

2017 ACCESSORIES & EQUIPMENT

Instrument Panel and Console Trim - Impala

SPECIFICATIONS

FASTENER SPECIFICATIONS

Reusable Threaded Fastener Tightening Specifications

NOTE:

All fasteners listed in this table can be reused after removal.

Application	Specification
	Metric (English)
Accelerator Pedal Assembly Bolt	22 N.m (16 lb ft)
Front Floor Console Bolt	7 N.m (62 lb in)
Instrument Carrier Bolt	9 N.m (80 lb in)
Instrument Panel Inflatable Restraint Module Bolt	9 N.m (80 lb in)
Instrument Panel Tie Bar Bolt	22 N.m (16 lb ft)
Instrument Panel Tie Bar Brace Bolt	22 N.m (16 lb ft)

REPAIR INSTRUCTIONS

INSTRUMENT PANEL INSULATOR REPLACEMENT - RIGHT SIDE

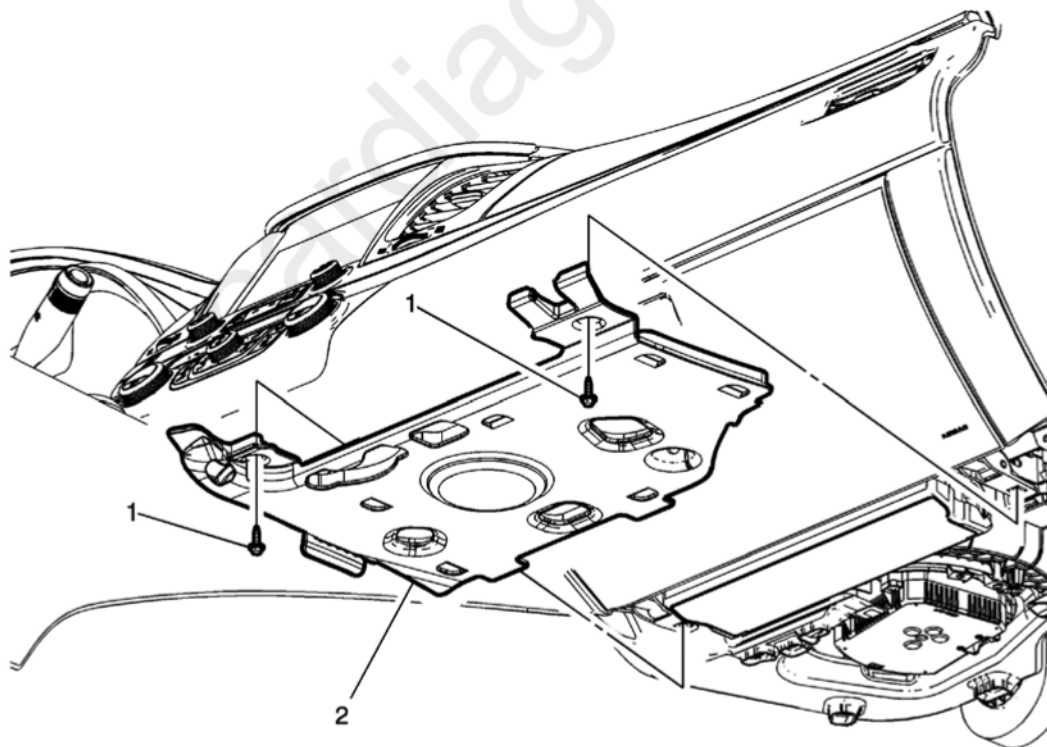


Fig. 1: Instrument Panel Insulator - Right Side

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name

Callout	Component Name
1	Instrument Panel Insulator Bolt (Qty: 2) CAUTION: Refer to Fastener Caution .
2	Instrument Panel Insulator - Right Side Procedure 1. Disconnect the electrical connector. 2. Transfer parts as necessary.

INSTRUMENT PANEL INSULATOR REPLACEMENT - LEFT SIDE

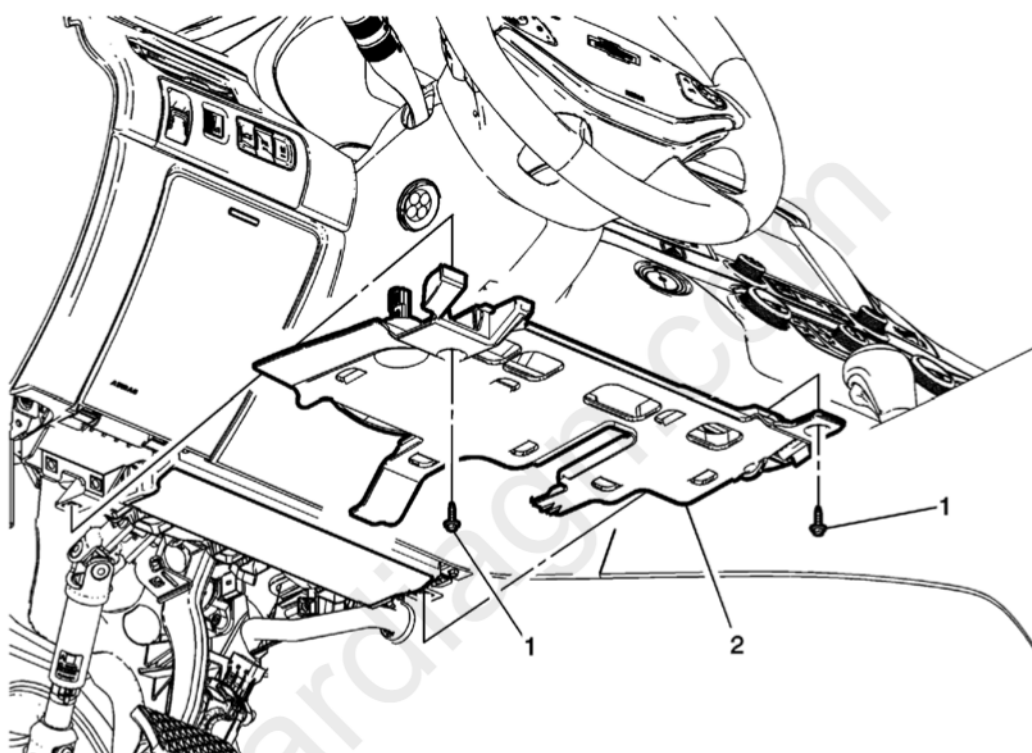


Fig. 2: Instrument Panel Insulator - Left Side
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
1	Instrument Panel Insulator Bolt (Qty: 2) CAUTION: Refer to Fastener Caution .
2	Instrument Panel Insulator - Left Side Procedure 1. Disconnect the electrical connector. 2. Transfer parts as necessary.

INSTRUMENT PANEL INSTRUMENT CLUSTER HOOD REPLACEMENT

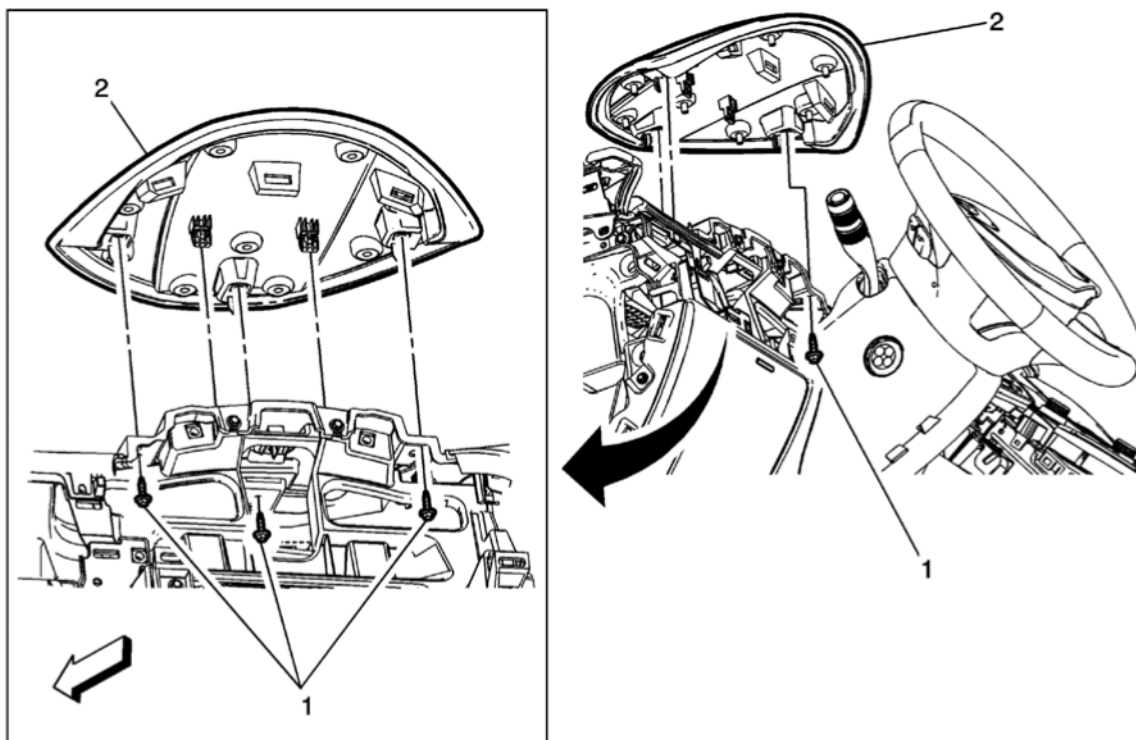


Fig. 3: Instrument Panel Instrument Cluster Hood

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedure Remove the instrument cluster. Refer to Instrument Cluster Replacement .	
1	Instrument Panel Instrument Cluster Hood Bolt (Qty: 3) CAUTION: Refer to Fastener Caution .
2	Instrument Panel Instrument Cluster Hood

INSTRUMENT PANEL COMPARTMENT LAMP SWITCH ACTUATOR REPLACEMENT

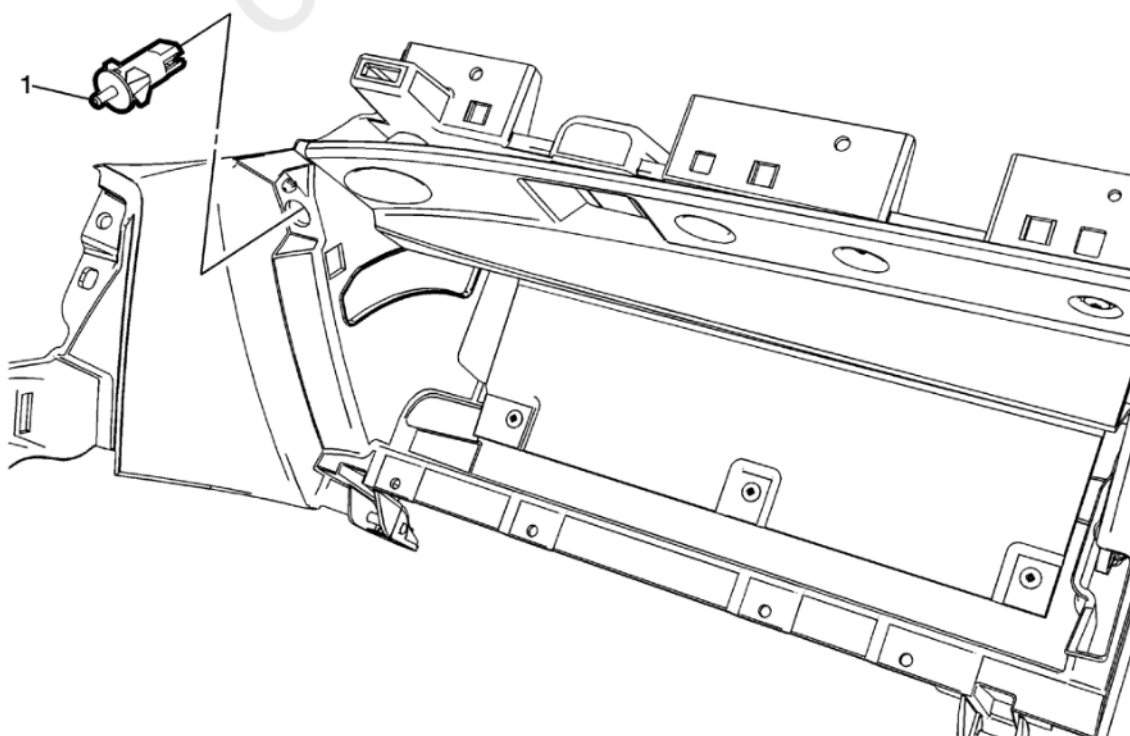


Fig. 4: Instrument Panel Compartment Lamp Switch Actuator
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
1	Instrument Panel Compartment Lamp Switch Actuator Procedure 1. Using a flat bladed plastic trim tool, release the instrument panel compartment switch from the compartment. 2. Disconnect the electrical connector.

INSTRUMENT PANEL KNEE BOLSTER REPLACEMENT

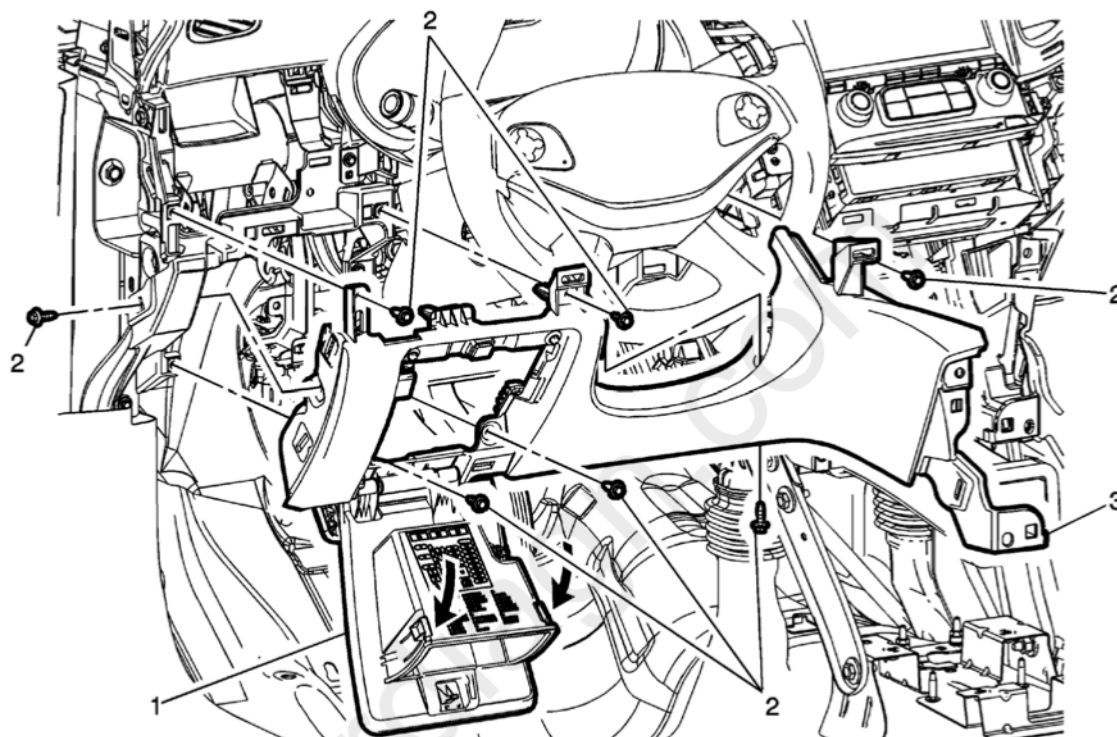


Fig. 5: Instrument Panel Knee Bolster
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedures 1. Remove the left instrument panel insulator. Refer to Instrument Panel Insulator Replacement - Left Side 2. Remove the front floor console. Refer to Front Floor Console Replacement. 3. Remove the instrument panel trim pad. Refer to Instrument Panel Trim Pad Replacement. 4. Remove the instrument panel center trim pad. Refer to Instrument Panel Center Trim Pad Replacement.	
1	Instrument Panel Knee Bolster Compartment Procedure Release the tabs to the compartment door to access the fasteners.
2	Instrument Panel Knee Bolster Compartment Bolt (Qty: 7) CAUTION: Refer to Fastener Caution .

Callout	Component Name
3	Instrument Panel Knee Bolster Procedure Remove the data link fasteners (Qty: 2) and the data link from the bolster and reposition as necessary.

INSTRUMENT PANEL CENTER TRIM PLATE APPLIQUE REPLACEMENT

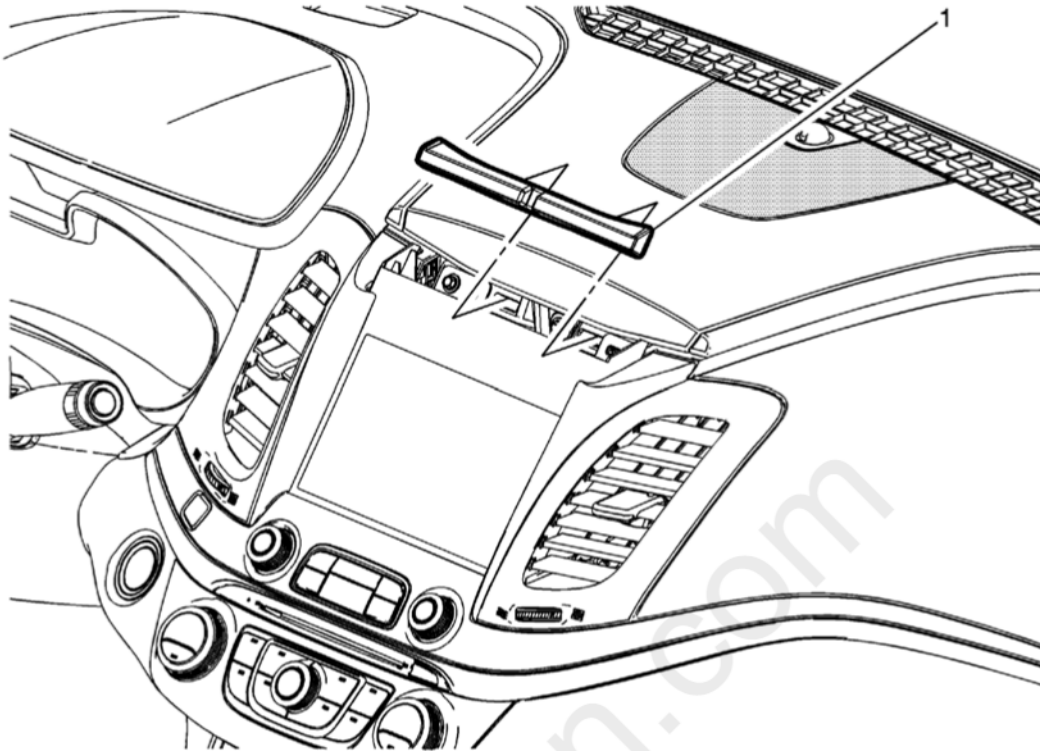


Fig. 6: Instrument Panel Center Trim Plate Applique

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedure Remove the instrument panel upper trim panel. Refer to Instrument Panel Upper Trim Panel Cover Replacement .	
1	Instrument Panel Center Trim Plate Applique Procedure Use a flat-bladed plastic trim tool in order to release the retainers securing the trim plate applique to the instrument panel assembly.

