. Before attempting to add anything electrical to your vehicle, see "Servicing Your Air Bag-Equipped Vehicle" in the Index.

Fuses and Circuit Breakers

The wiring circuits in your vehicle are protected from short circuits by fuses, circuit breakers and thermal links in the wiring itself. This greatly reduces the chance of fires caused by electrical problems.

Look at the silver-colored band inside the fuse. If the band is broken or melted, replace the fuse. Be sure you replace a bad fuse with a new one of the correct size.

If you ever have a problem on the road and don't have a spare fuse, you can borrow one. Just pick some feature of your vehicle that you can get along without -- like the radio or cigarette lighter -- and use its fuse, if it is the size you need. Replace it as soon as you can.

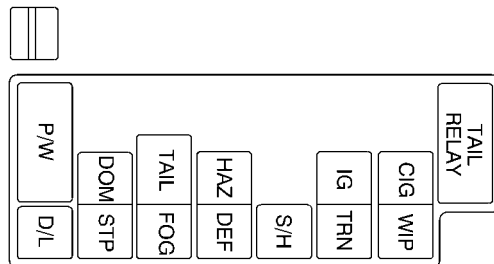
Before replacing a fuse, turn every vehicle electrical switch off.

There are two fuse blocks in your vehicle: the instrument panel fuse block and the engine compartment fuse block.

Instrument Panel Fuse Block



This fuse box is under the left side of the instrument panel. The fuses here protect each separate circuit including headlamps. If you have electrical failure, check here first.



Fuse	Usage
P/W	Power Windows
DOM	Dome Light
TAIL	License Plate Light, Clearance/Marker Lights, Instrument Panel Illumination
HAZ	Hazard Lights
IG	O ₂ Sensor Heater, Cruise Control, Ignition Coil, Meter, G Sensor

Fuse	Usage
CIG	Cigar Lighter, Radio, Power Mirror
D/L	Door Locks
STP	Brake Light, Horn, Center High-Mounted Stop Lamp
FOG	Not Used
DEF	Rear Window Defogger, DRL
S/H	Not Used
TRN	Turn Signal, Back-Up Light
WIP	Windshield Wiper/Washer, Rear Window Wiper/Washer

Please note, fuses for the air bags are located next to the instrument panel fuse block.

Engine Compartment Fuse Block



The main fuse box in your engine compartment protects all electrical loads.

For access to the main fuses, pull off the cover. A spare fuse is also inside the fuse box.

1	2	3	4		
5	6	7	8	9	
USE THE DESIGNATED FUSES ONLY					

10

Fuse	Usage
1	Accessory Power Outlet
2	Electronic Fuel Injection System
3	Right Headlamp

Fuse	Usage
4	Left Headlamp, High-Beam Indicator
5	Heater
6	Hazard Lamps, Rear Combination Lamps, Dome Light, Horn
7	Cigar Lighter, Radio, I.G. Coil, Meter, Wiper, Washer, Rear Defroster, Turn Signals, Back-Up Lamps
8	Anti-Lock Brake System
9	All Electrical Loads
10	Air Conditioning

Replacement Bulbs

Lamps	Bulb Number
Back-up Lamp	921
Dome	GM Part No. 96051559 or equivalent
Front Parking and Turn Signal	1157 NA
Headlamp (Halogen)	
Right Hand	GM Part No. 91174685 or equivalent
Left Hand	GM Part No. 91174687 or equivalent
Rear Hazard and Turn Signal	921
Rear Parking and Stop	GM Part No. 91174349 or equivalent
Sidemarkers	194

Capacities and Specifications

The following approximate capacities are given in English and metric conversions.

Air Conditioning	See the refrigerant information label under the hood.

Cooling System

1.6L Engine	5.8 quarts (5.5 L)
2.0L Engine	6.9 quarts (6.5 L)

Crankcase with Filter

1.6L Engine	4.4 quarts (4.2 L)**
2.0L Engine	5.5 quarts (5.2 L)**

Fuel Tank

Two-Door Convertible	14.8 U.S. Gallons (56 L)
Four-Door Hardtop	17.4 U.S. Gallons (66 L)

Automatic Transmission

Drain and Refill	2.6 quarts (2.5 L)*

Manual Transmission

Four-Wheel Drive	1.6 quarts (1.5 L)*
Two-Wheel Drive	2.0 quarts (1.9 L)*

Differential

Front	1.1 quarts (1.0 L)*
Rear	2.3 quarts (2.2 L)*

Transfer Case

*Recheck fluid level after filling. See “Automatic Transmission Fluid” or “Manual Transmission Fluid” in the Index.

**When changing the oil filter, additional oil may be needed. Recheck the oil level after filling. See “Engine Oil” in the Index.

1.6L Engine Specifications

VIN Engine Code	6
Type	L4
Horsepower	97
Firing Order	1-3-4-2
Thermostat Temperature	190°F (88°C)

2.0L Engine Specifications

VIN Engine Code	C
Type	L4
Horsepower	127
Firing Order	1-3-4-2
Thermostat Temperature	179°F (82°C)

Wheel and Tires

Wheel Nut Torque	69 lb-ft (95 N·m)
Tire Pressure	See the Tire-Loading Information label. See “Loading Your Vehicle” in the Index.

Normal Maintenance Replacement Parts

Engine Air Cleaner/Filter GM Part No. 91174457
or equivalent

Engine Oil Filter
1.6L Engine GM Part No. 25011520
or equivalent (PF-53)

2.0L Engine GM Part No. 91173772

PCV Valve
1.6L Engine GM Part No. 96068664
or equivalent

2.0L Engine GM Part No. 91174516
or equivalent

Spark Plugs GM Part No. 91173854
or equivalent

Passenger Compartment
Air Filter GM Part No. 91175057
or equivalent

Vehicle Dimensions

Length

Two-Door Convertible

Two-Wheel Drive 151.6 inches (385.1 cm)

Four-Wheel Drive 151.8 inches (385.6 cm)

Four-Door Hardtop

Two-Wheel Drive 162.6 inches (413.0 cm)

Four-Wheel Drive 162.8 inches (413.5 cm)

Width

Two-Door Convertible 67.3 inches (170.9 cm)

Four-Door Hardtop 67.3 inches (170.9 cm)

Height

Two-Door Convertible

Two-Wheel Drive 66.5 inches (168.9 cm)

Four-Wheel Drive 66.5 inches (168.9 cm)

Four-Door Hardtop

Two-Wheel Drive 65.6 inches (166.6 cm)

Four-Wheel Drive 66.3 inches (168.4 cm)

Wheelbase

Two-Door Convertible 86.6 inches (220.0 cm)

Four-Door Hardtop 97.6 inches (247.9 cm)

Tread

Front 57.5 inches (146.1 cm)

Rear 57.5 inches (146.1 cm)



Section 7 Maintenance Schedule

This section covers the maintenance required for your vehicle. Your vehicle needs these services to retain its safety, dependability and emission control performance.

7-2	Introduction	7-45	Part B: Owner Checks and Services
7-4	Part A: Scheduled Maintenance Services	7-49	Part C: Periodic Maintenance Inspections
7-10	Short Trip/City Scheduled Maintenance	7-51	Part D: Recommended Fluids and Lubricants
7-30	Long Trip/Highway Scheduled Maintenance	7-54	Part E: Maintenance Record

IMPORTANT:
KEEP ENGINE OIL
AT THE PROPER
LEVEL AND CHANGE AS
RECOMMENDED



***Protection
Plan***

Have you purchased the GM Protection Plan? The Plan supplements your new vehicle warranties. See your Warranty and Owner Assistance booklet, or your dealer for details.

Introduction

Your Vehicle and the Environment

Proper vehicle maintenance not only helps to keep your vehicle in good working condition, but also helps the environment. All recommended maintenance procedures are important. Improper vehicle maintenance can even affect the quality of the air we breathe. Improper fluid levels or the wrong tire inflation can increase the level of emissions from your vehicle. To help protect our environment, and to keep your vehicle in good condition, please maintain your vehicle properly.

Maintenance Requirements

Maintenance intervals, checks, inspections and recommended fluids and lubricants as prescribed in this manual are necessary to keep your vehicle in good working condition. Any damage caused by failure to follow recommended maintenance may not be covered by warranty.

How This Section is Organized

This maintenance schedule is divided into five parts:

“Part A: Scheduled Maintenance Services” shows what to have done and how often. Some of these services can be complex, so unless you are technically qualified and have the necessary equipment, you should let your dealer’s service department or another qualified service center do these jobs.

CAUTION:

Performing maintenance work on a vehicle can be dangerous. In trying to do some jobs, you can be seriously injured. Do your own maintenance work only if you have the required know-how and the proper tools and equipment for the job. If you have any doubt, have a qualified technician do the work.

If you want to get the service information, see “Service and Owner Publications” in the Index.

“Part B: Owner Checks and Services” tells you what should be checked and when. It also explains what you can easily do to help keep your vehicle in good condition.

“Part C: Periodic Maintenance Inspections” explains important inspections that your dealer’s service department or another qualified service center should perform.