INSTRUMENT PANEL TRIM PLATE REPLACEMENT

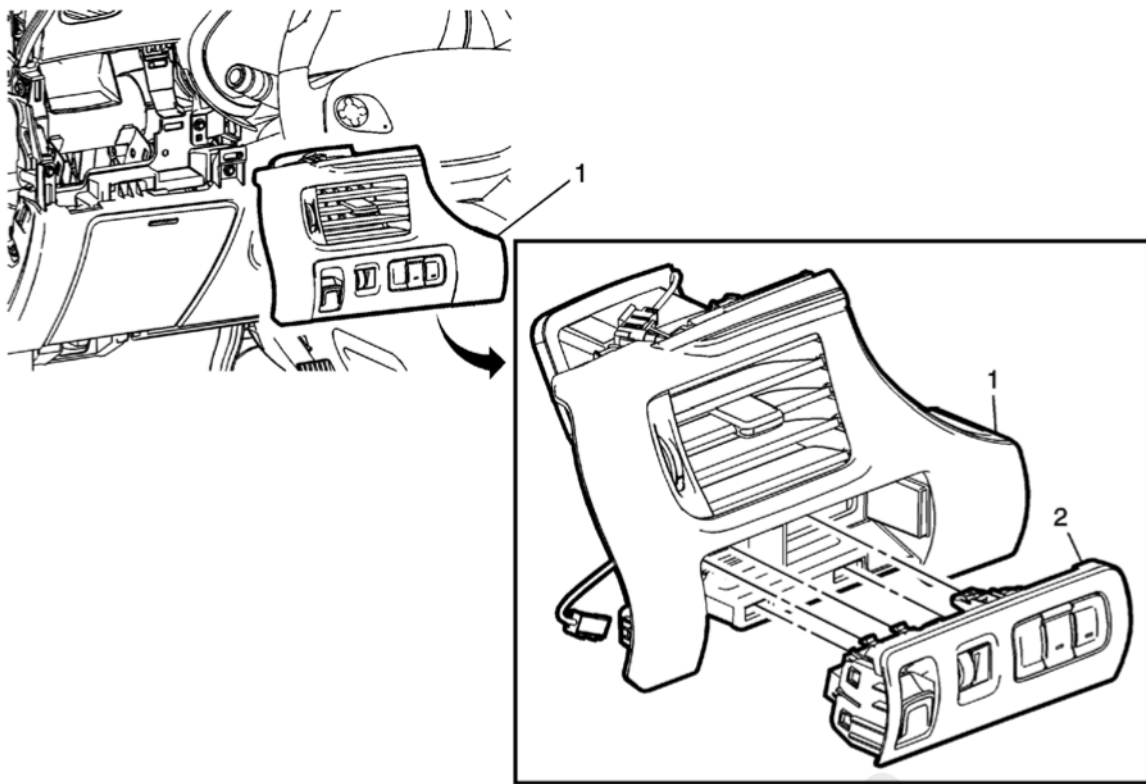


Fig. 7: Instrument Panel Trim Plate
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
1	Instrument Panel Trim Pad Refer to Instrument Panel Trim Pad Replacement .
2	Instrument Panel Trim Plate Procedures 1. Depress the tabs and release the retainers securing the trim plate to the instrument panel trim pad. 2. Transfer all necessary components.

INSTRUMENT PANEL LOWER TRIM PLATE APPLIQUE REPLACEMENT (DRIVER SIDE LOWER)

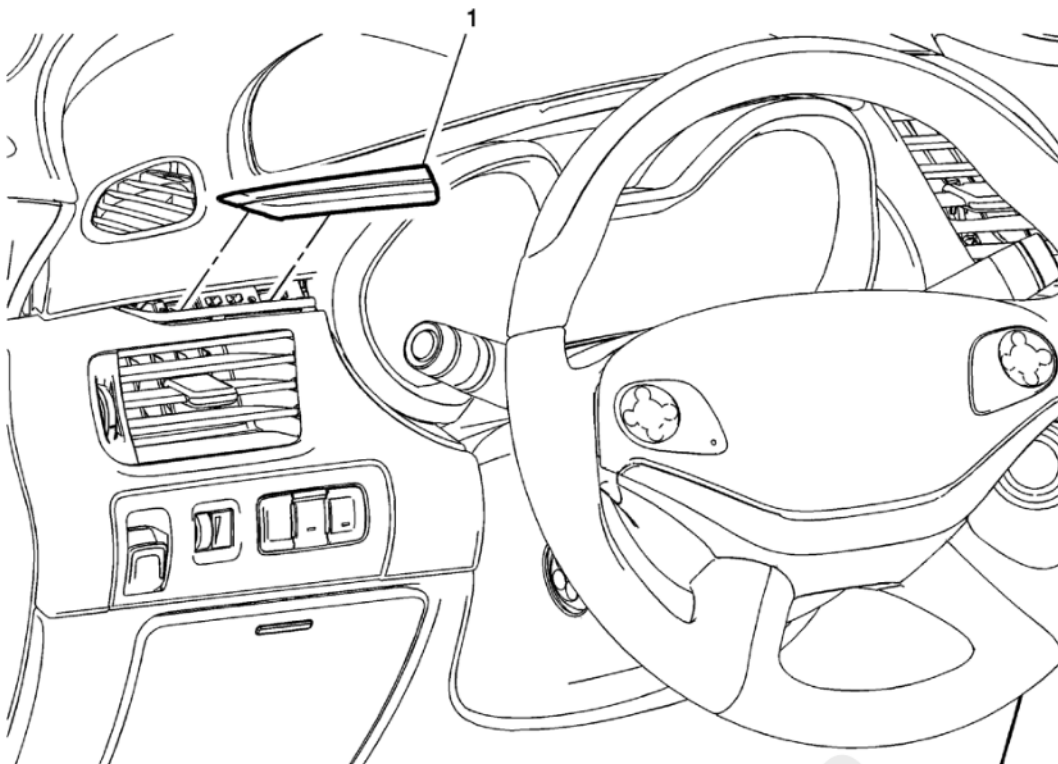


Fig. 8: Instrument Panel Lower Trim Plate Applique (Driver Side Lower)

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
1	Instrument Panel Lower Trim Plate Applique Procedure Use a flat bladed plastic trim tool in order to release the retainers securing the trim plate applique to the instrument panel assembly.

INSTRUMENT PANEL LOWER TRIM PLATE APPLIQUE REPLACEMENT (PASSENGER SIDE LOWER)

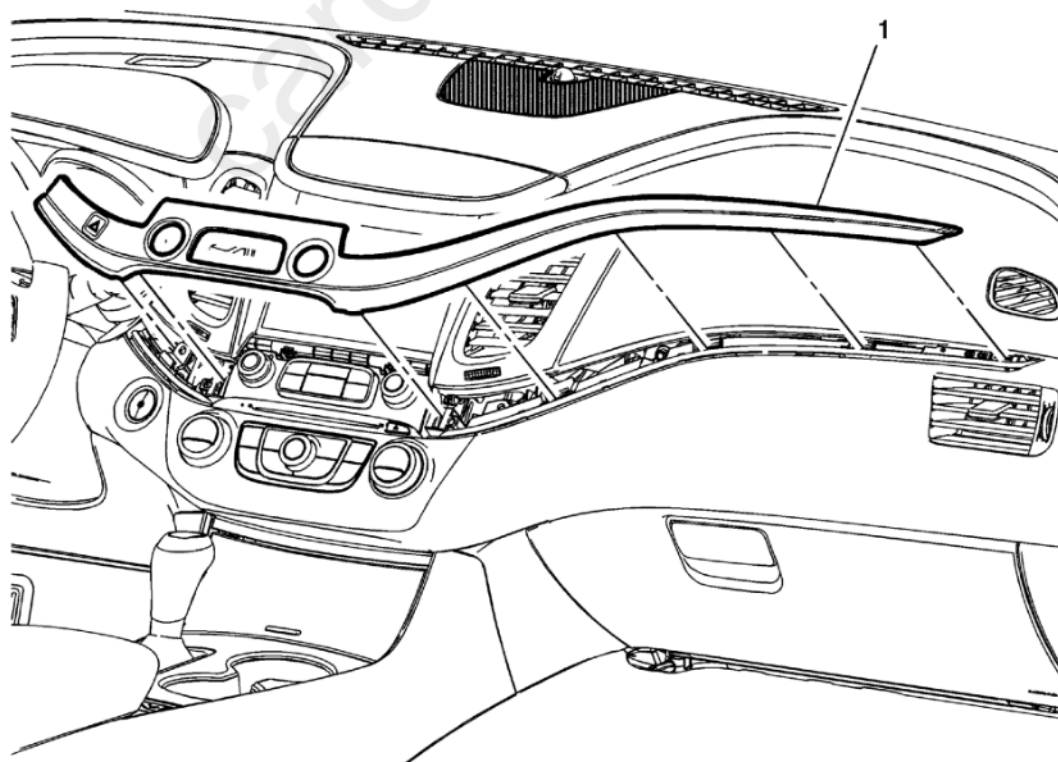


Fig. 9: Instrument Panel Lower Trim Plate Applique (Passenger Side Lower)

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
1	Instrument Panel Lower Trim Plate Applique Procedure 1. Use a flat bladed plastic trim tool in order to release the retainers securing the trim plate applique to the instrument panel assembly. 2. Disconnect the electrical connection. 3. Transfer all necessary components.

INSTRUMENT PANEL CENTER TRIM PAD REPLACEMENT

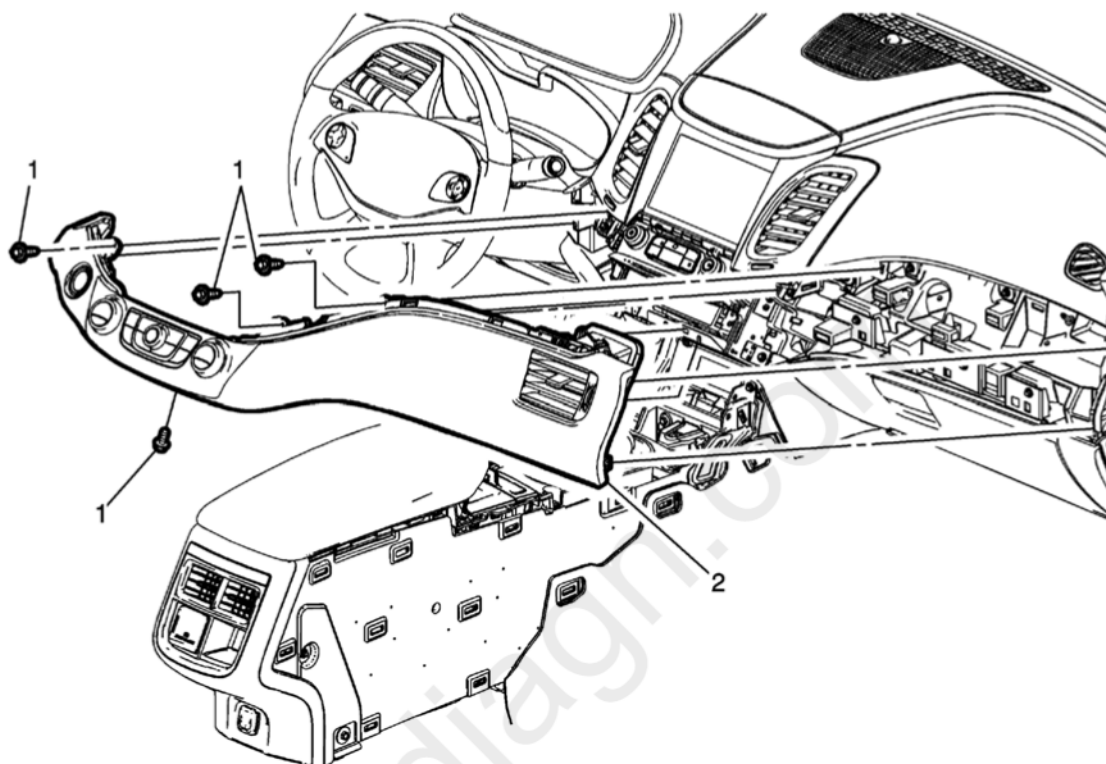


Fig. 10: Instrument Panel Center Trim Pad
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedures 1. Remove the instrument panel outer trim cover. Refer to Instrument Panel Outer Trim Cover Replacement . 2. Remove the passenger instrument panel lower trim plate applique. Refer to Instrument Panel Lower Trim Plate Applique Replacement (Driver Side Lower) Instrument Panel Lower Trim Plate Applique Replacement (Passenger Side Lower) . 3. Remove the front floor console front compartment. Refer to Front Floor Console Front Compartment Replacement (Without K4C) Front Floor Console Front Compartment Replacement (With K4C) .	
1	Instrument Panel Center Trim Pad Bolt (Qty: 4) CAUTION: Refer to Fastener Caution .

Callout	Component Name
2	Instrument Panel Center Trim Pad Procedures 1. Use a flat bladed plastic trim tool in order to release the retainers securing the trim pad to the instrument panel assembly. 2. Disconnect the electrical connections. 3. Transfer all necessary components.

INSTRUMENT PANEL UPPER TRIM PANEL SEAL REPLACEMENT

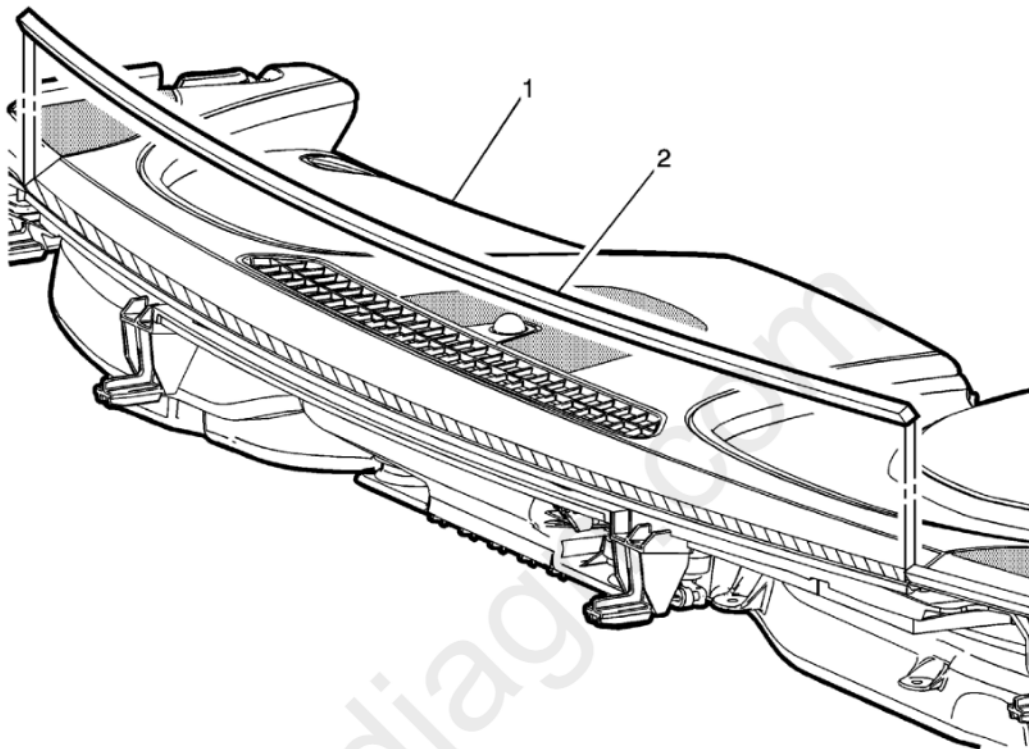


Fig. 11: Instrument Panel Upper Trim Panel Seal
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
1	Instrument Panel Refer to Instrument Panel Assembly Replacement .
2	Instrument Panel Upper Trim Panel Seal Procedures 1. Carefully lift the outer ends of the upper trim panel seal from the edge of the instrument panel. 2. Clean the adhesive residue from the instrument panel, wipe the surface dry with a lint-free towel prior to installing the new seal. 3. Remove the protective liner from the back side of the seal adhesive tape. Be careful not to touch the tape with hands and do not allow the tape to come in contact with dirt or any foreign matter prior to adhesive. 4. Position the upper trim panel seal to the edge of the instrument panel as illustrated. 5. Use a suitable tool to firmly compress the seal to the upper trim panel to ensure a proper bond.

INSTRUMENT PANEL UPPER TRIM PANEL COVER REPLACEMENT

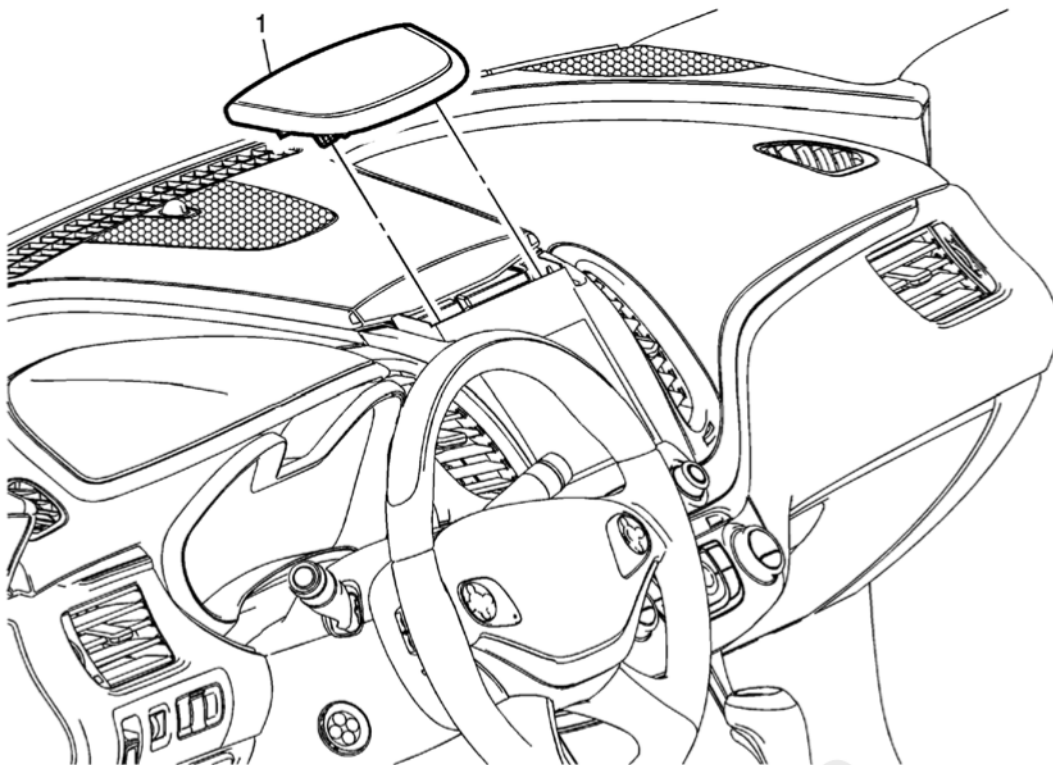


Fig. 12: Instrument Panel Upper Trim Panel Cover
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
1	Instrument Panel Upper Trim Panel Cover Procedure Use a flat bladed plastic trim tool in order to release the retainers securing the upper trim panel cover to the radio control assembly.

INSTRUMENT PANEL ACCESSORY BEZEL REPLACEMENT

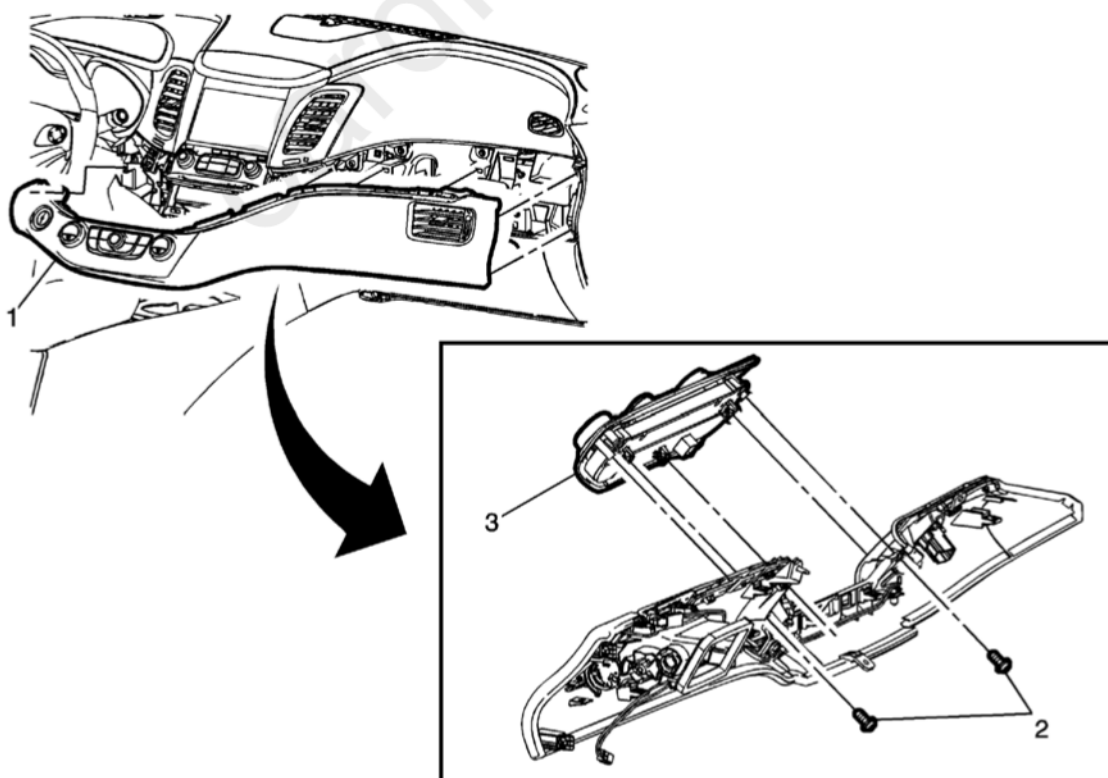


Fig. 13: Instrument Panel Accessory Bezel
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
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Callout	Component Name
1	Instrument Panel Center Trim Pad Refer to Instrument Panel Center Trim Pad Replacement .
2	Instrument Panel Accessory Bezel Screw (Qty: 2) CAUTION: Refer to Fastener Caution .
3	Instrument Panel Accessory Bezel Procedures 1. Release the retainers securing the bezel to the instrument panel center trim pad. 2. Transfer all necessary components.