“Part D: Recommended Fluids and Lubricants” lists some recommended products necessary to help keep your vehicle properly maintained. These products, or their equivalents, should be used whether you do the work yourself or have it done.

“Part E: Maintenance Record” is a place for you to record and keep track of the maintenance performed on your vehicle. Keep your maintenance receipts. They may be needed to qualify your vehicle for warranty repairs.

Part A: Scheduled Maintenance Services

Using Your Maintenance Schedule

We at General Motors want to help you keep your vehicle in good working condition. But we don't know exactly how you'll drive it. You may drive very short distances only a few times a week. Or you may drive long distances all the time in very hot, dusty weather. You may use your vehicle in making deliveries. Or you may drive it to work, to do errands or in many other ways.

Because of all the different ways people use their vehicles, maintenance needs vary. You may need more frequent checks and replacements. So please read the following and note how you drive. If you have any questions on how to keep your vehicle in good condition, see your dealer.

This part tells you the maintenance services you should have done and when you should schedule them. If you go to your dealer for your service needs, you'll know that GM-trained and supported service people will perform the work using genuine GM parts.

The proper fluids and lubricants to use are listed in Part D. Make sure whoever services your vehicle uses these. All parts should be replaced and all necessary repairs done before you or anyone else drives the vehicle.

These schedules are for vehicles that:

- carry passengers and cargo within recommended limits. You will find these limits on your vehicle's Tire-Loading Information label. See "Loading Your Vehicle" in the Index.
- are driven on reasonable road surfaces within legal driving limits.
- are driven off-road in the recommended manner. See "Off-Road Driving With Your Four-Wheel-Drive Vehicle" in the Index.
- use the recommended fuel. See "Fuel" in the Index.

Selecting the Right Schedule

First you'll need to decide which of the two schedules is right for your vehicle. Here's how to decide which schedule to follow:

Scheduled Maintenance

Short Trip/City Definition

Follow the Short Trip/City Scheduled Maintenance if any one of these conditions is true for your vehicle:

- Most trips are less than 5 to 10 miles (8 to 16 km). This is particularly important when outside temperatures are below freezing.
- Most trips include extensive idling (such as frequent driving in stop-and-go traffic).
- You frequently tow a trailer or use a carrier on top of your vehicle.
- If the vehicle is used for delivery service, police, taxi or other commercial application.

One of the reasons you should follow this schedule if you operate your vehicle under any of these conditions is that these conditions cause engine oil to break down sooner.

Short Trip/City Intervals

Every 3,000 Miles (5 000 km): Engine Oil and Filter Change (or 3 months, whichever occurs first).

Every 6,000 Miles (10 000 km): Passenger Compartment Air Filter Inspection. Tire Rotation.

Every 15,000 Miles (25 000 km): Engine Air Cleaner Filter Inspection, if driving in dusty conditions. Front Wheel Bearing Repack (2WD only) (or at each brake relining, whichever occurs first). Automatic Transmission Service (severe conditions only). Manual Transmission Fluid Change. Transfer Case Fluid Change. Differential Fluid Change. Valve Lash (Clearance) Adjustment (1.6L Code 6 engine only). Propeller Shafts and U-Joints Inspection (or every 15 months, whichever occurs first).

(Continued)

Scheduled Maintenance

Short Trip/City Intervals

Every 30,000 Miles (50 000 km): Engine Air Cleaner Filter Replacement. Passenger Compartment Air Filter Replacement. Spark Plug Replacement. Engine Accessory Drive Belt Inspection (or every 24 months, whichever occurs first). Cooling System Service (or every 30 months, whichever occurs first). Fuel Tank, Cap and Lines Inspection. Fuel Filter Replacement (or every 30 months, whichever occurs first).

Every 45,000 Miles (75 000 km): Automatic Transmission Fluid Hose Replacement (or every 45 months, whichever occurs first).

Every 50,000 Miles (83 000 km): Positive Crankcase Ventilation (PCV) Valve Replacement.

Short Trip/City Intervals

Every 60,000 Miles (100 000 km): Fuel Tank Cap Gasket Replacement. Emission System Hoses Inspection. Camshaft Timing Belt Replacement (1.6L Code 6 engine only). Brake Fluid Service. Spark Plug Wire Replacement (or every 60 months, whichever occurs first). Wiring Harness and Connectors Inspection (or every 60 months, whichever occurs first).

At 90,000 Miles (150 000 km): Camshaft Timing Belt Inspection (1.6L Code 6 engine only).

Every 100,000 Miles (166 000 km): Automatic Transmission Service (normal conditions). Evaporative Emissions Canister Replacement.

These intervals only summarize maintenance services. Be sure to follow the complete scheduled maintenance on the following pages.

Scheduled Maintenance

Long Trip/Highway Definition

Follow this scheduled maintenance *only* if none of the conditions from the Short Trip/City Scheduled Maintenance are true. Do not use this schedule if the vehicle is used for trailer towing, driven in a dusty area or used off paved roads. Use the Short Trip/City schedule for these conditions.

Driving a vehicle with a fully warmed engine under highway conditions causes engine oil to break down slower.

Long Trip/Highway Intervals

Every 7,500 Miles (12 500 km): Engine Oil and Filter Change (or every 7.5 months, whichever occurs first). Tire Rotation.

Every 15,000 Miles (25 000 km): Automatic Transmission Service (severe conditions only). Passenger Compartment Air Filter Inspection. Valve Lash (Clearance) Adjustment (1.6L Code 6 engine only). Propeller Shafts and U-Joints Inspection (or every 15 months, whichever occurs first).

Every 30,000 Miles (50 000 km): Engine Accessory Drive Belt Inspection (or every 24 months, whichever occurs first). Cooling System Service (or every 30 months, whichever occurs first). Fuel Tank, Cap and Lines Inspection. Spark Plug Replacement. Engine Air Cleaner Filter Replacement. Passenger Compartment Air Filter Replacement. Front Wheel Bearing Repack (2WD only) (or at each brake relining, whichever occurs first). Manual Transmission Fluid Change. Transfer Case Fluid Change. Differential Fluid Change. Fuel Filter Replacement (or every 30 months, whichever occurs first).

(Continued)

Scheduled Maintenance

Long Trip/Highway Intervals

Every 45,000 Miles (75 000 km): Automatic Transmission Fluid Hose Replacement (or every 45 months, whichever occurs first).

Every 50,000 Miles (83 000 km): Positive Crankcase Ventilation (PCV) Valve Replacement.

Every 60,000 Miles (100 000 km): Fuel Tank Cap Gasket Replacement. Emission System Hoses Inspection. Camshaft Timing Belt Replacement (1.6L Code 6 engine only). Spark Plug Wire Replacement (or every 60 months, whichever occurs first). Wiring Harness and Connectors Inspection (or every 60 months, whichever occurs first). Brake Fluid Service.

Long Trip/Highway Intervals

At 90,000 Miles (150 000 km): Camshaft Timing Belt Inspection (1.6L Code 6 engine only).

Every 100,000 Miles (166 000 km): Automatic Transmission Service (normal conditions). Evaporative Emissions Canister Replacement.

These intervals only summarize maintenance services. Be sure to follow the complete scheduled maintenance on the following pages.

Short Trip/City Scheduled Maintenance

The services shown in this schedule up to 100,000 miles (166 000 km) should be performed after 100,000 miles (166 000 km) at the same intervals.

See “Owner Checks and Services” and “Periodic Maintenance Inspections” following.

Footnotes

† *The U.S. Environmental Protection Agency or the California Air Resources Board has determined that the failure to perform this maintenance item will not nullify the emission warranty or limit recall liability prior to the completion of the vehicle’s useful life. We, however, urge that all recommended maintenance services be performed at the indicated intervals and the maintenance be recorded.*

Lubricate the parking brake lever and cable, suspension system and propeller shafts and steering wheel linkage.

+ A good time to check your brakes is during tire rotation. See “Brake System Inspection” under “Periodic Maintenance Inspections” in Part C of this schedule.

Short Trip/City Scheduled Maintenance

3,000 Miles (5 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

6,000 Miles (10 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- ☐ Inspect passenger compartment air filter.
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

9,000 Miles (15 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

12,000 Miles (20 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- ☐ Inspect passenger compartment air filter.
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	
ACTUAL MILEAGE	SERVICED BY:

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Short Trip/City Scheduled Maintenance

15,000 Miles (25 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- ☐ Inspect engine air cleaner filter if you are driving in dusty conditions. Replace filter if necessary.
An Emission Control Service. (See footnote †.)
- ☐ For Two-Wheel-Drive vehicles only: Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- ☐ Change automatic transmission fluid and filter if the vehicle is mainly driven under one or more of these conditions:
 - In heavy city traffic where the outside temperature regularly reaches 90°F (32°C) or higher.
 - In hilly or mountainous terrain.
 - When doing frequent trailer towing.
 - Uses such as found in taxi, police or delivery service.

If you do not use your vehicle under any of these conditions, change the fluid and filter every 100,000 miles (166 000 km).

- ☐ Change manual transmission fluid.
- ☐ Change transfer case fluid.

DATE	
ACTUAL MILEAGE	SERVICED BY:

(Continued)

Short Trip/City Scheduled Maintenance

15,000 Miles (25 000 km) (Continued)

- ☐ Change differential fluid.
- ☐ Inspect the valve lash and adjust if necessary (1.6L Code 6 engine only).
An Emission Control Service.
- ☐ Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.

18,000 Miles (30 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- ☐ Inspect passenger compartment air filter.
- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. (See footnote +.)

21,000 Miles (35 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

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Short Trip/City Scheduled Maintenance

24,000 Miles (40 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- ☐ Inspect passenger compartment air filter.
- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. (See footnote +.)

27,000 Miles (45 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

30,000 Miles (50 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- ☐ Replace passenger compartment air filter.
- ☐ Inspect fuel tank, cap and lines for damage or leaks. Inspect fuel cap gasket for any damage. Replace parts as needed.
An Emission Control Service. (See footnote †.)
- ☐ Inspect engine accessory drive belts (or every 24 months, whichever occurs first). *An Emission Control Service.*

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(Continued)

Short Trip/City Scheduled Maintenance

30,000 Miles (50 000 km) (Continued)

- ☐ Drain, flush and refill cooling system (or every 30 months, whichever occurs first). See “Engine Coolant” in the Index for what to use. Inspect hoses. Clean radiator, condenser, pressure cap and neck. Pressure test the cooling system and pressure cap.
An Emission Control Service. (See footnote †.)
- ☐ For Two-Wheel-Drive vehicles only: Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- ☐ Replace spark plugs.
An Emission Control Service.
- ☐ Replace engine air cleaner filter.
An Emission Control Service.
- ☐ Change automatic transmission fluid and filter if the vehicle is mainly driven under one or more of these conditions:
 - In heavy city traffic where the outside temperature regularly reaches 90°F (32°C) or higher.
 - In hilly or mountainous terrain.
 - When doing frequent trailer towing.
 - Uses such as found in taxi, police or delivery service.

If you do not use your vehicle under any of these conditions, change the fluid and filter every 100,000 miles (166 000 km).

Short Trip/City Scheduled Maintenance

- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. *(See footnote +.)*
- ☐ Change manual transmission fluid.
- ☐ Change transfer case fluid.
- ☐ Change differential fluid.
- ☐ Inspect the valve lash and adjust if necessary (1.6L Code 6 engine only).
An Emission Control Service.
- ☐ Replace fuel filter (or every 30 months, whichever occurs first, or sooner if filter is clogged).
An Emission Control Service. (See footnote †.)
- ☐ Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.

33,000 Miles (55 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

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ACTUAL MILEAGE	SERVICED BY:

Short Trip/City Scheduled Maintenance

36,000 Miles (60 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- ☐ Inspect passenger compartment air filter.
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

39,000 Miles (65 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

42,000 Miles (70 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- ☐ Inspect passenger compartment air filter.
- ☐ Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information. (See footnote +.)

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Short Trip/City Scheduled Maintenance

45,000 Miles (75 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- ☐ For Two-Wheel-Drive vehicles only: Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- ☐ Replace automatic transmission fluid hose (or every 45 months, whichever occurs first).
- ☐ Change automatic transmission fluid and filter if the vehicle is mainly driven under one or more of these conditions:
 - In heavy city traffic where the outside temperature regularly reaches 90°F (32°C) or higher.
 - In hilly or mountainous terrain.
 - When doing frequent trailer towing.
 - Uses such as found in taxi, police or delivery service.

If you do not use your vehicle under any of these conditions, change the fluid and filter every 100,000 miles (166 000 km).

- ☐ Inspect engine air cleaner filter if you are driving in dusty conditions.
Replace filter if necessary.
An Emission Control Service. (See footnote †.)

DATE	
ACTUAL MILEAGE	SERVICED BY:

(Continued)

Short Trip/City Scheduled Maintenance

45,000 Miles (75 000 km) (Continued)

- ☐ Change manual transmission fluid.
- ☐ Change transfer case fluid.
- ☐ Change differential fluid.
- ☐ Inspect the valve lash and adjust if necessary (1.6L Code 6 engine only).
An Emission Control Service.
- ☐ Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.

48,000 Miles (80 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- ☐ Inspect passenger compartment air filter.
- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. (See footnote +.)

50,000 Miles (83 000 km)

- ☐ Replace Positive Crankcase Ventilation (PCV) valve. Replace any worn, plugged or collapsed hoses.
An Emission Control Service.

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Short Trip/City Scheduled Maintenance

51,000 Miles (85 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

54,000 Miles (90 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- ☐ Inspect passenger compartment air filter.
- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. *(See footnote +.)*

57,000 Miles (95 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

60,000 Miles (100 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- ☐ Replace passenger compartment air filter.

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(Continued)

Short Trip/City Scheduled Maintenance

60,000 Miles (100 000 km) (Continued)

- ☐ For Two-Wheel-Drive vehicles only: Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- ☐ Change automatic transmission fluid and filter if the vehicle is mainly driven under one or more of these conditions:
 - In heavy city traffic where the outside temperature regularly reaches 90°F (32°C) or higher.
 - In hilly or mountainous terrain.
 - When doing frequent trailer towing.
 - Uses such as found in taxi, police or delivery service.

If you do not use your vehicle under any of these conditions, change the fluid and filter every 100,000 miles (166 000 km).

- ☐ Inspect engine accessory drive belts (or every 24 months, whichever occurs first).

An Emission Control Service.

- ☐ Drain, flush and refill cooling system (or every 30 months, whichever occurs first). See “Engine Coolant” in the Index for what to use. Inspect hoses. Clean radiator, condenser, pressure cap and neck. Pressure test the cooling system and pressure cap.

An Emission Control Service. (See footnote †.)

- ☐ Replace spark plugs.

An Emission Control Service.

Short Trip/City Scheduled Maintenance

- ☐ Replace spark plug wires (or every 60 months, whichever occurs first).
An Emission Control Service.
- ☐ Inspect the underhood wiring harness for loose connections, chafed wires and damage (or every 60 months, whichever occurs first).
An Emission Control Service. (See footnote †.)
- ☐ Drain, refill and bleed the brake system.
- ☐ Replace the camshaft timing belt (1.6L Code 6 engine only).
An Emission Control Service. (See footnote †.)
- ☐ Inspect fuel tank, cap and lines for damage or leaks. Inspect fuel cap gasket for any damage. Replace parts as needed.
An Emission Control Service. (See footnote †.)
- ☐ Replace engine air cleaner filter.
An Emission Control Service.
- ☐ Inspect fuel tank, cap and lines for damage or leaks. Inspect fuel cap gasket for any damage. Replace parts as needed.
An Emission Control Service. (See footnote †.)
- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. *(See footnote +.)*
- ☐ Replace fuel filter (or every 30 months, whichever occurs first).
An Emission Control Service. (See footnote †.)

(Continued)

Short Trip/City Scheduled Maintenance

60,000 Miles (100 000 km) (Continued)

- ☐ Change manual transmission fluid.
- ☐ Change transfer case fluid.
- ☐ Change differential fluid.
- ☐ Inspect the valve lash and adjust if necessary (1.6L Code 6 engine only).
An Emission Control Service.
- ☐ Inspect emission system hoses and replace as necessary.
An Emission Control Service. (See footnote †.)
- ☐ Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.

63,000 Miles (105 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

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66,000 Miles (110 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- ☐ Inspect passenger compartment air filter.
- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. (See footnote +.)

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Short Trip/City Scheduled Maintenance

69,000 Miles (115 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

72,000 Miles (120 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- ☐ Inspect passenger compartment air filter.
- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. *(See footnote +.)*

75,000 Miles (125 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- ☐ For Two-Wheel-Drive vehicles only: Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).

(Continued)

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Short Trip/City Scheduled Maintenance

75,000 Miles (125 000 km) (Continued)

- ☐ Change automatic transmission fluid and filter if the vehicle is mainly driven under one or more of these conditions:
 - In heavy city traffic where the outside temperature regularly reaches 90°F (32°C) or higher.
 - In hilly or mountainous terrain.
 - When doing frequent trailer towing.
 - Uses such as found in taxi, police or delivery service.

If you do not use your vehicle under any of these conditions, change the fluid and filter every 100,000 miles (166 000 km).

- ☐ Inspect engine air cleaner filter if you are driving in dusty conditions.
Replace filter if necessary.

An Emission Control Service. (See footnote †.)

- ☐ Change manual transmission fluid.
- ☐ Change transfer case fluid.
- ☐ Change differential fluid.
- ☐ Inspect the valve lash and adjust if necessary (1.6L Code 6 engine only).
An Emission Control Service.
- ☐ Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.

Short Trip/City Scheduled Maintenance

78,000 Miles (130 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- ☐ Inspect passenger compartment air filter.
- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. (See footnote +.)

81,000 Miles (135 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

84,000 Miles (140 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- ☐ Inspect passenger compartment air filter.
- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. (See footnote +.)