INSTRUMENT PANEL FUSE BLOCK ACCESS HOLE COVER REPLACEMENT

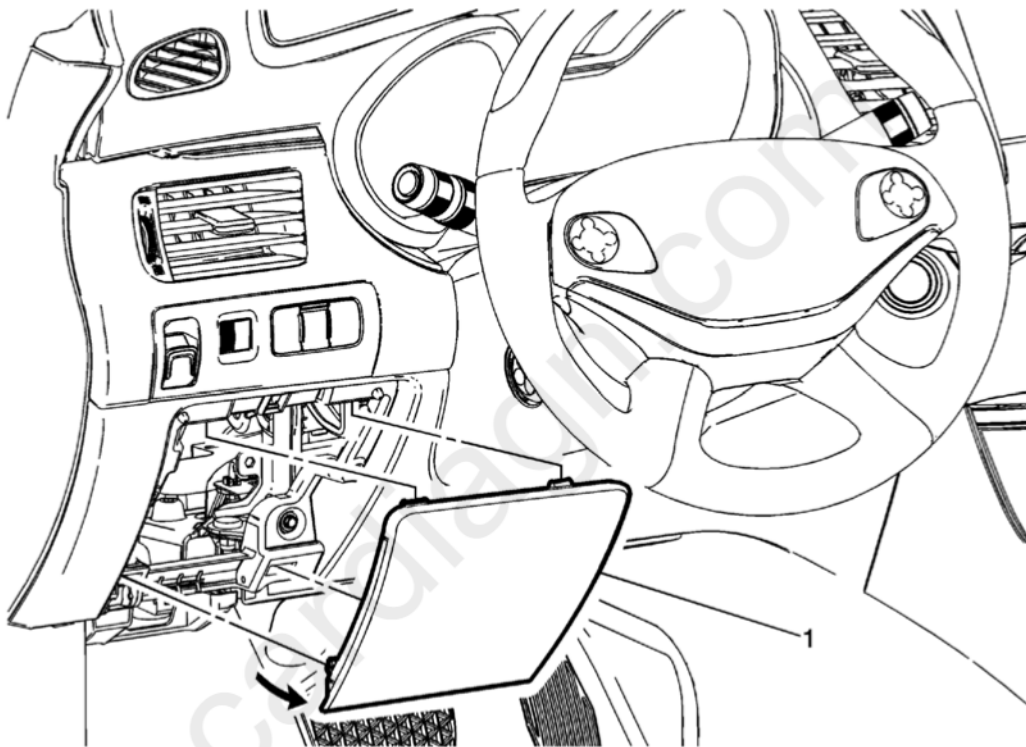


Fig. 14: Instrument Panel Fuse Block Access Hole Cover

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
1	Instrument Panel Fuse Block Access Hole Cover Procedure Grasp the lower edge of the fuse block access hole cover and pull outward disengaging the retainers securing the cover to the instrument panel knee bolster.

INSTRUMENT PANEL TRIM PAD RADIO CENTER SPEAKER OPENING COVER REPLACEMENT

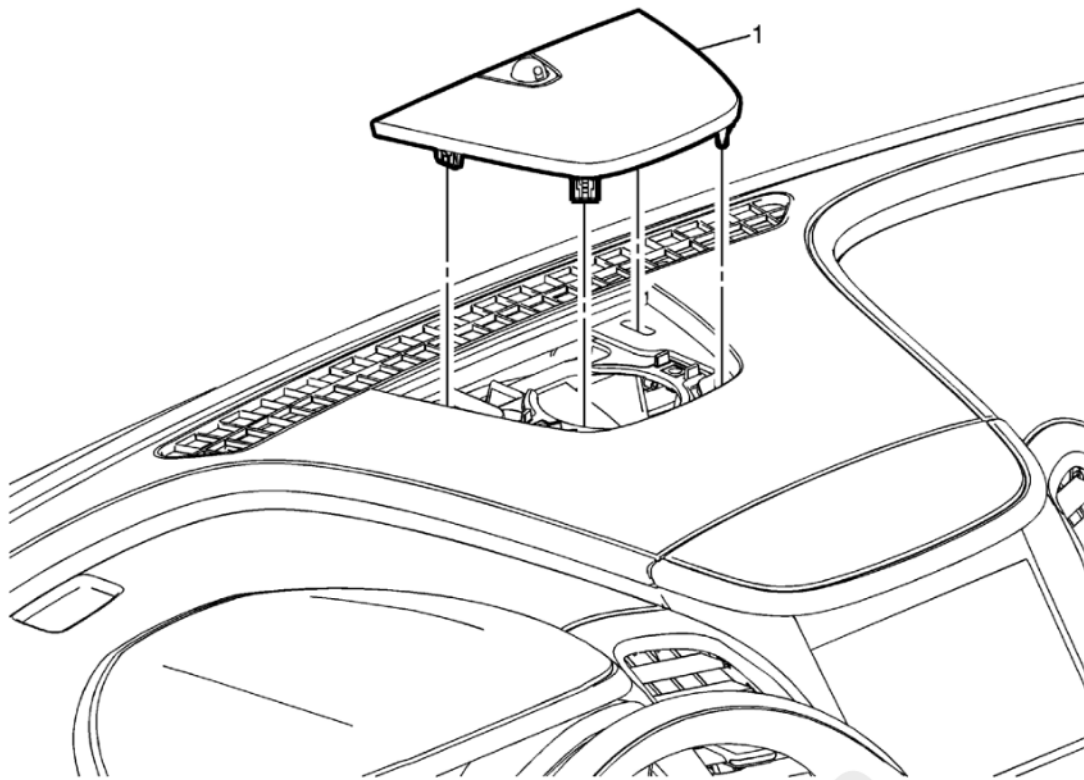


Fig. 15: Instrument Panel Trim Pad Radio Center Speaker Opening Cover
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
1	Instrument Panel Trim Pad Radio Center Speaker Opening Cover Procedure 1. Use a flat bladed plastic trim tool in order to release the retainers securing the cover to the instrument panel assembly. 2. Disconnect the electrical connector. 3. Transfer components as necessary.

INSTRUMENT PANEL CLUSTER TRIM PLATE REPLACEMENT

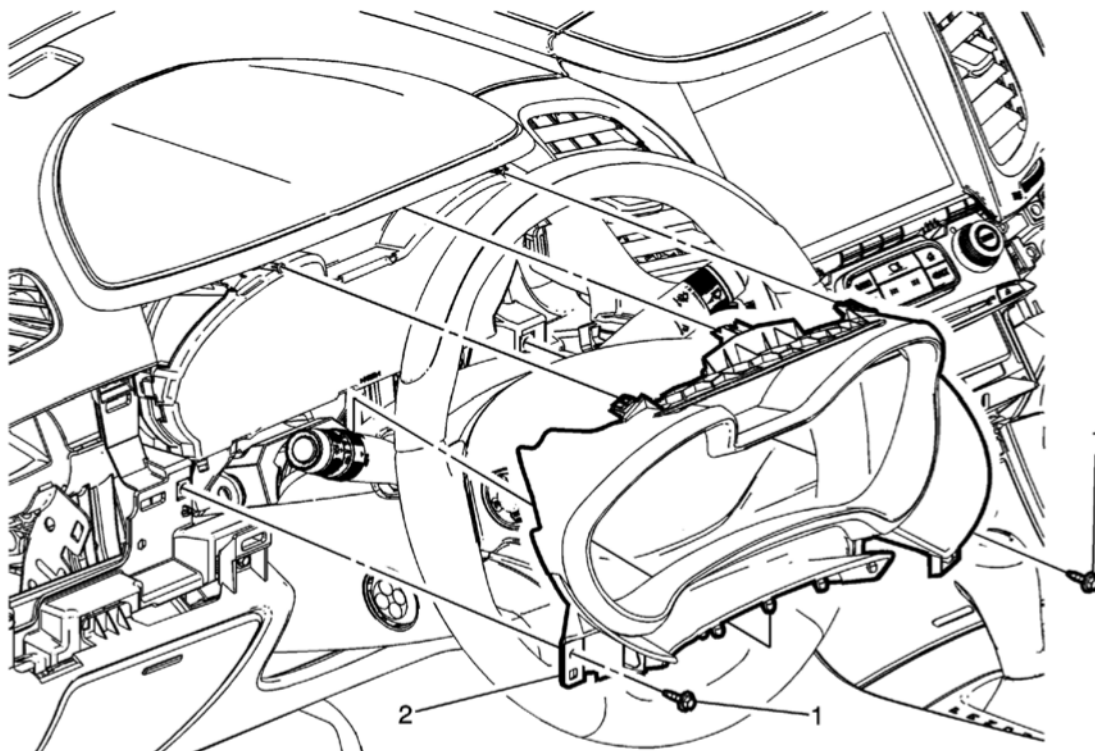


Fig. 16: Instrument Panel Cluster Trim Plate
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedure 1. Remove the instrument panel center trim pad. Refer to Instrument Panel Center Trim Pad Replacement 2. Remove the instrument panel trim pad. Refer to Instrument Panel Trim Pad Replacement. 3. Remove the steering column upper trim cover. Refer to Steering Column Upper Trim Cover Replacement.	
1	Instrument Panel Cluster Trim Plate Bolt (Qty: 2) CAUTION: Refer to Fastener Caution .
2	Instrument Panel Cluster Trim Plate Procedure Use a flat bladed plastic trim tool in order to release the retainers securing the trim plate to the instrument panel assembly.

INSTRUMENT PANEL OUTER TRIM COVER REPLACEMENT

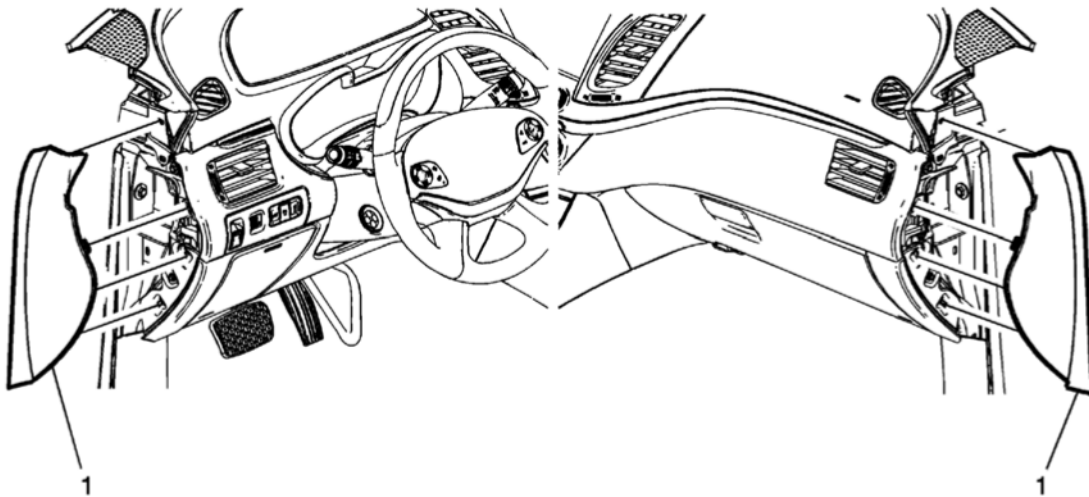


Fig. 17: Instrument Panel Outer Trim Cover
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
1	Instrument Panel Outer Trim Cover Procedure Use a flat bladed plastic trim tool to aid in the removal of the trim cover from the instrument panel assembly.

INSTRUMENT PANEL COMPARTMENT REPLACEMENT

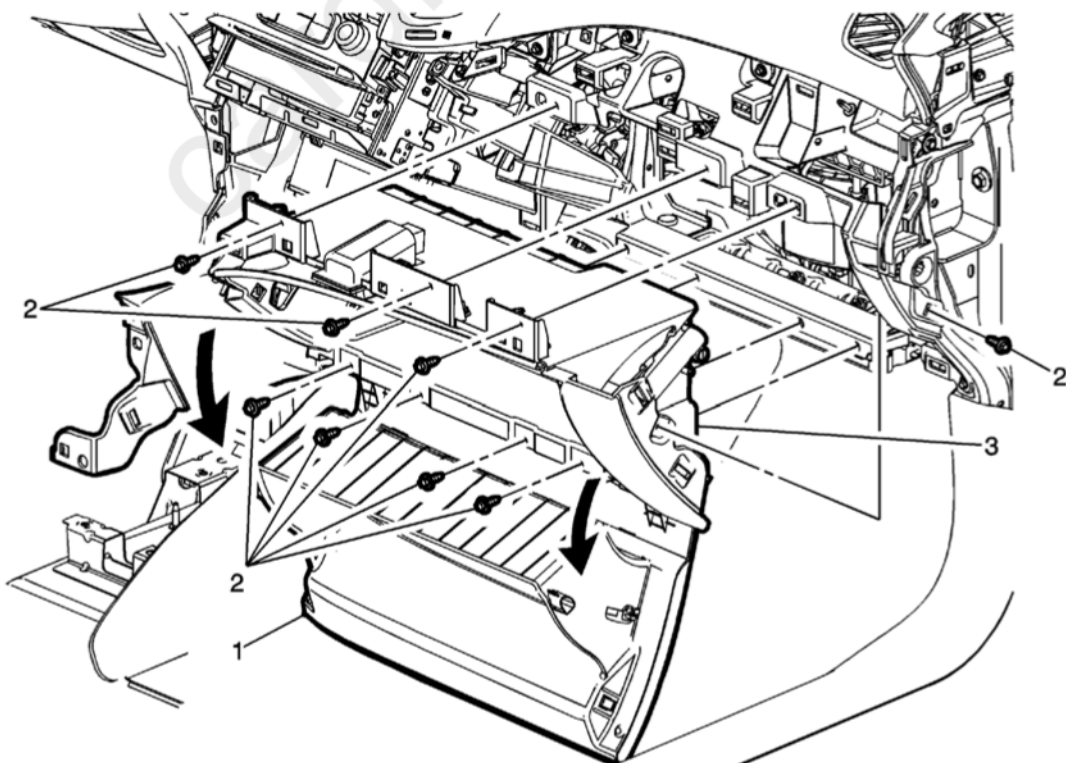


Fig. 18: Instrument Panel Compartment
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
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Callout	Component Name
Preliminary Procedures 1. Remove the front floor console. Refer to Front Floor Console Replacement. 2. Remove the instrument panel center trim pad. Refer to Instrument Panel Center Trim Pad Replacement. 3. Remove the instrument panel insulator - right side. Refer to Instrument Panel Insulator Replacement - Right Side.	
1	Instrument Panel Compartment Door Procedure 1. Disconnect the instrument panel compartment door dampener from the door. 2. Squeeze the sides of the instrument panel compartment door allowing the door to open past the stops.
2	Instrument Panel Compartment Bolt (Qty: 8) CAUTION: Refer to Fastener Caution .
3	Instrument Panel Compartment Procedure 1. Release the retainers securing the instrument panel compartment to the instrument panel assembly. 2. Disconnect the electrical connections. 3. Transfer all necessary components.

INSTRUMENT PANEL COMPARTMENT DOOR OPENING FRAME REPLACEMENT

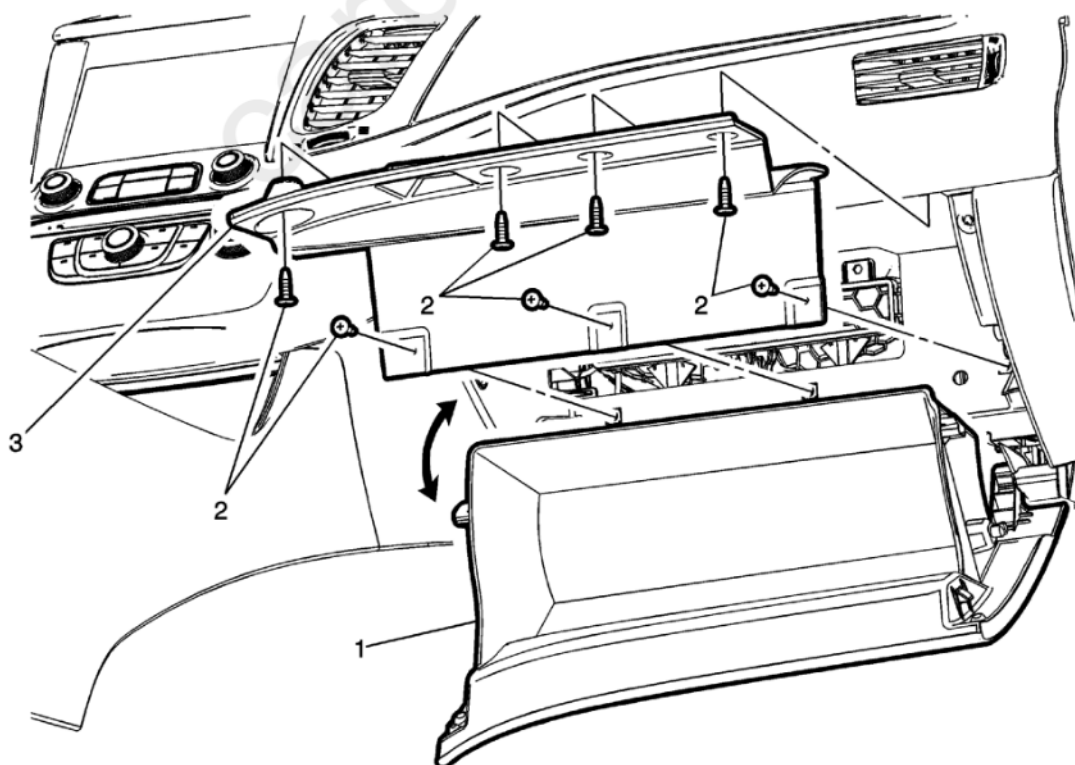


Fig. 19: Instrument Panel Compartment Door Opening Frame
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
1	Instrument Panel Compartment Door Procedures 1. Disconnect the instrument panel compartment door dampener from the door. 2. Squeeze the sides of the instrument panel compartment door allowing the door to open past the stops.
2	Instrument Panel Compartment Door Opening Frame Bolt (Qty: 7) CAUTION: Refer to Fastener Caution .
3	Instrument Panel Compartment Door Opening Frame

INSTRUMENT PANEL TRIM PAD REPLACEMENT

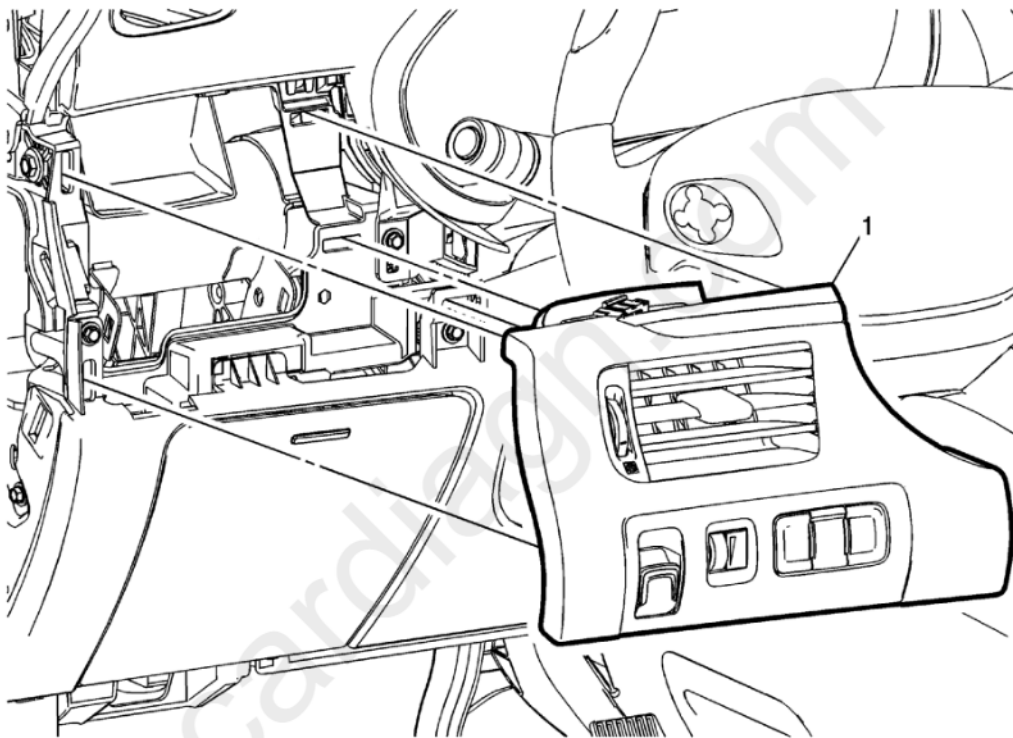


Fig. 20: Instrument Panel Trim Pad
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedure Remove the instrument panel outer trim cover. Refer to Instrument Panel Outer Trim Cover Replacement .	
1	Instrument Panel Trim Pad Procedures 1. Use a flat bladed plastic trim tool in order to release the retainers securing the trim pad to the instrument panel assembly. 2. Disconnect the electrical connections. 3. Transfer all necessary components.