87,000 Miles (145 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

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Short Trip/City Scheduled Maintenance

90,000 Miles (150 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- ☐ Replace passenger compartment air filter.
- ☐ For Two-Wheel-Drive vehicles only: Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- ☐ Replace automatic transmission fluid hose (or every 45 months, whichever occurs first).
- ☐ Change automatic transmission fluid and filter if the vehicle is mainly driven under one or more of these conditions:
 - In heavy city traffic where the outside temperature regularly reaches 90°F (32°C) or higher.
 - In hilly or mountainous terrain.
 - When doing frequent trailer towing.
 - Uses such as found in taxi, police or delivery service.*If you do not use your vehicle under any of these conditions, change the fluid and filter every 100,000 miles (166 000 km).*
- ☐ Inspect engine accessory drive belts (or every 24 months, whichever occurs first).
- ☐ Inspect camshaft timing belt (1.6L Code 6 engine only).
An Emission Control Service. (See footnote †.)

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Short Trip/City Scheduled Maintenance

- ☐ Inspect fuel tank, cap and lines for damage or leaks. Inspect fuel cap gasket for any damage. Replace parts as needed.
An Emission Control Service. (See footnote †.)
- ☐ Drain, flush and refill cooling system (or every 30 months, whichever occurs first). See “Engine Coolant” in the Index for what to use. Inspect hoses. Clean radiator, condenser, pressure cap and neck. Pressure test the cooling system and pressure cap.
An Emission Control Service. (See footnote †.)
- ☐ Replace spark plugs.
An Emission Control Service.
- ☐ Replace engine air cleaner filter.
An Emission Control Service.
- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. *(See footnote +.)*
- ☐ Change manual transmission fluid.
- ☐ Change transfer case fluid.
- ☐ Change differential fluid.
- ☐ Inspect the valve lash and adjust if necessary (1.6L Code 6 engine only).
An Emission Control Service.

(Continued)

Short Trip/City Scheduled Maintenance

90,000 Miles (150 000 km) (Continued)

- ☐ Replace fuel filter (or every 30 months, whichever occurs first).
An Emission Control Service. (See footnote†.)
- ☐ Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.

93,000 Miles (155 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

96,000 Miles (160 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- ☐ Inspect passenger compartment air filter.
- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. (See footnote +.)

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Short Trip/City Scheduled Maintenance

99,000 Miles (165 000 km)

- ☐ Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.

100,000 Miles (166 000 km)

- ☐ If you haven't used your vehicle under severe service conditions listed previously and, therefore, haven't changed your automatic transmission fluid, change both the fluid and filter.
- ☐ Replace Positive Crankcase Ventilation (PCV) valve. Replace any worn, plugged or collapsed hoses.
An Emission Control Service.
- ☐ Inspect Exhaust Gas Recirculation (EGR) system.
An Emission Control Service.
- ☐ Replace evaporative emissions canister.
An Emission Control Service.

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Long Trip/Highway Scheduled Maintenance

The services shown in this schedule up to 100,000 miles (166 000 km) should be performed after 100,000 miles (166 000 km) at the same intervals.

See “Owner Checks and Services” and “Periodic Maintenance Inspections” following.

Footnotes

† *The U.S. Environmental Protection Agency or the California Air Resources Board has determined that the failure to perform this maintenance item will not nullify the emission warranty or limit recall liability prior to the completion of the vehicle's useful life. We, however, urge that all recommended maintenance services be performed at the indicated intervals and the maintenance be recorded.*

Lubricate the parking brake lever and cable, suspension system and propeller shafts and steering wheel linkage.

+ A good time to check your brakes is during tire rotation. See “Brake System Inspection” under “Periodic Maintenance Inspections” in Part C of this schedule.

Long Trip/Highway Scheduled Maintenance

7,500 Miles (12 500 km)

- ☐ Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. (See footnote +.)

15,000 Miles (25 000 km)

- ☐ Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- ☐ Inspect passenger compartment air filter.
- ☐ Change automatic transmission fluid and filter if the vehicle is mainly driven under one or more of these conditions:
 - In heavy city traffic where the outside temperature regularly reaches 90°F (32°C) or higher.
 - In hilly or mountainous terrain.
 - When doing frequent trailer towing.
 - Uses such as found in taxi, police or delivery service.

If you do not use your vehicle under any of these conditions, change the fluid and filter every 100,000 miles (166 000 km).

- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	
ACTUAL MILEAGE	SERVICED BY:

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(Continued)

Long Trip/Highway Scheduled Maintenance

15,000 Miles (25 000 km) (Continued)

- ☐ Inspect the valve lash and adjust if necessary (1.6L Code 6 engine only).
An Emission Control Service.
- ☐ Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.

22,500 Miles (37 500 km)

- ☐ Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. (See footnote +.)

30,000 Miles (50 000 km)

- ☐ Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- ☐ Replace passenger compartment air filter.
- ☐ For Two-Wheel-Drive vehicles only: Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).

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ACTUAL MILEAGE	SERVICED BY:

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Long Trip/Highway Scheduled Maintenance

- ☐ Change automatic transmission fluid and filter if the vehicle is mainly driven under one or more of these conditions:
 - In heavy city traffic where the outside temperature regularly reaches 90°F (32°C) or higher.
 - In hilly or mountainous terrain.
 - When doing frequent trailer towing.
 - Uses such as found in taxi, police or delivery service.

If you do not use your vehicle under any of these conditions, change the fluid and filter every 100,000 miles (166 000 km).

- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. *(See footnote +.)*
- ☐ Inspect engine accessory drive belts (or every 24 months, whichever occurs first).
- ☐ Drain, flush and refill cooling system (or every 30 months, whichever occurs first). See “Engine Coolant” in the Index for what to use. Inspect hoses. Clean radiator, condenser, pressure cap and neck. Pressure test the cooling system and pressure cap.
An Emission Control Service. (See footnote †.)
- ☐ Replace spark plugs.
An Emission Control Service.

(Continued)

Long Trip/Highway Scheduled Maintenance

30,000 Miles (50 000 km) (Continued)

- ☐ Replace engine air cleaner filter.
An Emission Control Service.
- ☐ Inspect fuel tank, cap and lines for damage or leaks. Inspect fuel cap gasket for any damage. Replace parts as needed.
An Emission Control Service. (See footnote †.)
- ☐ Change manual transmission fluid.
- ☐ Change transfer case fluid.
- ☐ Change differential fluid.
- ☐ Replace fuel filter (or every 30 months, whichever occurs first, or sooner if filter is clogged).
An Emission Control Service. (See footnote †.)
- ☐ Inspect the valve lash and adjust if necessary (1.6L Code 6 engine only).
An Emission Control Service.
- ☐ Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.

Long Trip/Highway Scheduled Maintenance

37,500 Miles (62 500 km)

- ☐ Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. (*See footnote +.*)

45,000 Miles (75 000 km)

- ☐ Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- ☐ Inspect passenger compartment air filter.
- ☐ Replace automatic transmission fluid hose (or every 45 months, whichever occurs first).
- ☐ Change automatic transmission fluid and filter if the vehicle is mainly driven under one or more of these conditions:
 - In heavy city traffic where the outside temperature regularly reaches 90°F (32°C) or higher.
 - In hilly or mountainous terrain.
 - When doing frequent trailer towing.
 - Uses such as found in taxi, police or delivery service.

If you do not use your vehicle under any of these conditions, change the fluid and filter every 100,000 miles (166 000 km).

DATE	
ACTUAL MILEAGE	SERVICED BY:

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(Continued)

Long Trip/Highway Scheduled Maintenance

45,000 Miles (75 000 km) (Continued)

- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. (See footnote +.)
- ☐ Inspect the valve lash and adjust if necessary (1.6L Code 6 engine only).
An Emission Control Service.
- ☐ Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.

50,000 Miles (83 000 km)

- ☐ Replace Positive Crankcase Ventilation (PCV) valve. Replace any worn, plugged or collapsed hoses.
An Emission Control Service.

DATE	
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52,500 Miles (87 500 km)

- ☐ Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. (See footnote +.)

DATE	
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Long Trip/Highway Scheduled Maintenance

60,000 Miles (100 000 km)

- ☐ Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- ☐ Replace passenger compartment air filter.
- ☐ For Two-Wheel-Drive vehicles only: Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- ☐ Change automatic transmission fluid and filter if the vehicle is mainly driven under one or more of these conditions:
 - In heavy city traffic where the outside temperature regularly reaches 90°F (32°C) or higher.
 - In hilly or mountainous terrain.
 - When doing frequent trailer towing.
 - Uses such as found in taxi, police or delivery service.

If you do not use your vehicle under any of these conditions, change the fluid and filter every 100,000 miles (166 000 km).

- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. *(See footnote +.)*
- ☐ Inspect engine accessory drive belts (or every 24 months, whichever occurs first).
An Emission Control Service.