INSTRUMENT PANEL AIRBAG LOWER BRACKET REPLACEMENT

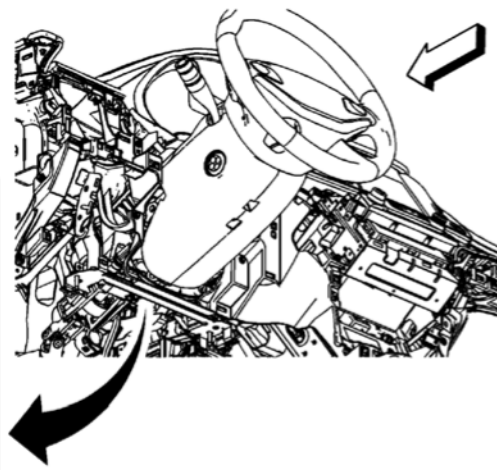
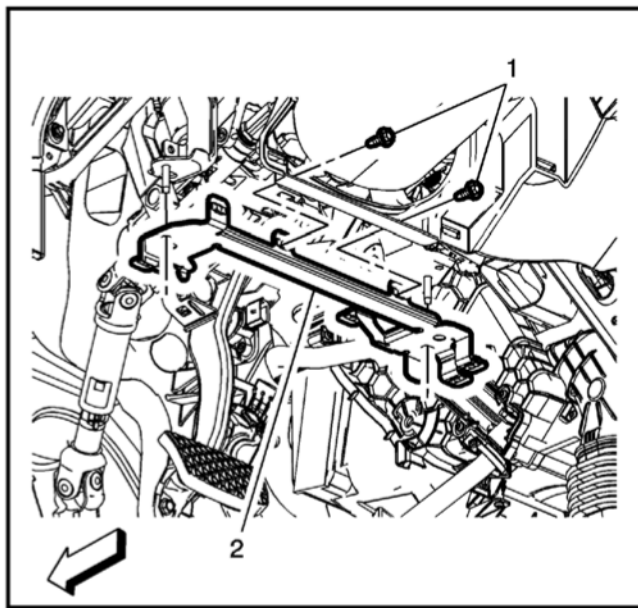


Fig. 21: Inflatable Restraint Instrument Panel Module Lower Bracket

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedure Remove the floor front air outlet duct. Refer to Floor Front Air Outlet Duct Replacement - Left Side .	
1	Instrument Carrier Fasteners (Qty: 2) CAUTION: Refer to Fastener Caution .
2	Inflatable Restraint Instrument Panel Module Lower Bracket - Driver Side

INSTRUMENT PANEL ASSEMBLY REPLACEMENT

Removal Procedure

1. Disable the SIR system. Refer to [SIR Disabling and Enabling](#) .

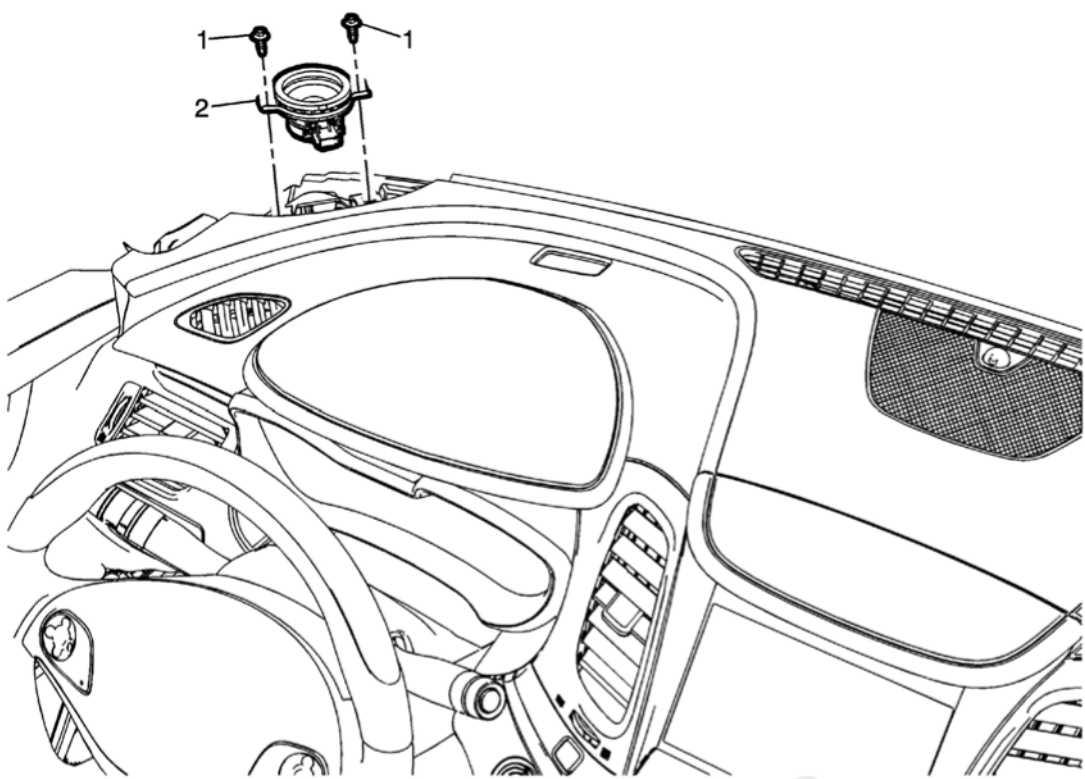


Fig. 22: Radio Front Speaker

Courtesy of GENERAL MOTORS COMPANY

2. Remove the radio front speaker (2). Refer to [Radio Front Speaker Replacement](#) .

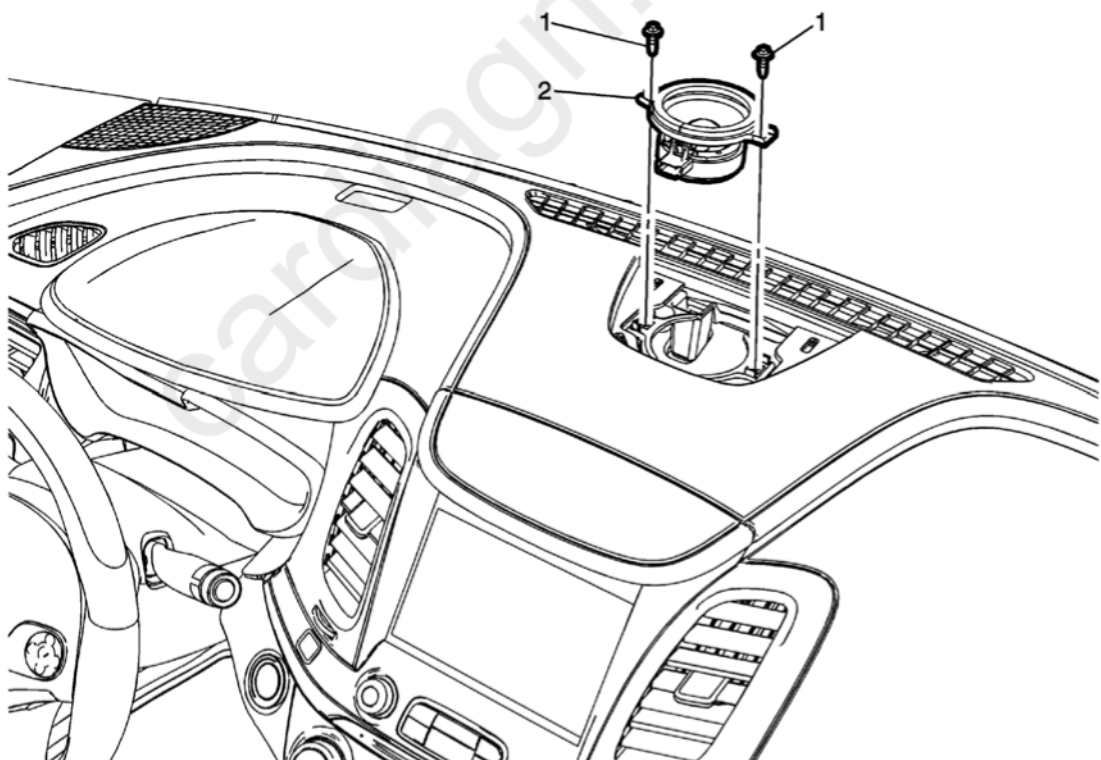


Fig. 23: Radio Front Center Speaker

Courtesy of GENERAL MOTORS COMPANY

3. Remove the radio front center speaker (2). Refer to [Radio Front Center Speaker Replacement](#) .

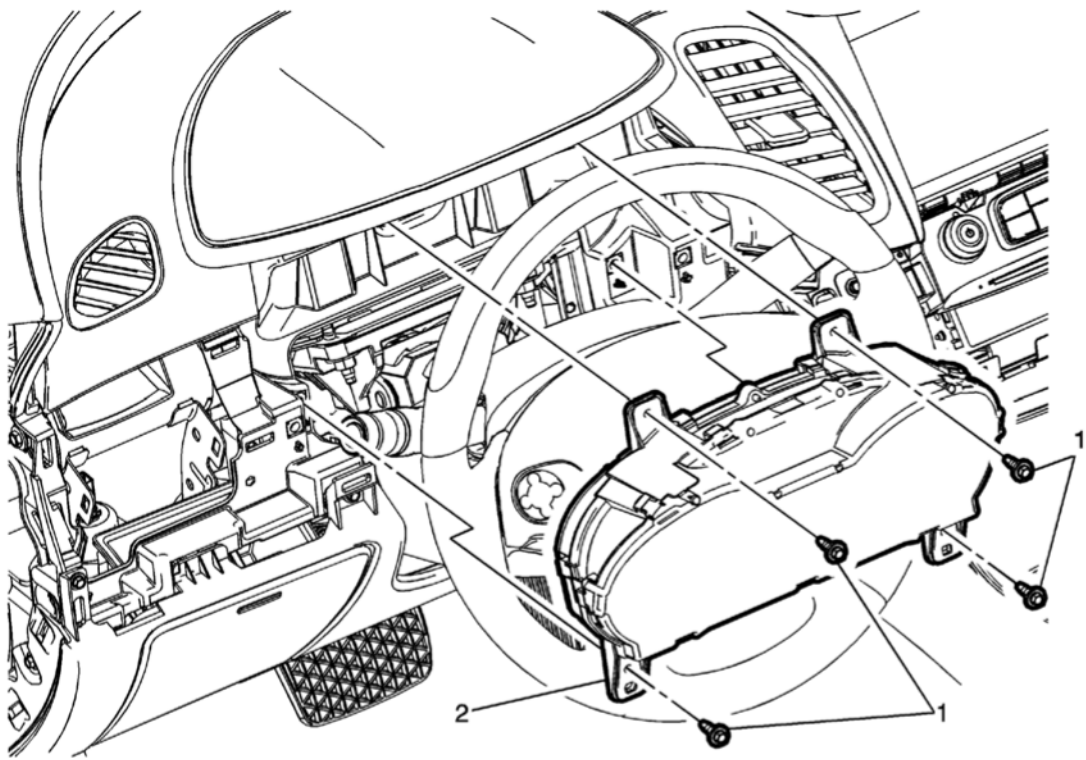


Fig. 24: Instrument Cluster Assembly

Courtesy of GENERAL MOTORS COMPANY

4. Remove the instrument cluster (2). Refer to [Instrument Cluster Replacement](#) .

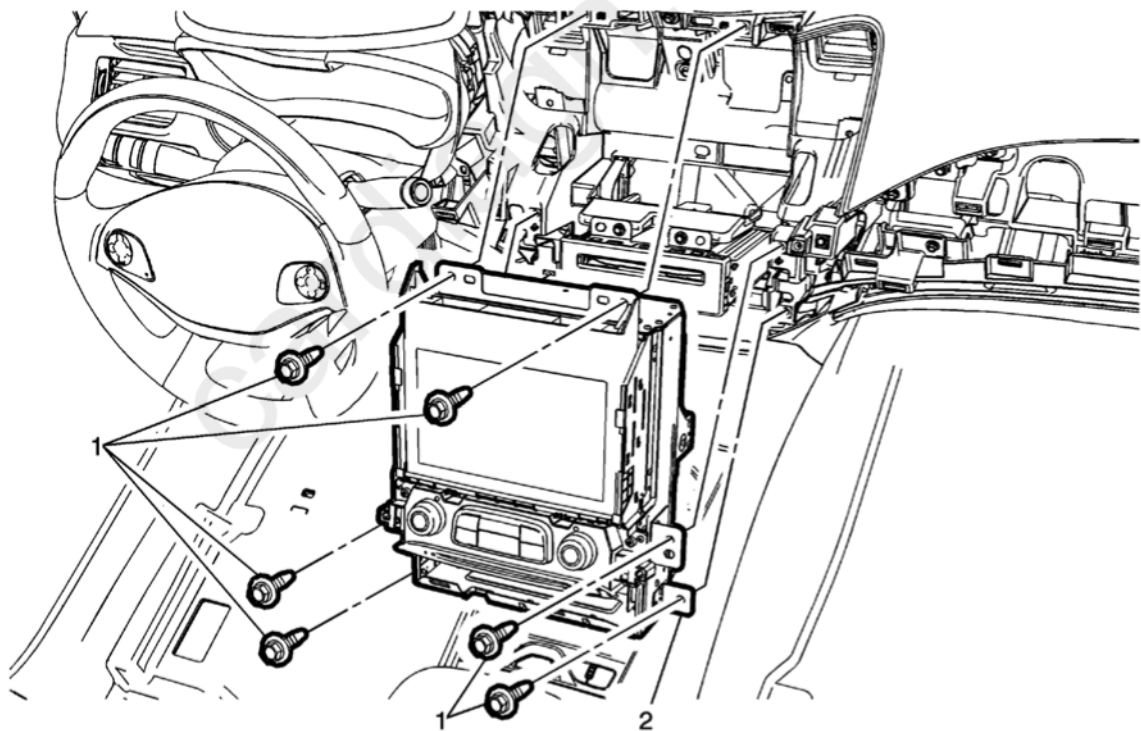


Fig. 25: Radio Control Assembly

Courtesy of GENERAL MOTORS COMPANY

5. Remove the radio control (2). Refer to [Radio Control Assembly Replacement](#) .

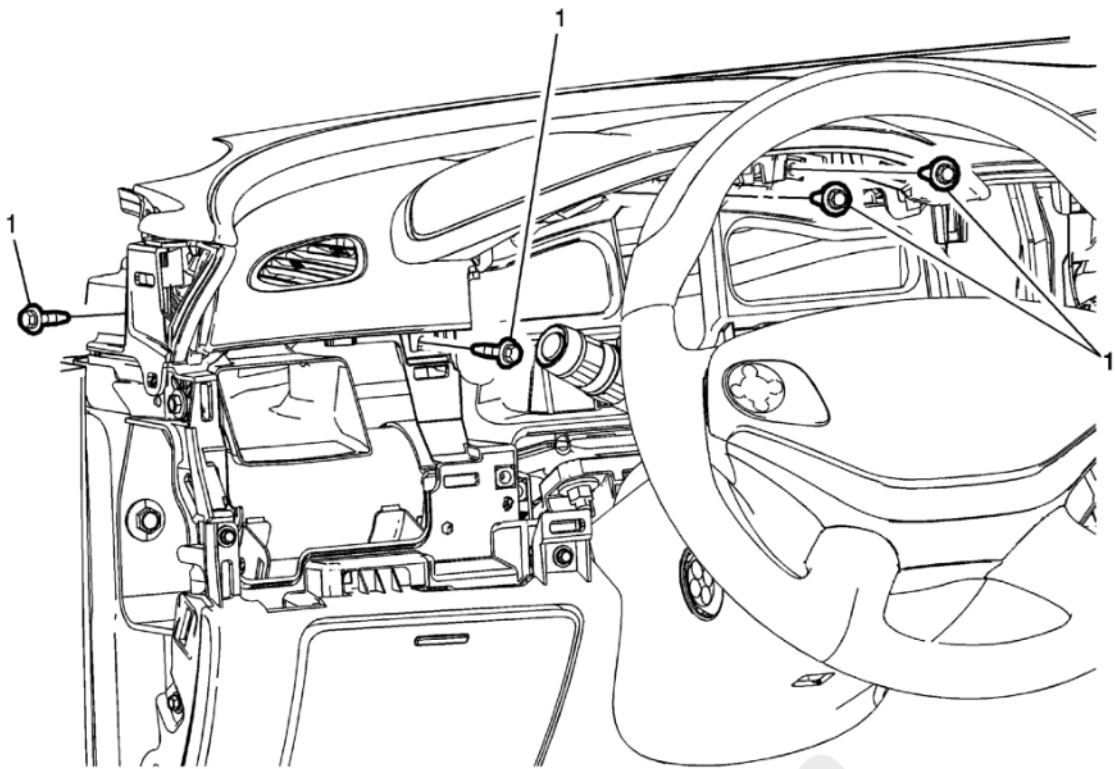


Fig. 26: Instrument Panel Bolts - Left Side
 Courtesy of GENERAL MOTORS COMPANY

6. Remove the bolts (1) securing the left side of the instrument panel to the instrument carrier.

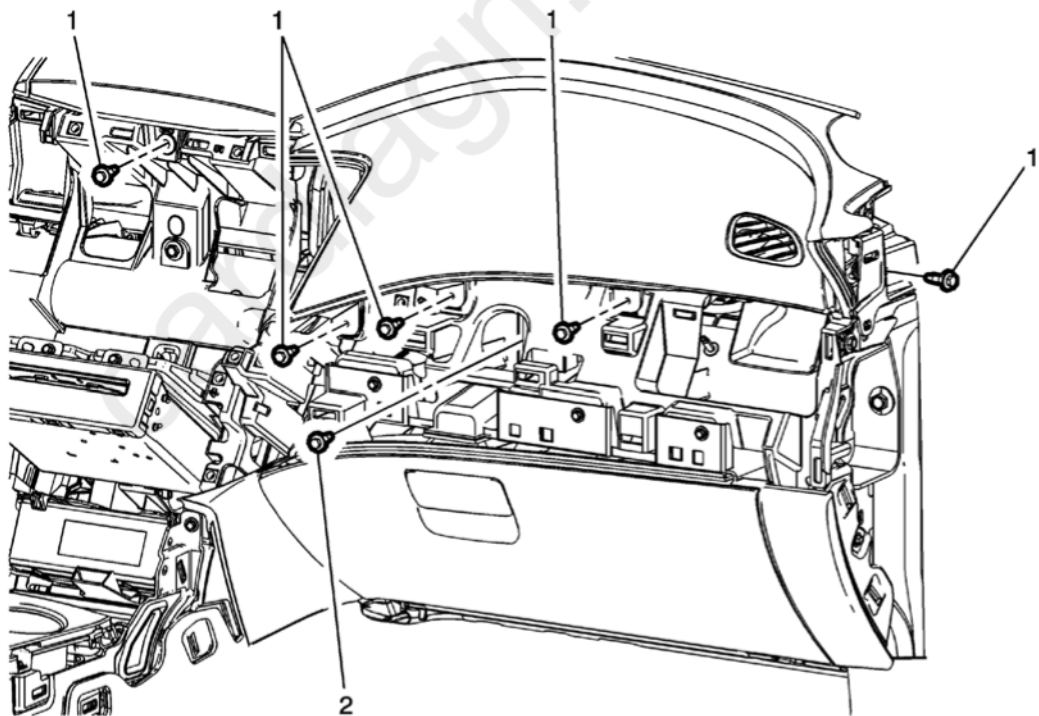


Fig. 27: Instrument Panel Bolts - Right Side
 Courtesy of GENERAL MOTORS COMPANY

7. Remove the bolts (1) securing the right side of the instrument panel.
8. Remove the bolt (2) securing the inflatable restraint module to the instrument panel tie bar.

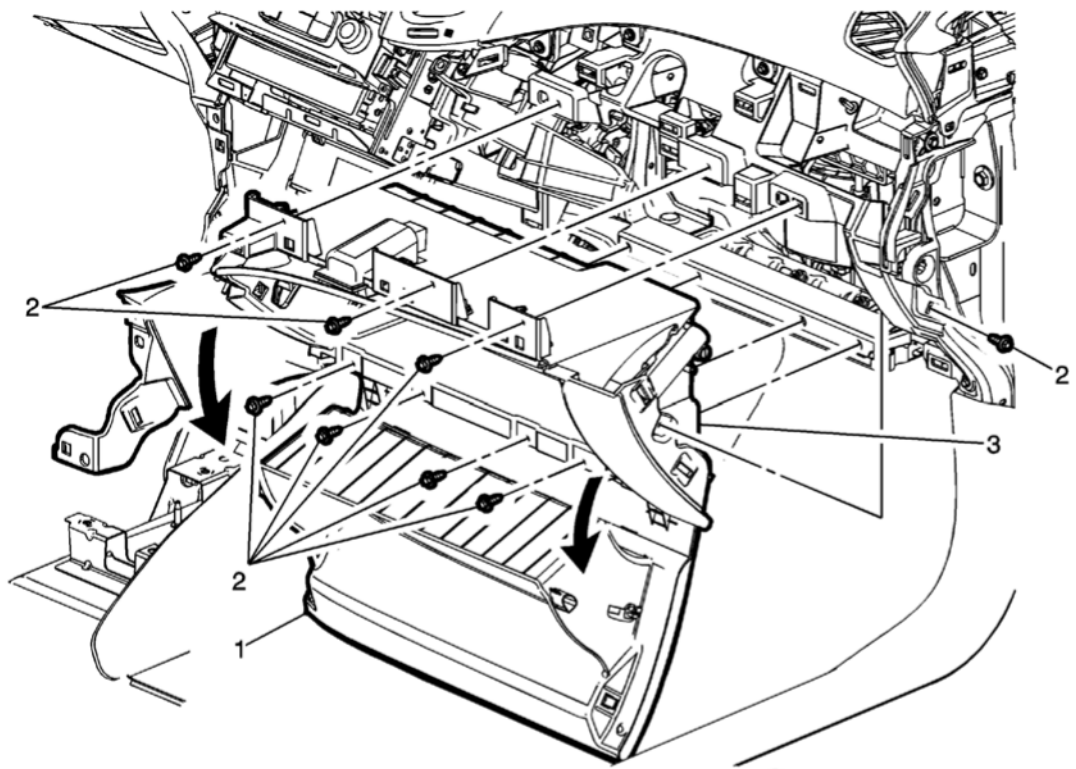


Fig. 28: Instrument Panel Compartment
 Courtesy of GENERAL MOTORS COMPANY

9. Remove the instrument panel compartment (3). Refer to [Instrument Panel Compartment Replacement](#).

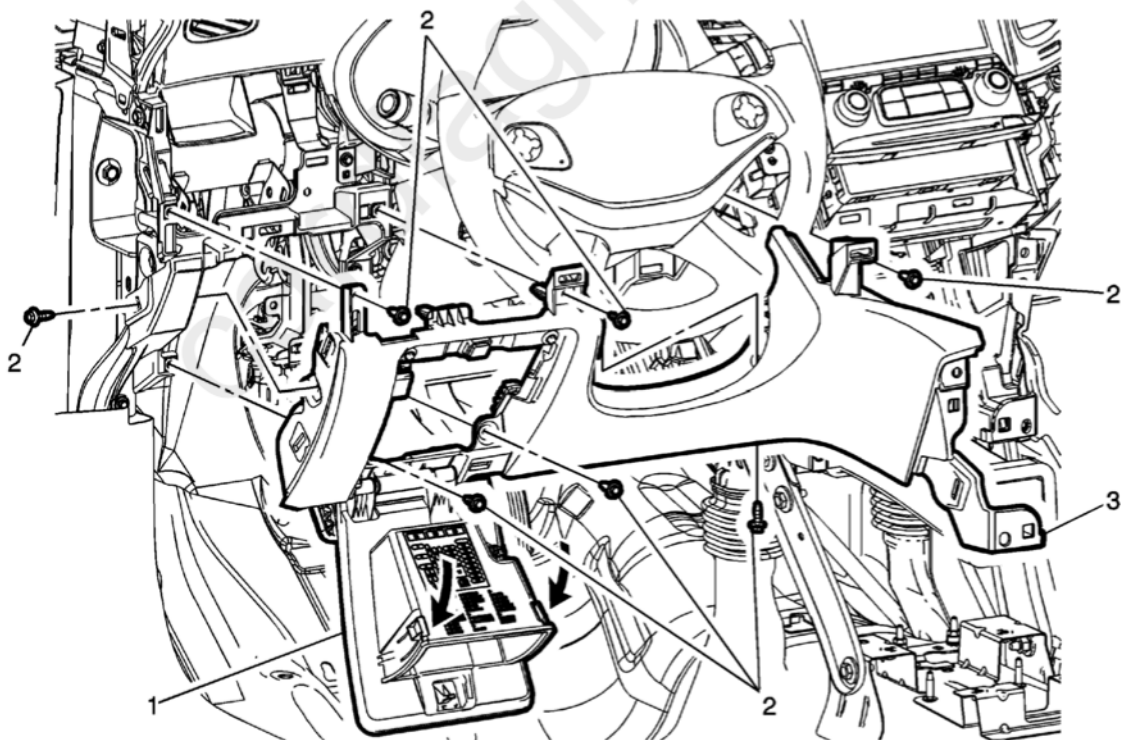


Fig. 29: Instrument Panel Knee Bolster
 Courtesy of GENERAL MOTORS COMPANY

10. Remove the instrument panel knee bolster (3). Refer to [Instrument Panel Knee Bolster Replacement](#).

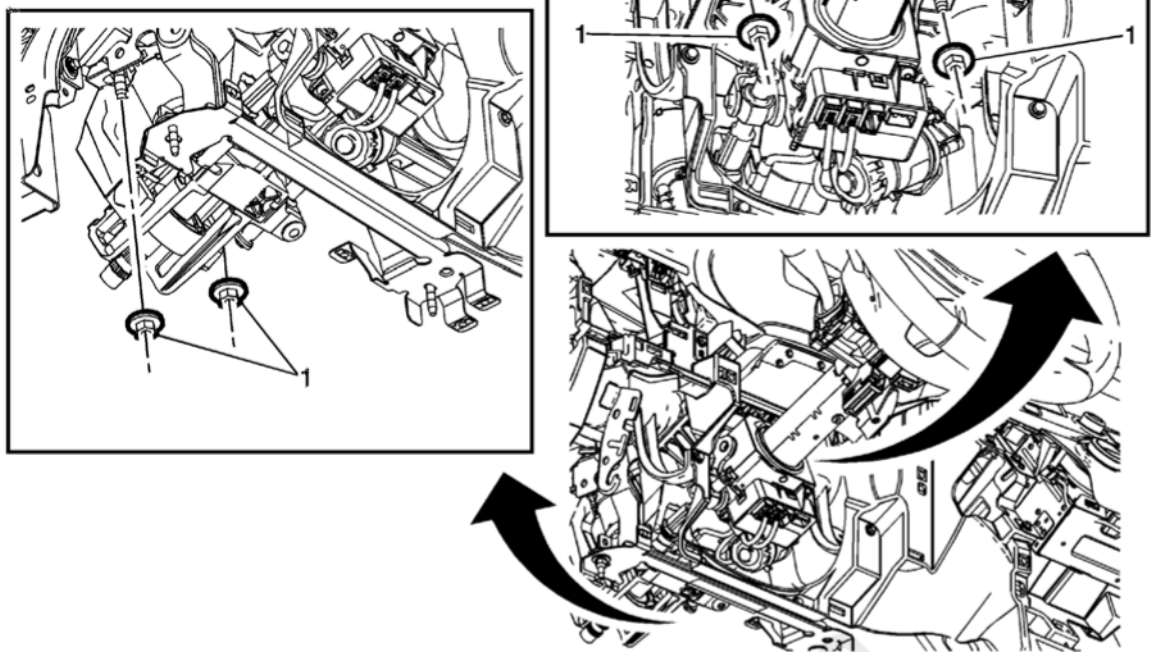


Fig. 30: Steering Column

Courtesy of GENERAL MOTORS COMPANY

11. Remove the steering column (2). Refer to [Steering Column Replacement \(N37\)](#) [Steering Column Replacement \(N38\)](#) .

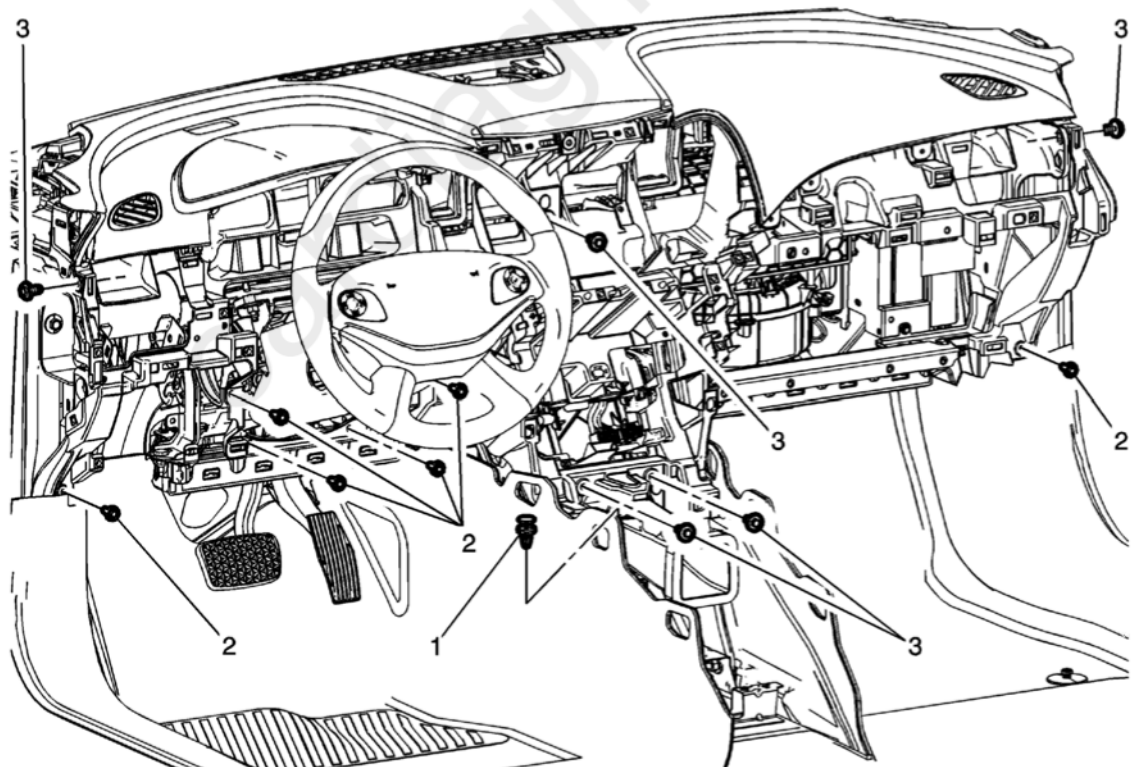


Fig. 31: Front Floor Console Rear Air Duct Retainer & Mounting Components

Courtesy of GENERAL MOTORS COMPANY

12. Release the front floor console rear air duct retainer (1).
13. Remove the instrument carrier bolts (2) and (3).

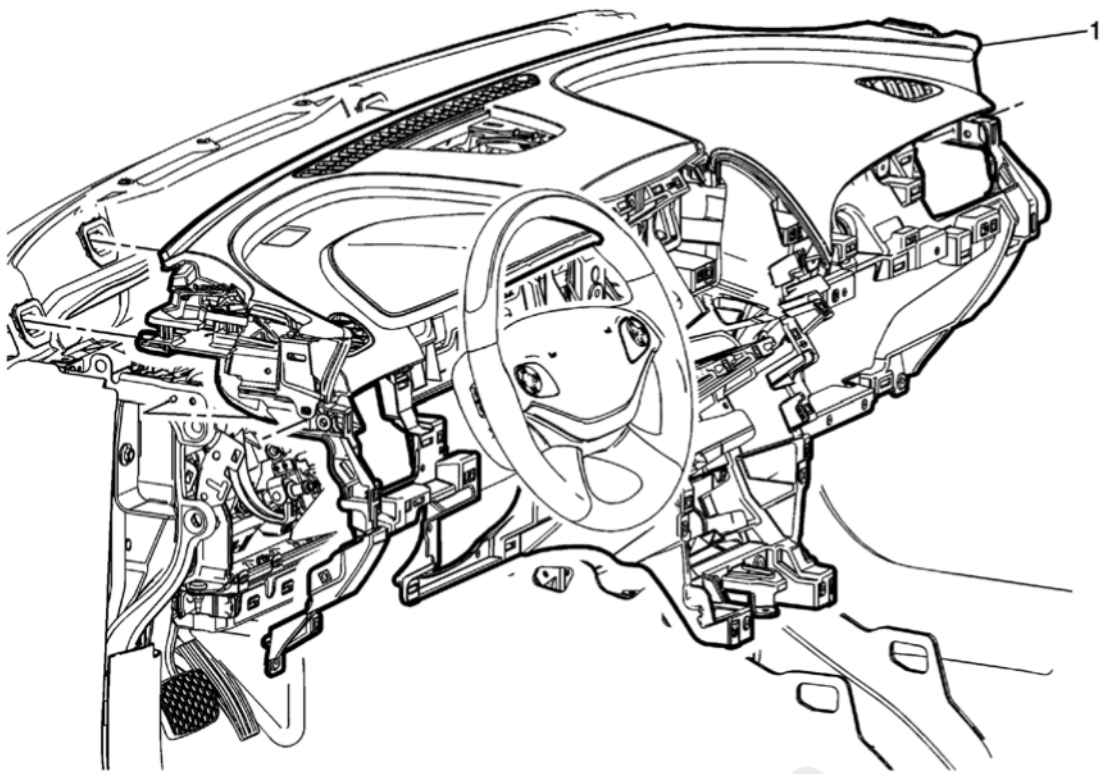


Fig. 32: Instrument Panel & Carrier

Courtesy of GENERAL MOTORS COMPANY

NOTE: Some of the electrical connections may be forward in the vehicle close to the tie bar and may not be readily visible or easily reached (example: HMI Module connector). Use special care disconnecting the instrument panel inflator module connector. Unclip the airbag connector from the radio bracket, disengage the CPA and separate the connector.

14. With the aid of an assistant, remove the instrument panel and carrier (1) rearward and upward from the tie bar.
15. Note the location and routing of the instrument panel wiring harness prior to removal to ensure proper installation. Proper installation of the instrument panel assembly will not be possible if the wiring is incorrectly routed.
16. With the instrument panel and carrier pulled rearward, disconnect the instrument panel harness connectors and fasteners connecting the instrument panel assembly to the carrier.

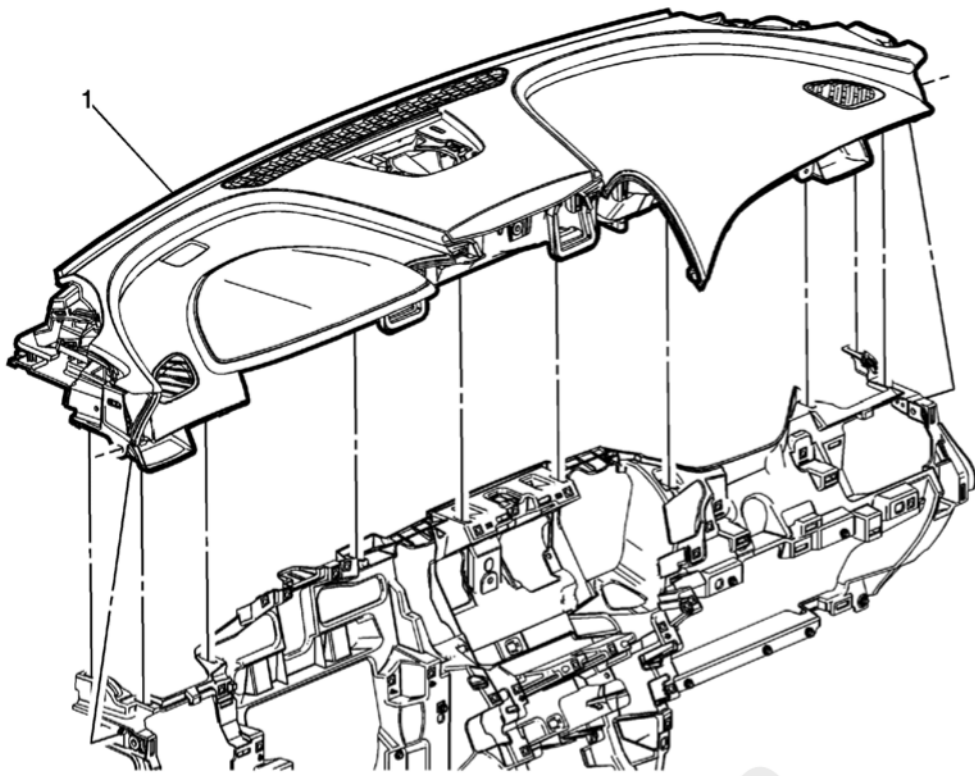


Fig. 33: Instrument Panel

Courtesy of GENERAL MOTORS COMPANY

17. With the aid of an assistant remove the instrument panel (1) from the instrument panel carrier.

Installation Procedure

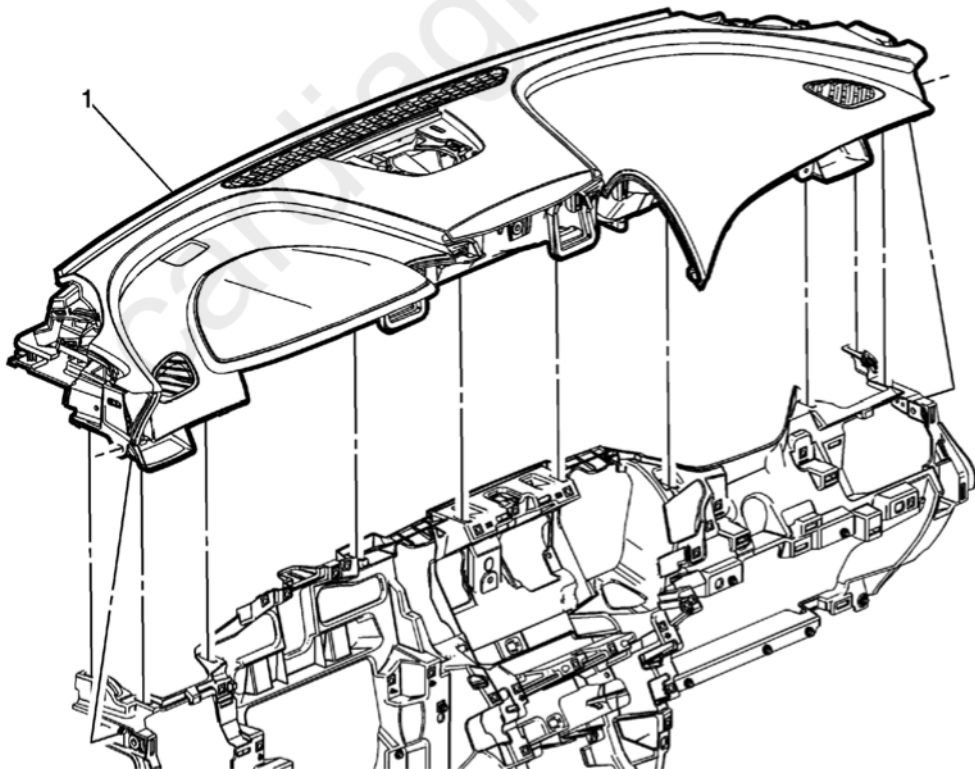


Fig. 34: Instrument Panel

Courtesy of GENERAL MOTORS COMPANY

1. With the aid of an assistant position the instrument panel (1) to the carrier.
2. Reposition the instrument panel wiring harness to the instrument panel as was noted in the removal process and connect the fastener securing the harness to the instrument panel assembly.
3. When replacing the instrument panel, transfer all necessary components.