DATE	
ACTUAL MILEAGE	SERVICED BY:

(Continued)

Long Trip/Highway Scheduled Maintenance

60,000 Miles (100 000 km) (Continued)

- ☐ Drain, flush and refill cooling system (or every 30 months, whichever occurs first). See “Engine Coolant” in the Index for what to use. Inspect hoses. Clean radiator, condenser, pressure cap and neck. Pressure test the cooling system and pressure cap.
An Emission Control Service. (See footnote †.)
- ☐ Replace spark plugs.
An Emission Control Service.
- ☐ Replace engine air cleaner filter.
An Emission Control Service.
- ☐ Inspect fuel tank, cap and lines for damage or leaks. Inspect fuel cap gasket for any damage. Replace parts as needed.
An Emission Control Service. (See footnote †.)
- ☐ Change manual transmission fluid.
- ☐ Change transfer case fluid.
- ☐ Change differential fluid.
- ☐ Replace fuel filter (or every 30 months, whichever occurs first).
An Emission Control Service. (See footnote †.)
- ☐ Inspect the valve lash and adjust if necessary (1.6L Code 6 engine only).
An Emission Control Service.

Long Trip/Highway Scheduled Maintenance

- ☐ Inspect emission system hoses and replace as necessary.
An Emission Control Service.(See footnote †.)
- ☐ Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.
- ☐ Inspect the underhood wiring harness for loose connections, chafed wires and damage (or every 60 months, whichever occurs first).
An Emission Control Service. (See footnote †.)
- ☐ Replace the camshaft timing belt (1.6L Code 6 engine only).
An Emission Control Service.(See footnote †.)
- ☐ Replace spark plug wires (or every 60 months, whichever occurs first).
An Emission Control Service.
- ☐ Drain, refill and bleed the brake system.

67,500 Miles (112 500 km)

- ☐ Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. *(See footnote +.)*

DATE	
ACTUAL MILEAGE	SERVICED BY:

Long Trip/Highway Scheduled Maintenance

75,000 Miles (125 000 km)

- ☐ Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- ☐ Inspect passenger compartment air filter.
- ☐ Change automatic transmission fluid and filter if the vehicle is mainly driven under one or more of these conditions:
 - In heavy city traffic where the outside temperature regularly reaches 90°F (32°C) or higher.
 - In hilly or mountainous terrain.
 - When doing frequent trailer towing.
 - Uses such as found in taxi, police or delivery service.

If you do not use your vehicle under any of these conditions, change the fluid and filter every 100,000 miles (166 000 km).

- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. (See footnote +.)
- ☐ Inspect the valve lash and adjust if necessary (1.6L Code 6 engine only).
An Emission Control Service.
- ☐ Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.

DATE	
ACTUAL MILEAGE	SERVICED BY:

Long Trip/Highway Scheduled Maintenance

82,500 Miles (137 500 km)

- ☐ Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. (See footnote +.)

90,000 Miles (150 000 km)

- ☐ Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- ☐ Replace passenger compartment air filter.
- ☐ For Two-Wheel-Drive vehicles only: Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- ☐ Inspect engine accessory drive belts (or every 24 months, whichever occurs first).
- ☐ Replace automatic transmission fluid hose (or every 45 months, whichever occurs first).
- ☐ Inspect camshaft timing belt (1.6L Code 6 engine only).
An Emission Control Service. (See footnote†.)

DATE	
ACTUAL MILEAGE	SERVICED BY:

DATE	
ACTUAL MILEAGE	SERVICED BY:

(Continued)

Long Trip/Highway Scheduled Maintenance

90,000 Miles (150 000 km) (Continued)

- ☐ Change automatic transmission fluid and filter if the vehicle is mainly driven under one or more of these conditions:
 - In heavy city traffic where the outside temperature regularly reaches 90°F (32°C) or higher.
 - In hilly or mountainous terrain.
 - When doing frequent trailer towing.
 - Uses such as found in taxi, police or delivery service.

If you do not use your vehicle under any of these conditions, change the fluid and filter every 100,000 miles (166 000 km).

- ☐ Drain, flush and refill cooling system (or every 30 months, whichever occurs first). See “Engine Coolant” in the Index for what to use. Inspect hoses. Clean radiator, condenser, pressure cap and neck. Pressure test the cooling system and pressure cap.
An Emission Control Service. (See footnote †.)
- ☐ Replace spark plugs.
An Emission Control Service.
- ☐ Replace engine air cleaner filter.
An Emission Control Service.
- ☐ Inspect fuel tank, cap and lines for damage or leaks. Inspect fuel cap gasket for any damage. Replace parts as needed.
An Emission Control Service. (See footnote †.)

Long Trip/Highway Scheduled Maintenance

- ☐ Change manual transmission fluid.
- ☐ Change transfer case fluid.
- ☐ Change differential fluid.
- ☐ Replace fuel filter (or every 30 months, whichever occurs first).
An Emission Control Service. (See footnote†.)
- ☐ Inspect the valve lash and adjust if necessary (1.6L Code 6 engine only).
An Emission Control Service.
- ☐ Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.
- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. *(See footnote +.)*

97,500 Miles (162 500 km)

- ☐ Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- ☐ Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information. *(See footnote +.)*

DATE	
ACTUAL MILEAGE	SERVICED BY:

Long Trip/Highway Scheduled Maintenance

100,000 Miles (166 000 km)

- ☐ If you haven't used your vehicle under severe service conditions listed previously and, therefore, haven't changed your automatic transmission fluid, change both the fluid and filter.
- ☐ Replace Positive Crankcase Ventilation (PCV) valve. Replace any worn, plugged or collapsed hoses.
An Emission Control Service.
- ☐ Inspect Exhaust Gas Recirculation (EGR) system.
An Emission Control Service.
- ☐ Replace evaporative emissions canister.
An Emission Control Service.

DATE	
ACTUAL MILEAGE	SERVICED BY:

Part B: Owner Checks and Services

Listed in this part are owner checks and services which should be performed at the intervals specified to help ensure the safety, dependability and emission control performance of your vehicle.

Be sure any necessary repairs are completed at once. Whenever any fluids or lubricants are added to your vehicle, make sure they are the proper ones, as shown in Part D.

At Each Fuel Fill

It is important for you or a service station attendant to perform these underhood checks at each fuel fill.

Engine Oil Level Check

Check the engine oil level and add the proper oil if necessary. See “Engine Oil” in the Index for further details.

Engine Coolant Level Check

Check the engine coolant level and add the proper coolant mixture if necessary. See “Engine Coolant” in the Index for further details.

Windshield Washer Fluid Level Check

Check the windshield washer fluid level in the windshield washer tank and add the proper fluid if necessary. See “Windshield Washer Fluid” in the Index for further details.

Hood Latch Operation Check

Pull the primary hood latch release handle inside the vehicle. The secondary latch should keep the hood from opening all the way when the primary latch is released. Make sure the hood closes firmly. See “Hood Release” in the Index for further details.

At Least Once a Month

Tire Inflation Check

Make sure tires are inflated to the correct pressures. Don't forget to check your spare tire. See “Tires” in the Index for further details.

Cassette Deck Service

Clean cassette deck. Cleaning should be done every 50 hours of tape play. See “Audio Systems” in the Index for further details.

At Least Twice a Year

Restraint System Check

Make sure the safety belt reminder light and all your belts, buckles, latch plates, retractors and anchorages are working properly. Look for any other loose or damaged safety belt system parts. If you see anything that might keep a safety belt system from doing its job, have it repaired. Have any torn or frayed safety belts replaced.

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

Wiper Blade Check

Inspect wiper blades for wear or cracking. Replace blade inserts that appear worn or damaged or that streak or miss areas of the windshield. Also see “Wiper Blades, Cleaning” in the Index.

Weatherstrip Lubrication

Silicone grease on weatherstrips will make them last longer, seal better, and not stick or squeak. Apply silicone grease with a clean cloth. During very cold, damp weather more frequent application may be required. (See “Recommended Fluids and Lubricants” in the Index.)

Fluid Level Check

Check the transfer case, axle differential(s) and automatic or manual transmission fluid levels and add as needed. See “Transfer Case,” “Axle, Rear,” “Axle, Front” and “Automatic Transmission” or “Manual Transmission” in the Index. Check for leaks. A fluid loss in these systems could indicate a problem. Have the system inspected and repaired at once.

At Least Once a Year

Key Lock Cylinders Service

Lubricate the key lock cylinders with the lubricant specified in Part D.

Body Lubrication Service

Lubricate all body door hinges. Also lubricate all hinges and latches, including those for the hood, rear compartment, glove box door, console door and any folding seat hardware. Part D tells you what to use. More frequent lubrication may be required when exposed to a corrosive environment.

Starter Switch Check



CAUTION:

When you are doing this check, the vehicle could move suddenly. If it does, you or others could be injured. Follow the steps below.

1. Before you start, be sure you have enough room around the vehicle.
2. Firmly apply both the parking brake (see “Parking Brake” in the Index if necessary) and the regular brake.

NOTE: Do not use the accelerator pedal, and be ready to turn off the engine immediately if it starts.

3. On automatic transmission vehicles, try to start the engine in each gear. The starter should work only in PARK (P) or NEUTRAL (N). If the starter works in any other position, your vehicle needs service.

On manual transmission vehicles, put the shift lever in NEUTRAL (N), push the clutch down halfway and try to start the engine. The starter should work only when the clutch is pushed down all the way to the floor. If the starter works when the clutch isn't pushed all the way down, your vehicle needs service.