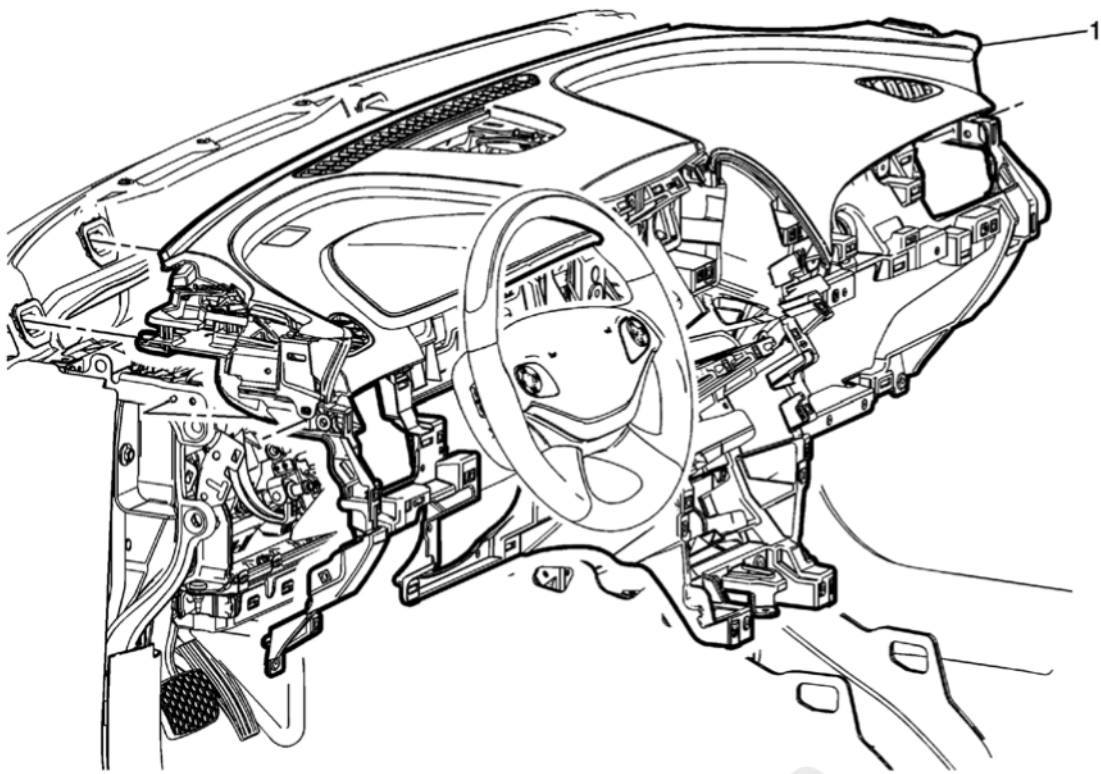


Fig. 35: Instrument Panel & Carrier
 Courtesy of GENERAL MOTORS COMPANY

4. With the aid of an assistant, install the instrument panel and carrier (1) into the vehicle.

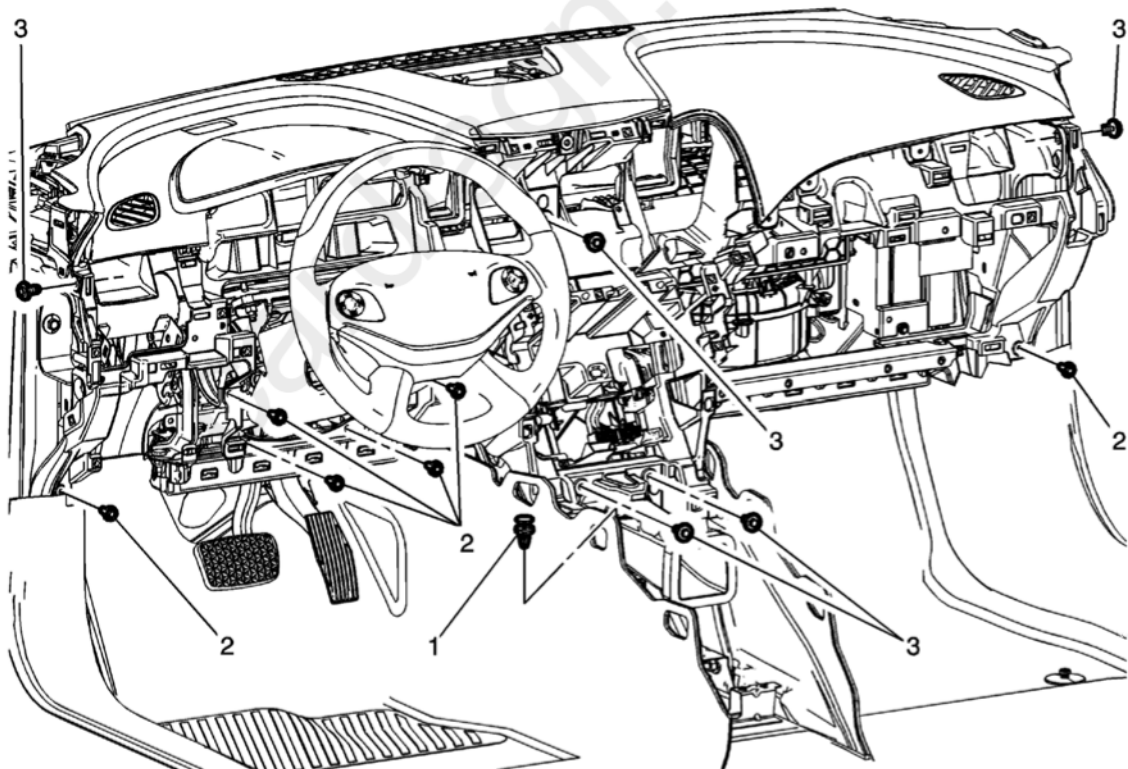


Fig. 36: Front Floor Console Rear Air Duct Retainer & Mounting Components
 Courtesy of GENERAL MOTORS COMPANY

CAUTION: Refer to **Fastener Caution** .

5. Install the instrument carrier bolts (3) and tighten to 9 N.m (80 lb in).
6. Install the instrument carrier bolts (2) and tighten.
7. Install the front floor console rear air duct retainer (1).

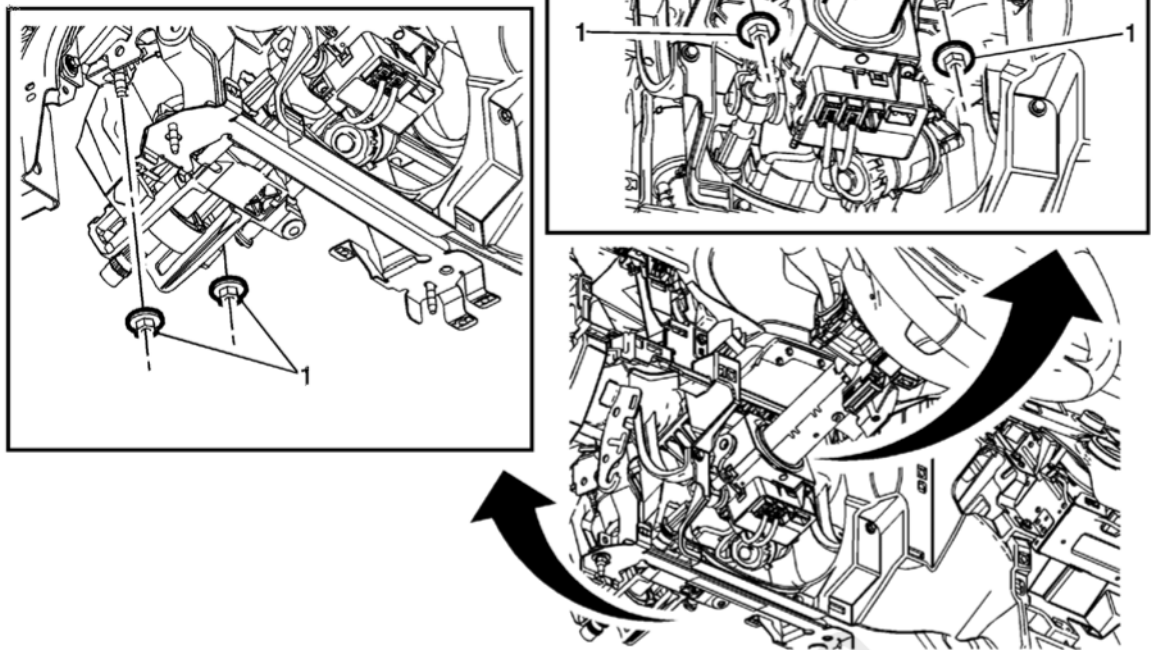


Fig. 37: Steering Column

Courtesy of GENERAL MOTORS COMPANY

8. Install the steering column (2). Refer to [Steering Column Replacement \(N37\)](#) [Steering Column Replacement \(N38\)](#) .

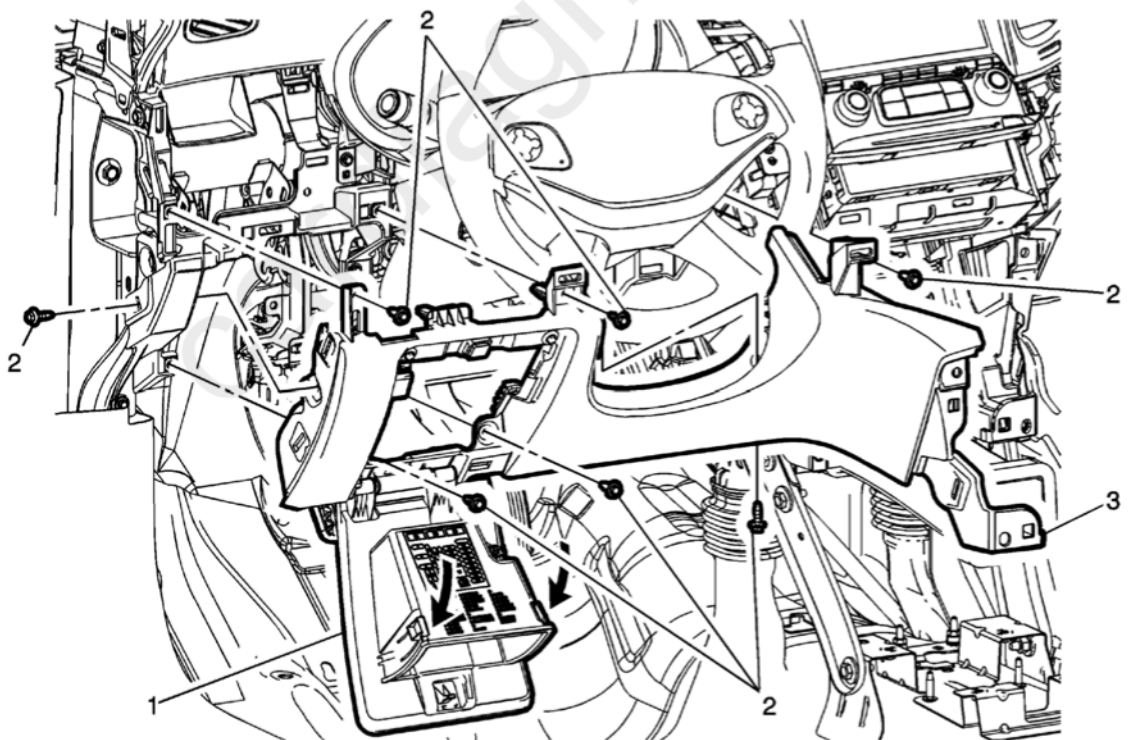


Fig. 38: Instrument Panel Knee Bolster

Courtesy of GENERAL MOTORS COMPANY

9. Install the instrument panel knee bolster (3). Refer to [Instrument Panel Knee Bolster Replacement](#).

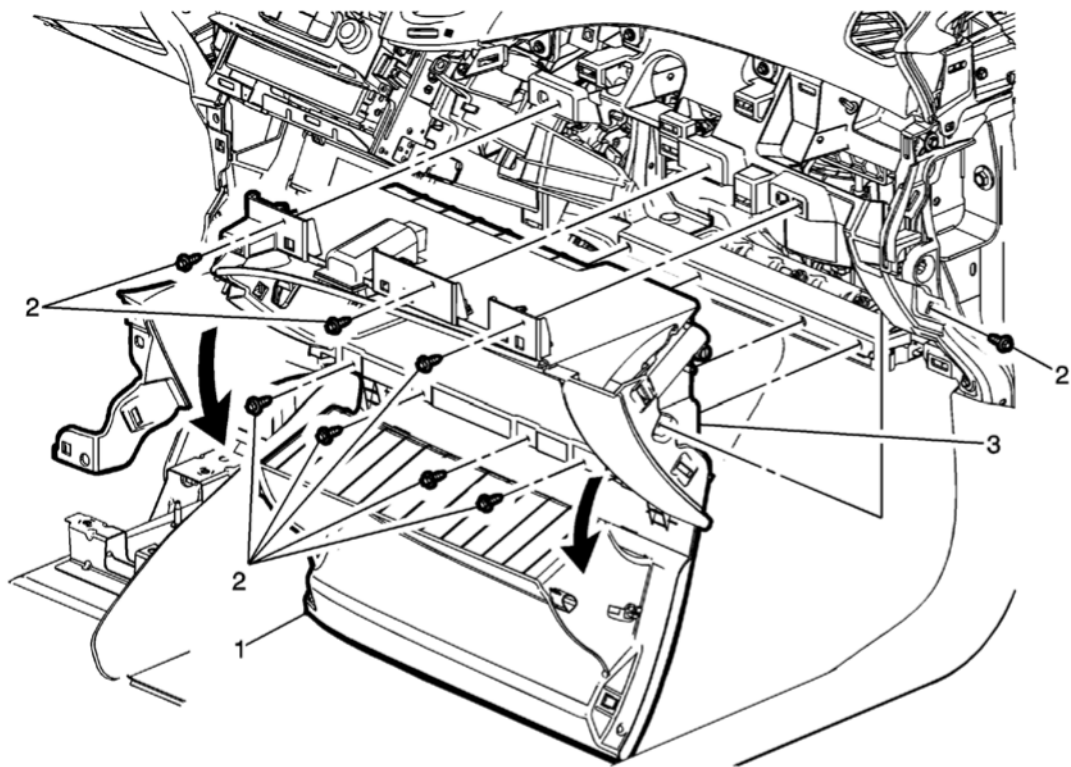


Fig. 39: Instrument Panel Compartment

Courtesy of GENERAL MOTORS COMPANY

10. Install the instrument panel compartment (3). Refer to [Instrument Panel Compartment Replacement](#).

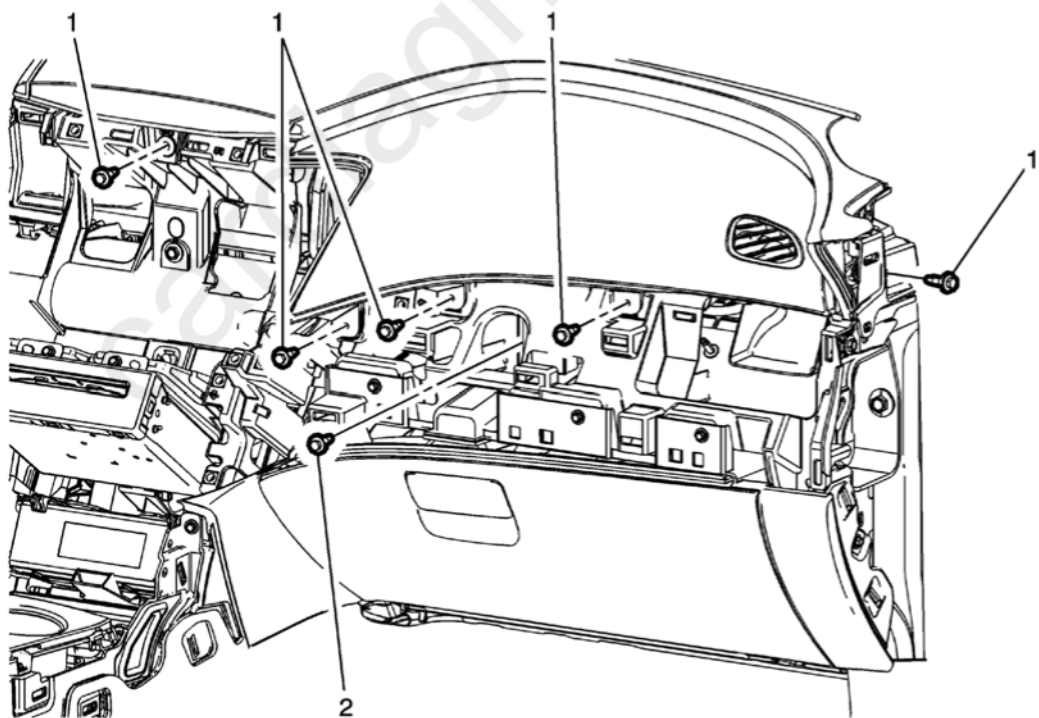


Fig. 40: Instrument Panel Bolts - Right Side

Courtesy of GENERAL MOTORS COMPANY

11. Install the bolts (1) securing the right side of the instrument panel.
12. Install the bolt (2) securing the inflatable restraint module to the instrument panel tie bar and tighten to 9 N.m (80 lb in).