Automatic Transmission Shift Lock Control System Check



CAUTION:

When you are doing this check, the vehicle could move suddenly. If it does, you or others could be injured. Follow the steps below.

1. Before you start, be sure you have enough room around the vehicle. It should be parked on a level surface.
2. Firmly apply the parking brake (see “Parking Brake” in the Index if necessary).

NOTE: Be ready to apply the regular brake immediately if the vehicle begins to move.

3. With the engine off, turn the key to the ON position, but don't start the engine. Without applying the regular brake, try to move the shift lever out of PARK (P) with normal effort. If the shift lever moves out of PARK (P), your vehicle needs service.

Ignition Transmission Lock Check

While parked, and with the parking brake set, try to turn the ignition key to LOCK in each shift lever position.

- With an automatic transmission, the key should turn to LOCK only when the shift lever is in PARK (P).
- With a manual transmission, the key should turn to LOCK only if you push the key in farther, while turning it towards LOCK.

On all vehicles, the key should come out only in LOCK.

Parking Brake and Automatic Transmission PARK (P) Mechanism Check

CAUTION:

When you are doing this check, your vehicle could begin to move. You or others could be injured and property could be damaged. Make sure there is room in front of your vehicle in case it begins to roll. Be ready to apply the regular brake at once should the vehicle begin to move.

Park on a fairly steep hill, with the vehicle facing downhill. Keeping your foot on the regular brake, set the parking brake.

- To check the parking brake's holding ability: With the engine running and transmission in NEUTRAL (N), slowly remove foot pressure from the regular brake pedal. Do this until the vehicle is held by the parking brake only.
- To check the PARK (P) mechanism's holding ability: With the engine running, shift to PARK (P). Then release the parking brake followed by the regular brake. If your vehicle is four-wheel drive, be sure the transfer case is not in NEUTRAL (N).

Underbody Flushing Service

At least every spring, use plain water to flush any corrosive materials from the underbody. Take care to clean thoroughly any areas where mud and other debris can collect.

Part C: Periodic Maintenance Inspections

Listed in this part are inspections and services which should be performed at least twice a year (for instance, each spring and fall). *You should let your dealer's service department or other qualified service center do these jobs. Make sure any necessary repairs are completed at once.*

Proper procedures to perform these services may be found in a service manual. See "Service and Owner Publications" in the Index.

Steering, Suspension and Front Drive Axle Boot and Seal Inspection

Inspect the front and rear suspension and steering system for damaged, loose or missing parts, signs of wear or lack of lubrication. Inspect the power steering lines and hoses for proper hook-up, binding, leaks, cracks, chafing, etc. Clean and then inspect the drive axle boot seals for damage, tears or leakage. Replace seals if necessary.

Exhaust System Inspection

Inspect the complete exhaust system. Inspect the body near the exhaust system. Look for broken, damaged, missing or out-of-position parts as well as open seams, holes, loose connections or other conditions which could cause a heat build-up in the floor pan or could let exhaust fumes into the vehicle. See "Engine Exhaust" in the Index.

Engine Cooling System Inspection

Inspect the hoses and have them replaced if they are cracked, swollen or deteriorated. Inspect all pipes, fittings and clamps; replace as needed. Clean the outside of the radiator and air conditioning condenser. To help ensure proper operation, a pressure test of the cooling system and pressure cap is recommended at least once a year.

Throttle System Inspection

Inspect the throttle system for interference or binding, and for damaged or missing parts. Replace parts as needed. Replace any components that have high effort or excessive wear. Do not lubricate accelerator and cruise control cables.

Rear Axle (All) and Front Axle (Four-Wheel Drive) Service

Check the gear lubricant level and add if needed. See “Rear Axle” and “Four-Wheel Drive” in the Index. A fluid loss may indicate a problem. Check the system(s), and repair the system(s) if needed. Refer to “Scheduled Maintenance Services,” earlier in this section, to determine when to change the lubricant.

Brake System Inspection

Inspect the complete system. Inspect brake lines and hoses for proper hook-up, binding, leaks, cracks, chafing, etc. Inspect disc brake pads for wear and rotors for surface condition. Also inspect drum brake linings for wear and cracks. Inspect other brake parts, including drums, wheel cylinders, calipers, parking brake, etc. Check parking brake adjustment. You may need to have your brakes inspected more often if your driving habits or conditions result in frequent braking.

Part D: Recommended Fluids and Lubricants

NOTE: Fluids and lubricants identified below by name, part number or specification may be obtained from your dealer.

USAGE	FLUID/LUBRICANT
Engine Oil	Engine Oil with the American Petroleum Institute Certified For Gasoline Engines starburst symbol of the proper viscosity. To determine the preferred viscosity for your vehicle's engine, see "Engine Oil" in the Index.
Engine Coolant	50/50 mixture of clean, drinkable water (preferable distilled) and good quality Ethylene Glycol Base Coolant (GM Part No. 1052753 or equivalent) conforming to GM Specification 1825M or approved recycled coolant conforming to GM Specification 1825M. See "Engine Coolant" in the Index.

USAGE	FLUID/LUBRICANT
Hydraulic Brake System	Delco Supreme 11 [®] Brake Fluid (GM Part No. 12377967 or equivalent DOT-3 Brake Fluid).
Windshield Washer Solvent	GM Optikleen [®] Washer Solvent (GM Part No. 1051515) or equivalent.
Hydraulic Clutch System	Hydraulic Clutch Fluid (GM Part No. 12345347 or equivalent DOT-3 Brake Fluid).
Parking Brake Cable Guides	Chassis Lubricant (GM Part No. 12377985 or equivalent) or lubricant meeting requirements of NLGI # 2, Category LB or GC-LB.
Power Steering System	DEXRON [®] -III Automatic Transmission Fluid.

USAGE	FLUID/LUBRICANT
Manual Transmission (All) and Transfer Case (Four-Wheel-Drive)	GM Goodwrench Synthetic Manual Transmission Fluid (GM Part No. 12346190 - 1 quart) or equivalent SAE 75W-85 GL-4 Gear Oil.
Automatic Transmission	DEXRON®-III Automatic Transmission Fluid.
Key Lock Cylinders	Multi-Purpose Lubricant, Superlube® (GM Part No. 12346241 or equivalent).
Manual Transmission Shift Linkage	Chassis Lubricant (GM Part No. 12377985 or equivalent) or lubricant meeting requirements of NLGI # 2, Category LB or GC-LB.

USAGE	FLUID/LUBRICANT
Clutch Linkage Pivot Points	Chassis Lubricant (GM Part No. 12377985 or equivalent) or lubricant meeting requirements of NLGI # 2, Category LB or GC-LB.
Floor Shift Linkage	Lubriplate® Lubricant Aerosol (GM Part No. 12346293 or equivalent) or lubricant meeting requirements of NLGI # 2 Category LB or GC-LB.
Chassis Lubrication	Chassis Lubricant (GM Part No. 12377985 or equivalent) or lubricant meeting requirements of NLGI # 2, Category LB or GC-LB.

USAGE	FLUID/LUBRICANT
Front Wheel Bearings	Wheel Bearing Lubricant meeting requirements of NLGI # 2, Category GC or GC-LB (GM Part No. 1051344 or equivalent).
Rear Axle (All) and Front Axle (Four-Wheel Drive)	Axle Lubricant (GM Part No. 12345977) or SAE 80W-90 GL-5 Gear Lubricant.
Hood Latch Assembly, Secondary Latch, Pivots, Spring Anchor and Release Pawl	Lubriplate [®] Lubricant Aerosol (GM Part No. 12346293 or equivalent) or lubricant meeting requirements of NLGI # 2, Category LB or GC-LB.

USAGE	FLUID/LUBRICANT
Hood and Door Hinges	Multi-Purpose Lubricant, Superlube [®] (GM Part No. 12346241 or equivalent).
Weatherstrip Conditioning	Dielectric Silicone Grease (GM Part No. 12345579 or equivalent).

Part E: Maintenance Record

After the scheduled services are performed, record the date, odometer reading and who performed the service in the boxes provided after the maintenance interval.

Any additional information from “Owner Checks and Services” or “Periodic Maintenance” can be added on the following record pages. Also, you should retain all maintenance receipts. Your owner information portfolio is a convenient place to store them.

Maintenance Record			
DATE	ODOMETER READING	SERVICED BY	MAINTENANCE PERFORMED

Maintenance Record			
DATE	ODOMETER READING	SERVICED BY	MAINTENANCE PERFORMED

Maintenance Record

DATE	ODOMETER READING	SERVICED BY	MAINTENANCE PERFORMED



Section 8 Customer Assistance Information

Here you will find out how to contact Chevrolet if you need assistance. This section also tells you how to obtain service publications and how to report any safety defects.

8-2	Customer Satisfaction Procedure	8-9	Warranty Information
8-4	Customer Assistance for Text Telephone (TTY) Users	8-10	Reporting Safety Defects to the United States Government
8-4	Customer Assistance Offices	8-10	Reporting Safety Defects to the Canadian Government
8-5	GM Mobility Program for Persons with Disabilities	8-11	Reporting Safety Defects to General Motors
8-6	Chevrolet Roadside Assistance Program	8-11	Ordering Owner Publications in Canada
8-7	Canadian Roadside Assistance		
8-8	Courtesy Transportation		

Customer Satisfaction Procedure



Your satisfaction and goodwill are important to your dealer and to Chevrolet. Normally, any concerns with the sales transaction or the operation of your vehicle will be resolved by your dealer's sales or service departments. Sometimes, however, despite the best intentions of all concerned, misunderstandings can occur. If your concern has not been resolved to your satisfaction, the following steps should be taken:

STEP ONE -- Discuss your concern with a member of dealership management. Normally, concerns can be quickly resolved at that level. If the matter has already been reviewed with the sales, service or parts manager, contact the owner of the dealership or the general manager.

STEP TWO -- If after contacting a member of dealership management, it appears your concern cannot be resolved by the dealership without further help, contact the Chevrolet Customer Assistance Center by calling 1-800-222-1020. In Canada, contact GM of Canada Customer Communication Centre in Oshawa by calling 1-800-263-3777 (English) or 1-800-263-7854 (French).

We encourage you to call the toll-free number in order to give your inquiry prompt attention. Please have the following information available to give the Customer Assistance Representative:

- Vehicle Identification Number (This is available from the vehicle registration or title, or the plate at the top left of the instrument panel and visible through the windshield.)
- Dealership name and location
- Vehicle delivery date and present mileage

When contacting Chevrolet, please remember that your concern will likely be resolved at a dealer's facility. That is why we suggest you follow Step One first if you have a concern.

STEP THREE -- Both General Motors and your dealer are committed to making sure you are completely satisfied with your new vehicle. However, if you continue to remain unsatisfied after following the procedure outlined in Steps One and Two, file with the GM/BBB Auto Line Program to enforce any additional rights you may have. Canadian owners refer to your Warranty and Owner Assistance Information booklet for information on the Canadian Motor Vehicle Arbitration Plan (CAMVAP).

The BBB Auto Line Program is an out of court program administered by the Council of Better Business Bureaus to settle automotive disputes regarding vehicle repairs or the interpretation of the New Vehicle Limited Warranty. Although you are required to resort to this informal dispute resolution program prior to filing any court action, use of the program is free of charge and your case will generally be heard within 40 days. If you do not agree with the decision given in your case, you may reject it and proceed with any other venue for relief available to you.

You may contact the BBB using the toll-free telephone number or write them at the following address:

BBB Auto Line
Council of Better Business Bureaus, Inc.
4200 Wilson Boulevard
Suite 800
Arlington, VA 22203-1804
Telephone: 1-800-955-5100

This program is available in all 50 states and the District of Columbia. Eligibility is limited by vehicle age, mileage and other factors. General Motors reserves the right to change eligibility limitations and/or discontinue its participation in this program.

Customer Assistance for Text Telephone (TTY) Users

To assist customers who are deaf, hard of hearing, or speech-impaired and who use Text Telephones (TTYs), Chevrolet has TTY equipment available at its Customer Assistance Center. Any TTY user can communicate with Chevrolet by dialing: 1-800-833-CHEV (2438). (TTY users in Canada can dial 1-800-263-3830.)

Customer Assistance Offices

Chevrolet encourages customers to call the toll-free number for assistance. If a U.S. customer wishes to write to Chevrolet, the letter should be addressed to Chevrolet's Customer Assistance Center.

United States

Chevrolet Motor Division
Chevrolet Customer Assistance Center
P.O. Box 7047
Troy, MI 48007-7047

1-800-222-1020
1-800-833-2438 (For Text Telephone devices (TTYs))
Roadside Assistance: 1-800-CHEV-USA[®] (243-8872)

Canada

General Motors of Canada Limited
Customer Communication Centre, 163-005
1908 Colonel Sam Drive
Oshawa, Ontario L1H 8P7

1-800-263-3777 (English)
1-800-263-7854 (French)
1-800-263-3830 (For Text Telephone devices (TTYs))
Roadside Assistance: 1-800-268-6800

All Overseas Locations

GMODC - Customer Communication Centre
169-007
1908 Colonel Sam Drive
Oshawa, Ontario L1H 8P7

Telephone: 905-644-4112
Fax: 905-644-4866

Caribbean Numbers

1-800-496-9992 (English) Puerto Rico
1-800-496-9993 (Spanish) Puerto Rico
1-800-751-4135 (English) Dominican Republic
1-800-751-4136 (Spanish) Dominican Republic
1-800-496-9994 U.S. Virgin Islands
1-800-389-0009 Bahamas
1-800-534-0122 Bermuda, Barbados, Antigua & B.V.I.

If toll free service is not available in the Caribbean,
call Puerto Rico 1-787-763-1315.

GM Mobility Program for Persons with Disabilities

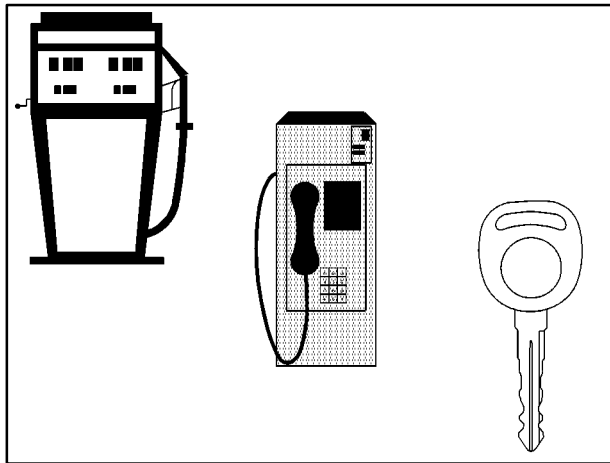


This program, available to qualified applicants, can reimburse you up to \$1,000 toward aftermarket driver or passenger adaptive equipment you may require for your vehicle (hand controls, wheelchair/scooter lifts, etc.).

This program can also provide you with free resource information, such as area driver assessment centers and mobility equipment installers. The program is available for a limited period of time from the date of vehicle purchase/lease. See your dealer for more details or call the GM Mobility Assistance Center at 1-800-323-9935. Text telephone (TTY) users, call 1-800-833-9935.

GM of Canada also has a Mobility Program. Call 1-800-GM-DRIVE (463-7483) for details. When calling from outside Canada, please dial 1-905-644-3063. All TTY users call 1-800-263-3830.

Chevrolet Roadside Assistance Program



To enhance Chevrolet's strong commitment to customer satisfaction, Chevrolet is excited to announce the establishment of the Chevrolet Roadside Assistance Center. As the owner of a 2000 Chevrolet, membership in Roadside Assistance is free.

Roadside Assistance is available 24 hours a day, 365 days a year, by calling 1-800-CHEV-USA (243-8872). This toll-free number will provide you over-the-phone roadside assistance with minor mechanical problems.

If your problem cannot be resolved over the phone, our advisors have access to a nationwide network of dealer recommended service providers. Roadside membership is free; however some services may incur costs.

Roadside offers two levels of service to the customer, *Basic Care* and *Courtesy Care*:

- Toll-free number, 1-800-CHEV-USA (243-8872)
- Free towing for warranty repairs
- Basic over-the-phone technical advice
- Available dealer services at reasonable costs (i.e., wrecker services, locksmith/key service, glass repair, etc.)

ROADSIDE *Courtesy Care* PROVIDES:

- Roadside *Basic Care* services (as outlined previously)
Plus:
- FREE Non-Warranty Towing (to the closest dealer from a legal roadway)
- FREE Locksmith/Key Service (when keys are lost on the road or locked inside)
- FREE Flat Tire Service (spare installed on the road)
- FREE Jump Start (at home or on the road)
- FREE Fuel Delivery (\$5 of fuel delivered on the road)

Chevrolet offers Courtesy Transportation for customers needing warranty service. Courtesy Transportation will be offered in conjunction with the coverage provided by the Bumper-to-Bumper New Vehicle Limited Warranty to eligible purchasers of 2000 Chevrolet passenger cars and light duty trucks. (Please see your selling dealer for details.)

Note: *Courtesy Care* is available to retail and retail lease customers operating 2000 and newer Chevrolet vehicles for a period of 3 years/36,000 miles (60 000 km), whichever occurs first. All *Courtesy Care* services must be pre-arranged by Chevrolet Roadside or dealer service management.

Basic Care and *Courtesy Care* are not part of or included in the coverage provided by the New Vehicle Limited Warranty. Chevrolet reserves the right to modify or discontinue *Basic Care* and *Courtesy Care* at any time.

For complete program details, see your Chevrolet dealer to obtain a Roadside Assistance Center brochure.

The Roadside Assistance Center uses companies that will provide you with quality and priority service. When roadside services are required, our advisors will explain any payment obligations that may be incurred for utilizing outside services.

For prompt assistance when calling, please have the following available to give to the advisor:

- Vehicle Identification Number (VIN)
- License plate number
- Vehicle color
- Vehicle location
- Telephone number where you can be reached
- Vehicle mileage
- Description of problem

Please refer to the Roadside Assistance brochure inside your owner information portfolio for full program details.