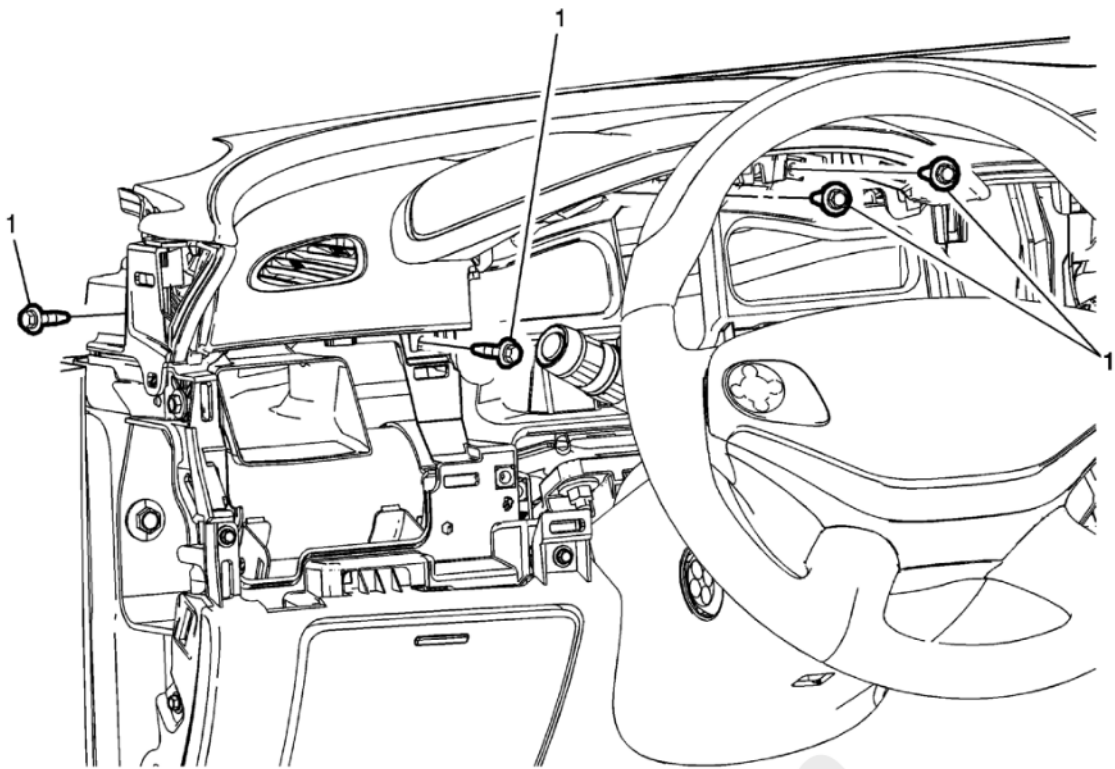


Fig. 41: Instrument Panel Bolts - Left Side
 Courtesy of GENERAL MOTORS COMPANY

13. Install the bolts (1) securing the left side of the instrument panel to the instrument carrier.

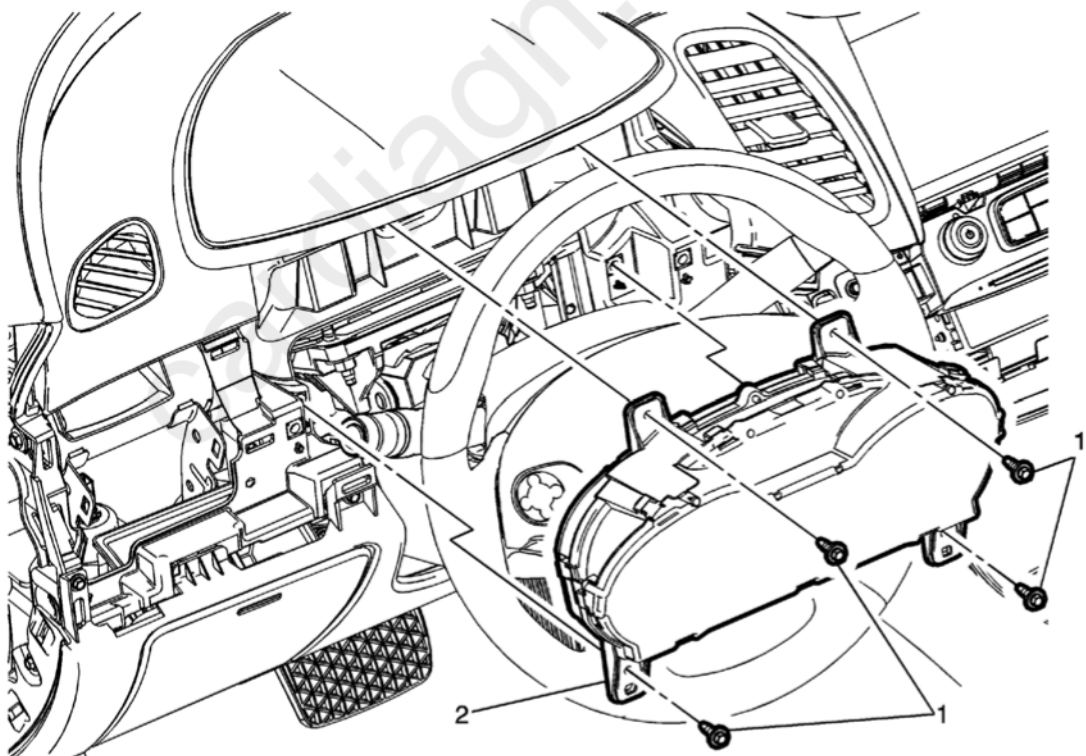


Fig. 42: Instrument Cluster Assembly
 Courtesy of GENERAL MOTORS COMPANY

14. Install the instrument cluster (2). Refer to [Instrument Cluster Replacement](#) .

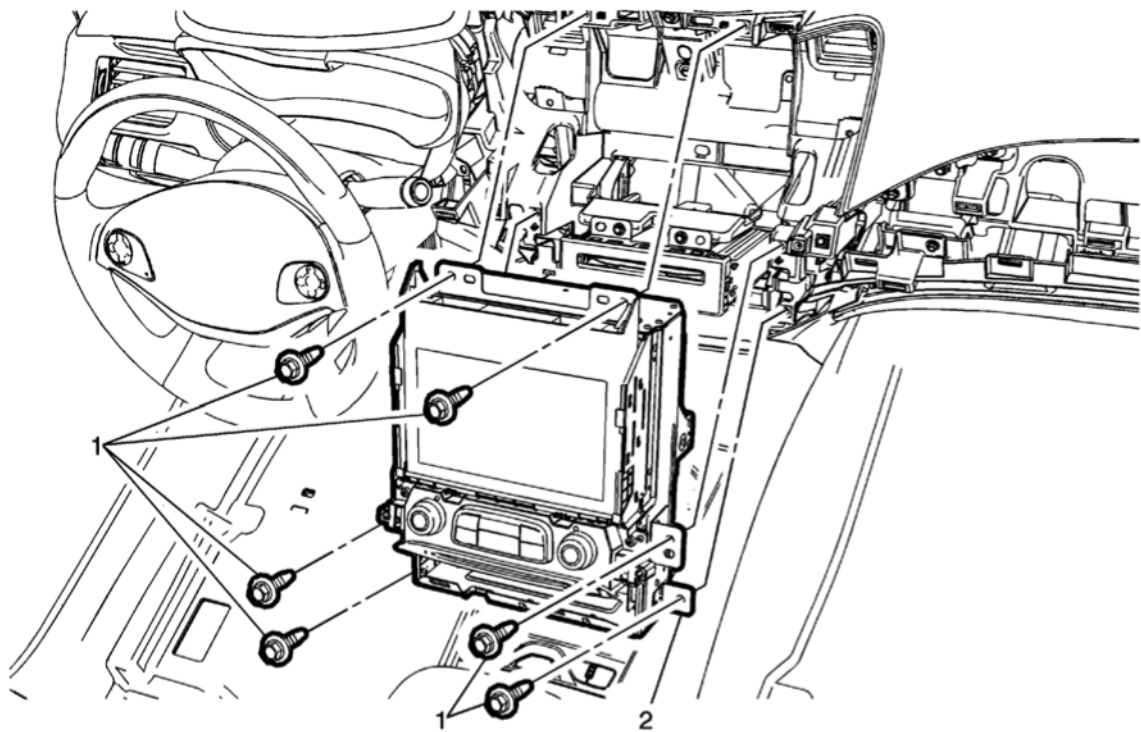


Fig. 43: Radio Control Assembly

Courtesy of GENERAL MOTORS COMPANY

15. Install the radio control (2). Refer to [Radio Control Assembly Replacement](#) .

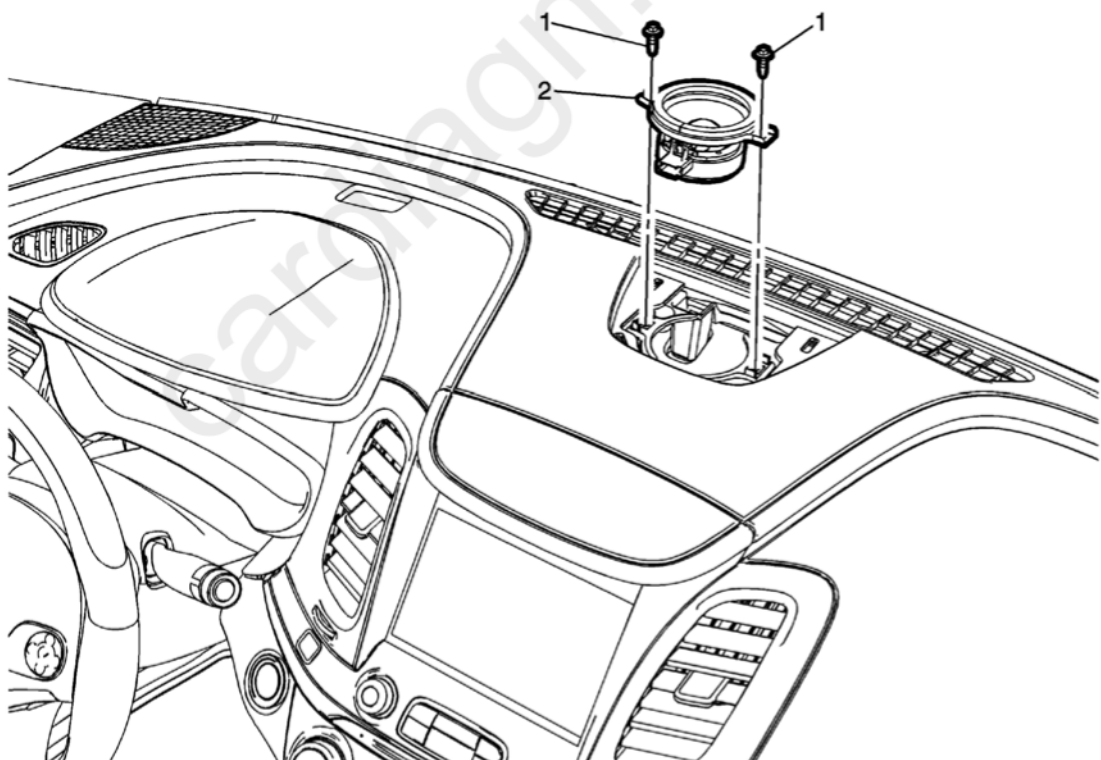


Fig. 44: Radio Front Center Speaker

Courtesy of GENERAL MOTORS COMPANY

16. Install the radio front center speaker (2). Refer to [Radio Front Center Speaker Replacement](#) .

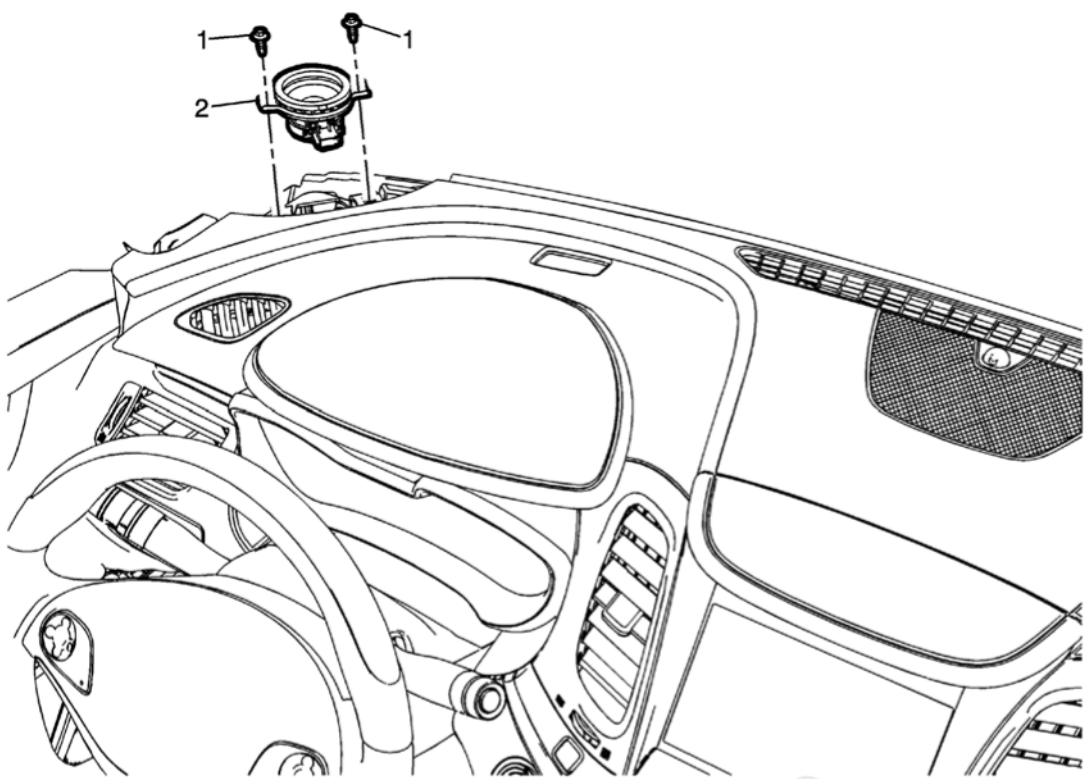


Fig. 45: Radio Front Speaker

Courtesy of GENERAL MOTORS COMPANY

17. Install the radio front speaker (2). Refer to [Radio Front Speaker Replacement](#) .
18. Enable the SIR system. Refer to [SIR Disabling and Enabling](#) .

INSTRUMENT PANEL CARRIER REPLACEMENT

Removal Procedure

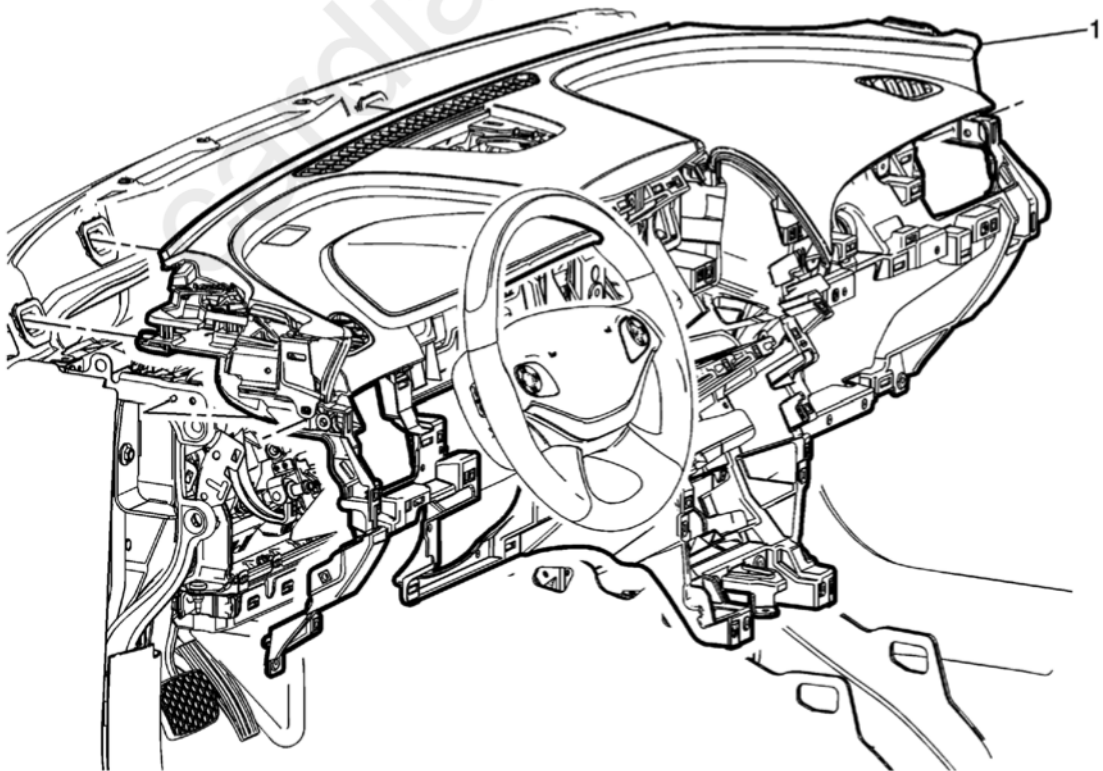


Fig. 46: Instrument Panel & Carrier

Courtesy of GENERAL MOTORS COMPANY

1. Remove the instrument panel assembly (1). Refer to [Instrument Panel Assembly Replacement](#).

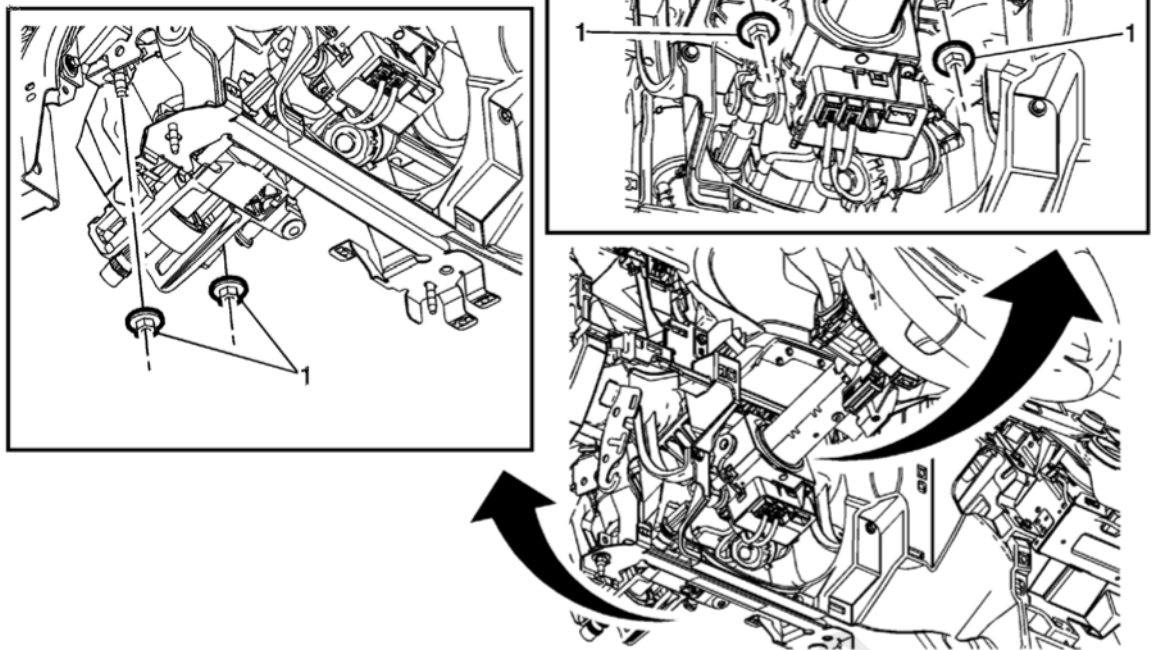


Fig. 47: Steering Column

Courtesy of GENERAL MOTORS COMPANY

2. Remove the steering column (2). Refer to [Steering Column Replacement \(N37\)](#) [Steering Column Replacement \(N38\)](#) .

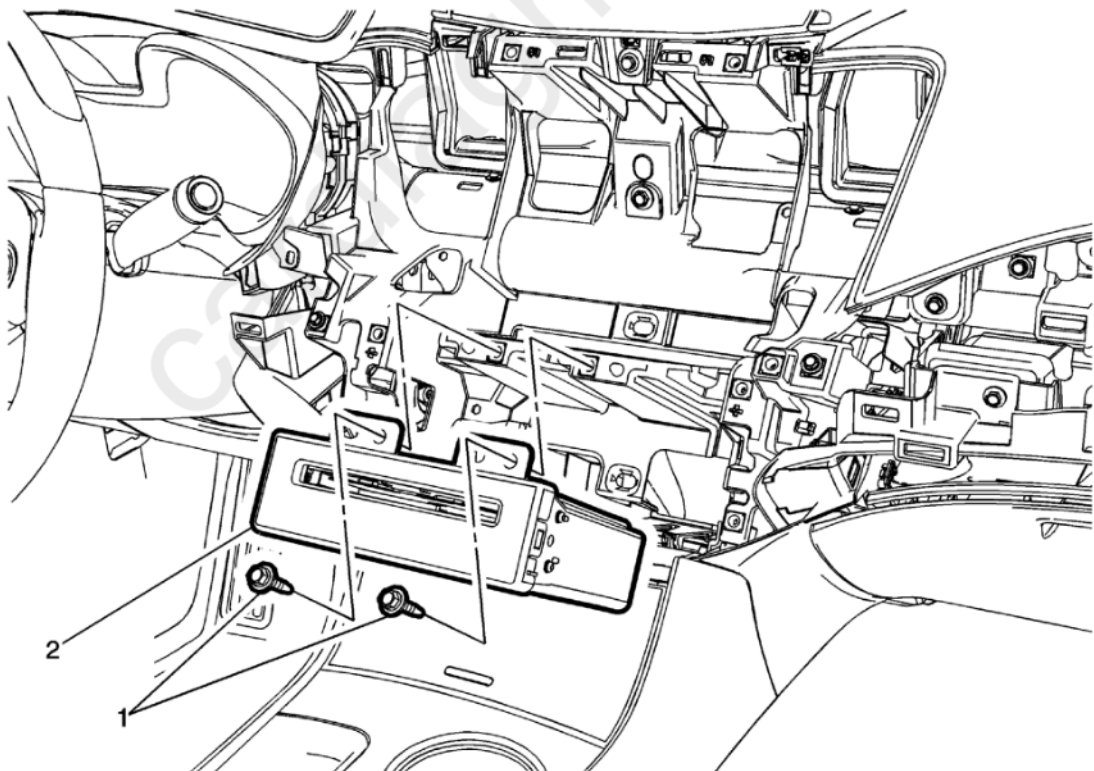


Fig. 48: Disc Player

Courtesy of GENERAL MOTORS COMPANY

3. Remove the disc player (2). Refer to [Disc Player Replacement](#) .

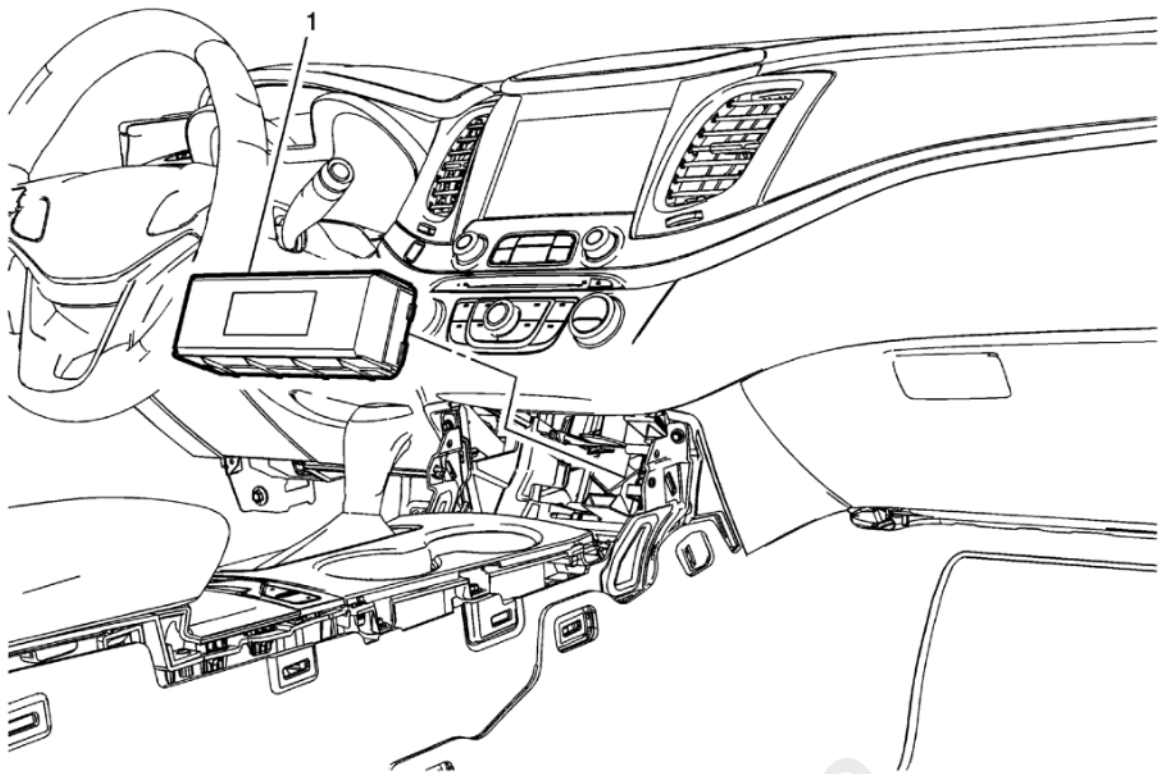


Fig. 49: Heater and Air Conditioning Remote Control Module

Courtesy of GENERAL MOTORS COMPANY

4. Remove the heater and air conditioning remote control (1). Refer to [Heater and Air Conditioning Remote Control Replacement](#).