Canadian Roadside Assistance

Vehicles purchased in Canada have an extensive Roadside Assistance program accessible from anywhere in Canada or the United States. Please refer to the separate brochure provided by the dealer or call 1-800-268-6800 for emergency services.

Courtesy Transportation

Chevrolet has always exemplified quality and value in its offering of motor vehicles. To enhance your ownership experience, we and our participating dealers are proud to offer Courtesy Transportation, a customer support program for new vehicles.

The Courtesy Transportation program is offered to retail purchase/lease customers in conjunction with the Bumper-to-Bumper coverage provided by the New Vehicle Limited Warranty. Several transportation options are available when warranty repairs are required. This will reduce your inconvenience during warranty repairs.

Plan Ahead When Possible

When your vehicle requires warranty service, you should contact your dealer and request an appointment. By scheduling a service appointment and advising your service consultant of your transportation needs, your dealer can help minimize your inconvenience. If your vehicle cannot be scheduled into the service department immediately, keep driving it until it can be scheduled for service, unless, of course, the problem is safety-related. If it is, please call your dealership, let them know this, and ask for instructions.

If the dealer requests that you simply drop the vehicle off for service, you are urged to do so as early in the work day as possible to allow for same day repair.

Transportation Options

Warranty service can generally be completed while you wait. However, if you are unable to wait Chevrolet helps minimize your inconvenience by providing several transportation options. Depending on the circumstances, your dealer can offer you one of the following:

Shuttle Service

Participating dealers can provide you with shuttle service to get you to your destination with minimal interruption of your daily schedule. This includes a one way shuttle ride to a destination up to 10 miles from the dealership.

Public Transportation or Fuel Reimbursement

If your vehicle requires overnight warranty repairs, reimbursement up to \$30 per day (five days maximum) may be available for the use of public transportation such as taxi or bus. In addition, should you arrange transportation through a friend or relative, reimbursement for reasonable fuel expenses up to \$10 per day (five day maximum) may be available. Claim amounts should reflect actual costs and be supported by original receipts.

Courtesy Rental Vehicle

When your vehicle is unavailable due to overnight warranty repairs, your dealer may arrange to provide you with a courtesy rental vehicle or reimburse you for a rental vehicle you obtained, at actual cost, up to a maximum of \$30.00 per day supported by receipts. This requires that you sign and complete a rental agreement and meet state, local and rental vehicle provider requirements. Requirements vary and may include minimum age requirements, insurance coverage, credit card, etc. You are responsible for fuel usage charges and may also be responsible for taxes, levies, usage fees, excessive mileage or rental usage beyond the completion of the repair.

Generally it is not possible to provide a like-vehicle as a courtesy rental.

Additional Program Information

Courtesy Transportation is available during the Bumper-to-Bumper warranty coverage period, but it is *not* part of the New Vehicle Limited Warranty. A separate booklet entitled “Warranty and Owner Assistance Information” furnished with each new vehicle provides detailed warranty coverage information.

Courtesy Transportation is available only at participating dealers and all program options, such as shuttle service, may not be available at every dealer. Please contact your dealer for specific information about availability. All Courtesy Transportation arrangements will be administered by appropriate dealer personnel.

Canadian Vehicles: For warranty repairs during the Complete Vehicle Coverage period of the General Motors of Canada New Vehicle Limited Warranty, alternative transportation may be available under the Courtesy Transportation Program. Please consult your dealer for details.

General Motors reserves the right to unilaterally modify, change or discontinue Courtesy Transportation at any time and to resolve all questions of claim eligibility pursuant to the terms and conditions described herein at its sole discretion.

Warranty Information

Your vehicle comes with a separate warranty booklet that contains detailed warranty information.

REPORTING SAFETY DEFECTS TO THE UNITED STATES GOVERNMENT

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA), in addition to notifying General Motors.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer or General Motors.

To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in the Washington, D.C. area) or write to:

NHTSA, U.S. Department of Transportation
Washington, D.C. 20590

You can also obtain other information about motor vehicle safety from the hotline.

REPORTING SAFETY DEFECTS TO THE CANADIAN GOVERNMENT

If you live in Canada, and you believe that your vehicle has a safety defect, you should immediately notify Transport Canada, in addition to notifying General Motors of Canada Limited. You may write to:

Transport Canada
330 Sparks Street
Tower C
Ottawa, Ontario K1A 0N5

REPORTING SAFETY DEFECTS TO GENERAL MOTORS

In addition to notifying NHTSA (or Transport Canada) in a situation like this, we certainly hope you'll notify us. Please call us at 1-800-222-1020, or write:

Chevrolet Motor Division
Chevrolet Customer Assistance Center
P.O. Box 7047
Troy, MI 48007-7047

In Canada, please call us at 1-800-263-3777 (English) or 1-800-263-7854 (French). Or, write:

General Motors of Canada Limited
Customer Communication Centre, 163-005
1908 Colonel Sam Drive
Oshawa, Ontario L1H 8P7

Ordering Owner Publications in Canada

Owner's manuals are available for purchase for all current and *most* past model General Motors vehicles.

The toll-free telephone number for ordering information in Canada is 1-800-668-5539.

2000 CHEVROLET SERVICE PUBLICATIONS ORDERING INFORMATION

The following publications covering the operation and servicing of your vehicle can be purchased by filling out the Service Publication Order Form in this book and mailing it in with your check, money order, or credit card information to Helm, Incorporated (address below.)

CURRENT PUBLICATIONS FOR 2000 CHEVROLET

SERVICE MANUALS

Service Manuals have the diagnosis and repair information on engines, transmission, axle, suspension, brakes, electrical, steering, body, etc.

RETAIL SELL PRICE: \$120.00

TRANSMISSION, TRANSAXLE, TRANSFER CASE UNIT REPAIR MANUAL

This manual provides information on unit repair service procedures, adjustments and specifications for the 2000 GM transmissions, transaxles and transfer cases.

RETAIL SELL PRICE: \$50.00

SERVICE BULLETINS

Service Bulletins give technical service information needed to knowledgeably service General Motors cars and trucks. Each bulletin contains instructions to assist in the diagnosis and service of your vehicle.

OWNER'S INFORMATION

Owner publications are written directly for Owners and intended to provide basic operational information about the vehicle. The owner's manual will include the Maintenance Schedule for all models.

In-Portfolio: Includes a Portfolio, Owner's Manual and Warranty Booklet.

RETAIL SELL PRICE: \$20.00

Without Portfolio: Owner's Manual only.

RETAIL SELL PRICE: \$15.00

CURRENT & PAST MODEL ORDER FORMS

Service Publications are available for current and past model GM vehicles. To request an order form, please specify year and model name of the vehicle.

PLEASE COMPLETE THE ORDER FORM SHOWN ON THE FOLLOWING PAGE AND MAIL TO:

Helm, Incorporated • P.O. Box 07130 • Detroit, MI 48207

OR ORDER TOLL FREE: 1-800-551-4123

Monday-Friday 8:00 AM – 6:00 PM Eastern Time

For Credit Card Orders Only (VISA–MasterCard–Discover)

ORDER TOLL FREE (NOTE: For Credit Card Holders Only) 1-800-551-4123 (Monday-Friday 8:00 AM – 6:00 PM EST) FAX Orders Only 1-313-865-5927	Orders will be mailed within 10 days of receipt. Please allow adequate time for postal service. If further information is needed, write to the address shown below or call 1-800-551-4123. Material cannot be returned for credit without packing slip with return information within 30 days of delivery. On returns, a re-stocking fee may be applied against the original order.

2 0 0 0 G M	PUBLICATION FORM NUMBER	ITEM DESCRIPTION	VEHICLE MODEL		QTY.	PRICE EACH*	TOTAL PRICE
			NAME	YEAR			
		Service Manual		2000		\$120.00	
		Car & Light Truck Transmission Unit Repair		2000		\$50.00	
		Owner's Manual In Portfolio		2000		\$20.00	
		Owner's Manual Without Portfolio		2000		\$15.00	

S H I P T O	NOTE: Dealers and Companies please provide dealer or company name, and also the name of the person to whose attention the shipment should be sent. Mail completed order form to: HELM, INCORPORATED • P.O. Box 07130 • Detroit, MI 48207 For purchases outside U.S.A. please write to the above address for quotation.			P A Y M E N T	☐ Check or Money Order payable to Helm, Inc. (USA funds only — <i>do not send cash.</i>)		TOTAL MATERIAL		
					☐ MasterCard		Michigan Purchasers add 6% sales tax		
					☐ VISA		U.S. Order Processing		\$6.00
					☐ Discover		Canadian Postage (See Note Below)		
							GRAND TOTAL		
(CUSTOMER'S NAME) (ATTENTION)			Account Number:		Expiration Date mo/yr:		Check here if your billing address is different from your shipping address shown. ☐		
(STREET ADDRESS—NO P.O. BOX NUMBERS)									
(CITY) (STATE) (ZIP CODE)									
DAYTIME TELEPHONE NO. () AREA CODE									
			CUSTOMER SIGNATURE						