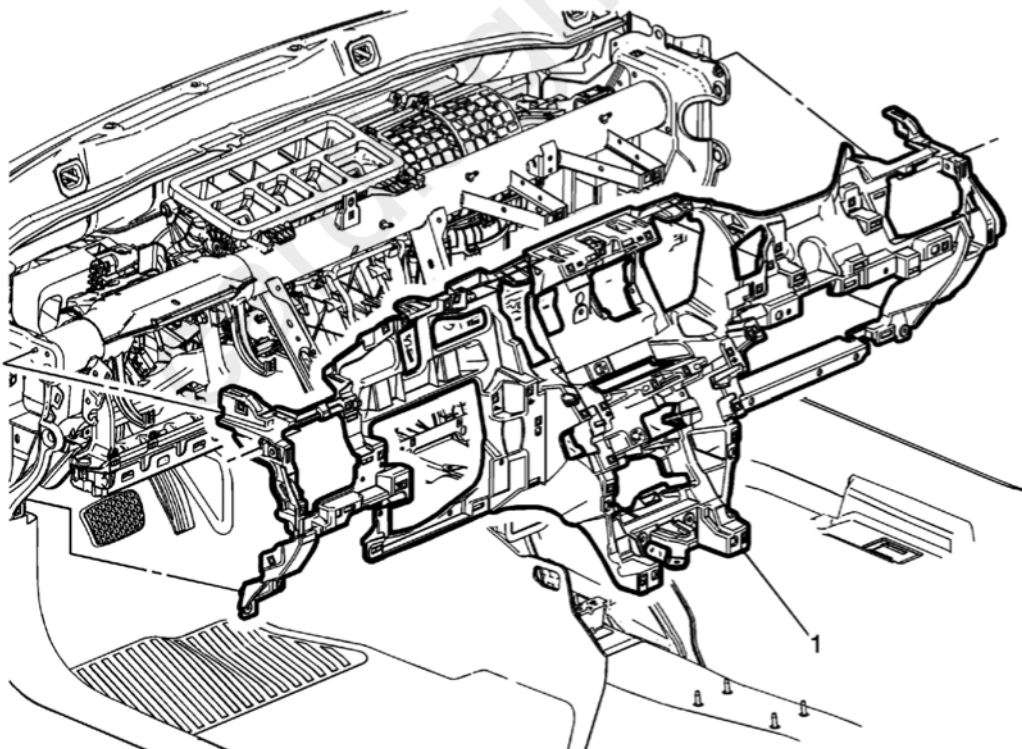


Fig. 50: Instrument Carrier

Courtesy of GENERAL MOTORS COMPANY

5. Note the location and routing of the instrument panel electrical harness assembly, to ensure proper reinstallation.
6. Disconnect the fasteners securing the instrument panel electrical harness assembly to the instrument carrier and position out of the way.
7. With the aid of an assistant lift the instrument carrier (1) rearward and upward from the tie bar assembly.

8. Remove the instrument carrier from the vehicle.

Installation Procedure

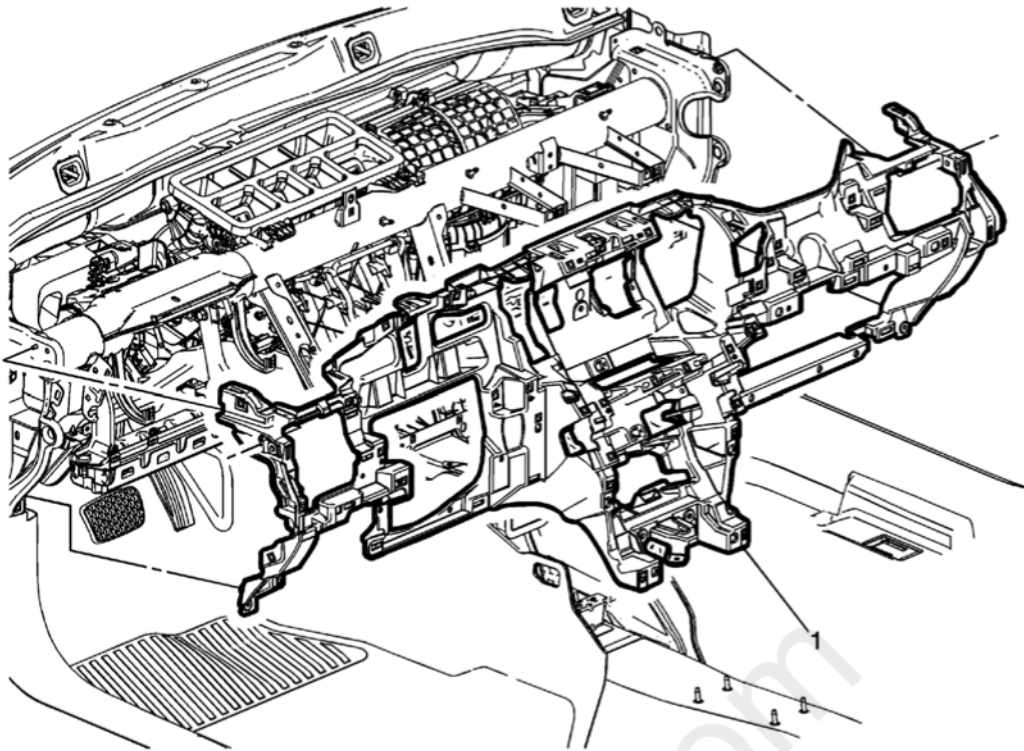


Fig. 51: Instrument Carrier

Courtesy of GENERAL MOTORS COMPANY

1. With the aid of an assistant, load the instrument carrier (1) to the instrument panel tie bar to the locator pins.
2. Reposition the instrument panel wiring harness into the vehicle position as was noted in the removal and connect the fasteners securing the instrument panel wiring harness to the instrument carrier (1).

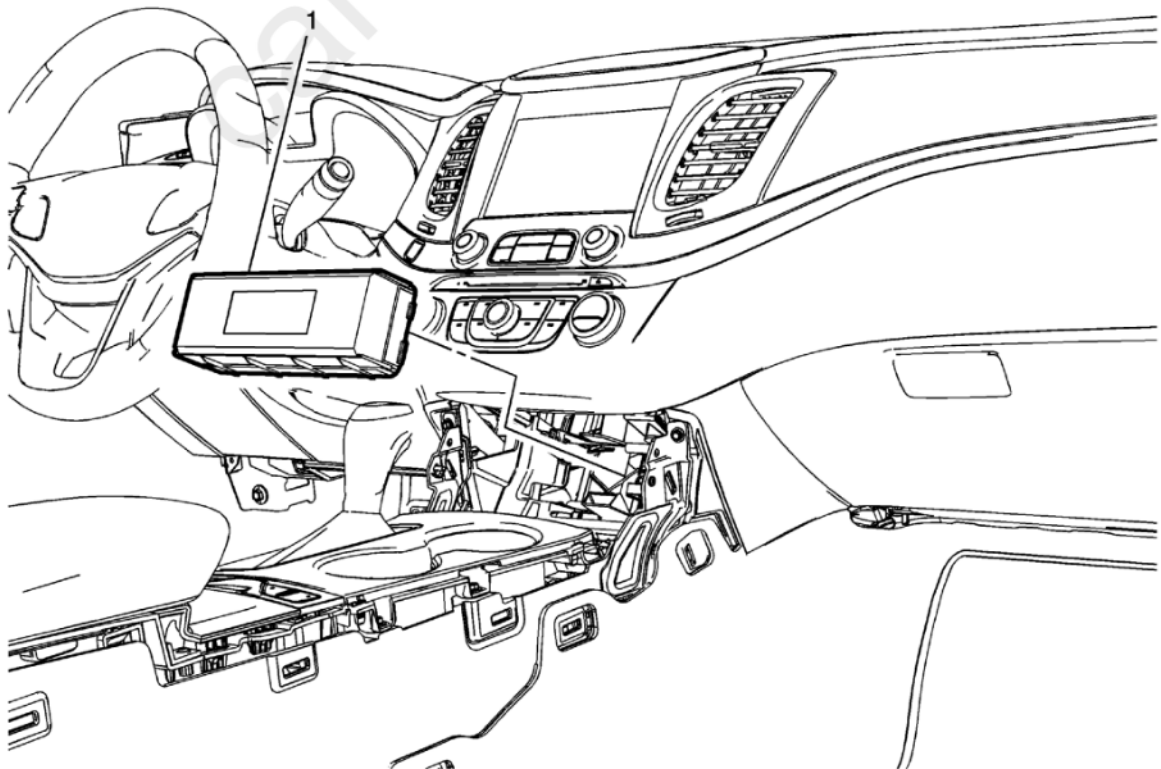


Fig. 52: Heater and Air Conditioning Remote Control Module

Courtesy of GENERAL MOTORS COMPANY

3. Install the heater and air conditioning remote control (1). Refer to [Heater and Air Conditioning Remote Control Replacement](#) .

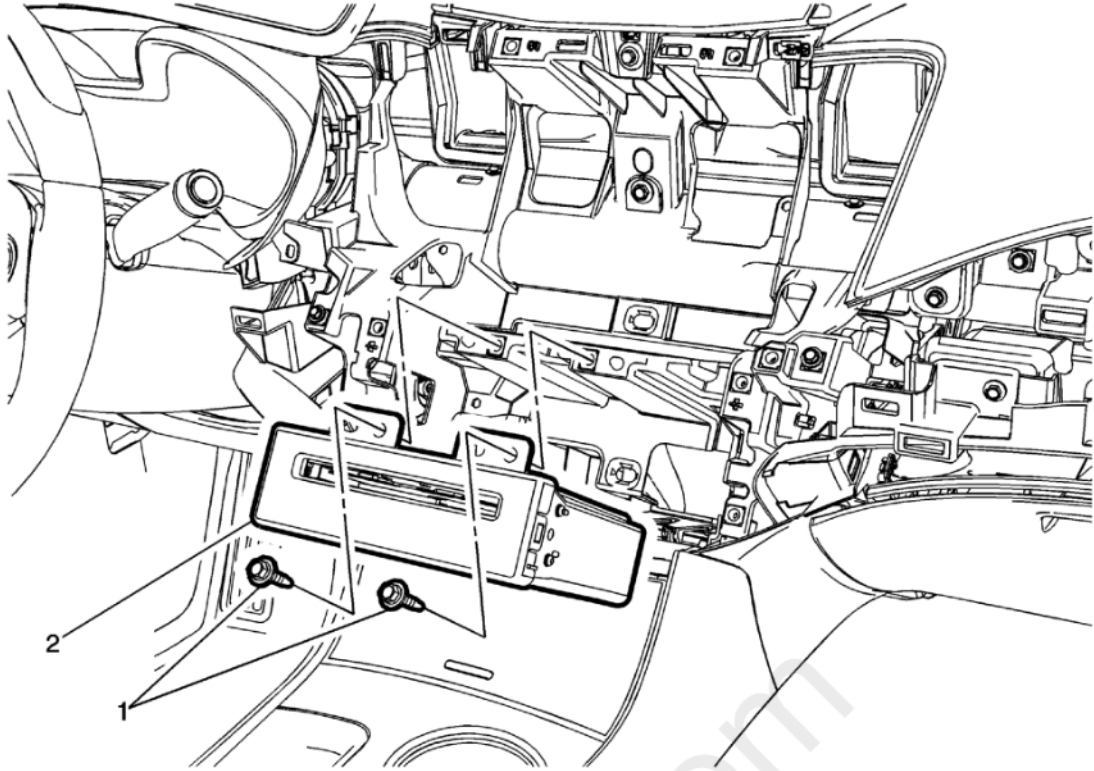


Fig. 53: Disc Player

Courtesy of GENERAL MOTORS COMPANY

4. Install the disc player (2). Refer to [Disc Player Replacement](#) .

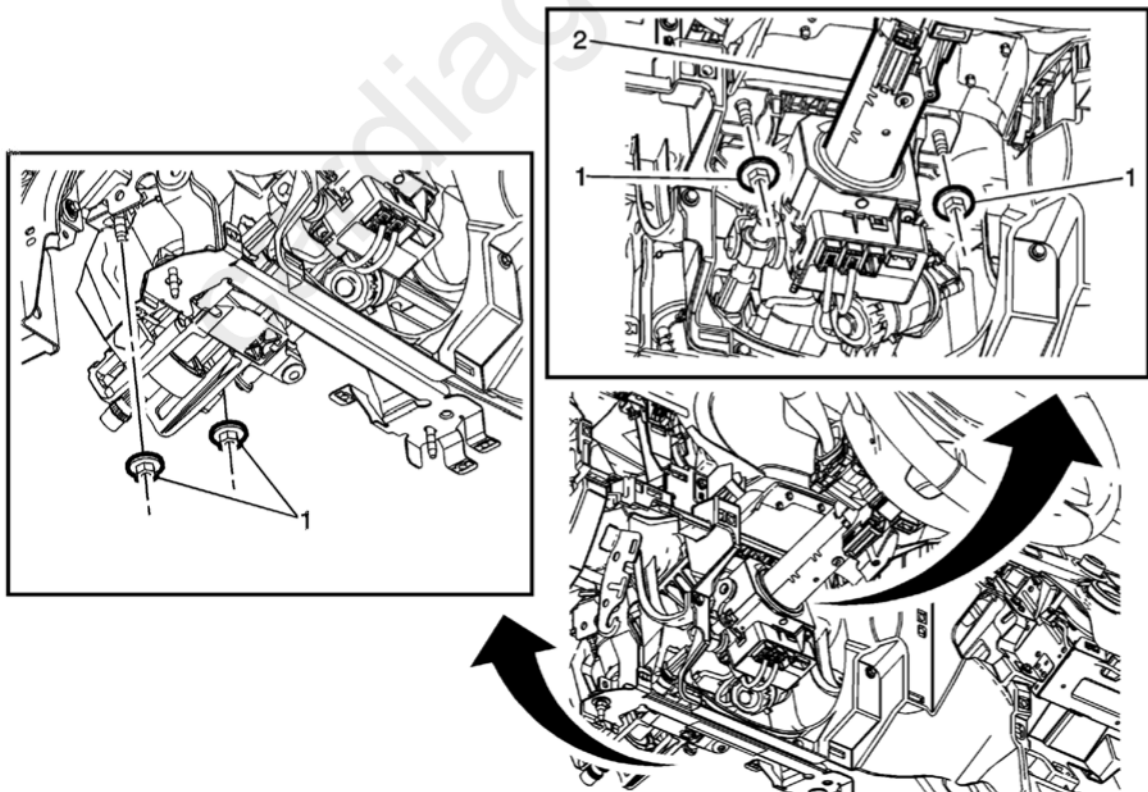


Fig. 54: Steering Column

Courtesy of GENERAL MOTORS COMPANY

5. Install the steering column (2). Refer to [Steering Column Replacement \(N37\)](#) [Steering Column Replacement \(N38\)](#) .

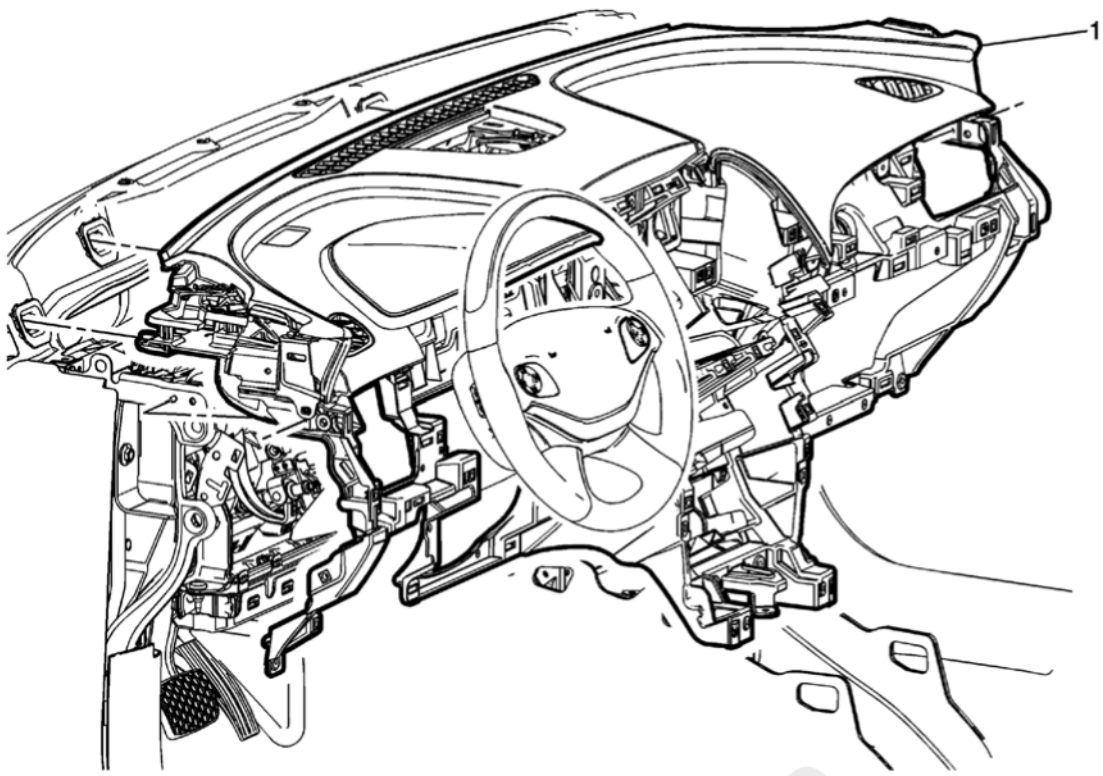


Fig. 55: Instrument Panel & Carrier

Courtesy of GENERAL MOTORS COMPANY

6. Install the instrument panel assembly (1). Refer to [Instrument Panel Assembly Replacement](#).

INSTRUMENT PANEL TIE BAR REPLACEMENT

Removal Procedure

1. Remove the instrument panel carrier. Refer to [Instrument Panel Carrier Replacement](#).
2. Remove the instrument panel lower airbags. Refer to [Instrument Panel Lower Airbag Replacement - Driver Side](#) , and [Instrument Panel Lower Airbag Replacement - Passenger Side](#) .
3. Remove the front side door sill garnish molding on the right side. Refer to [Front Side Door Sill Garnish Molding Replacement](#) .
4. Remove the left floor rear air outlet duct. Refer to [Floor Rear Air Outlet Duct Replacement - Left Side](#) .

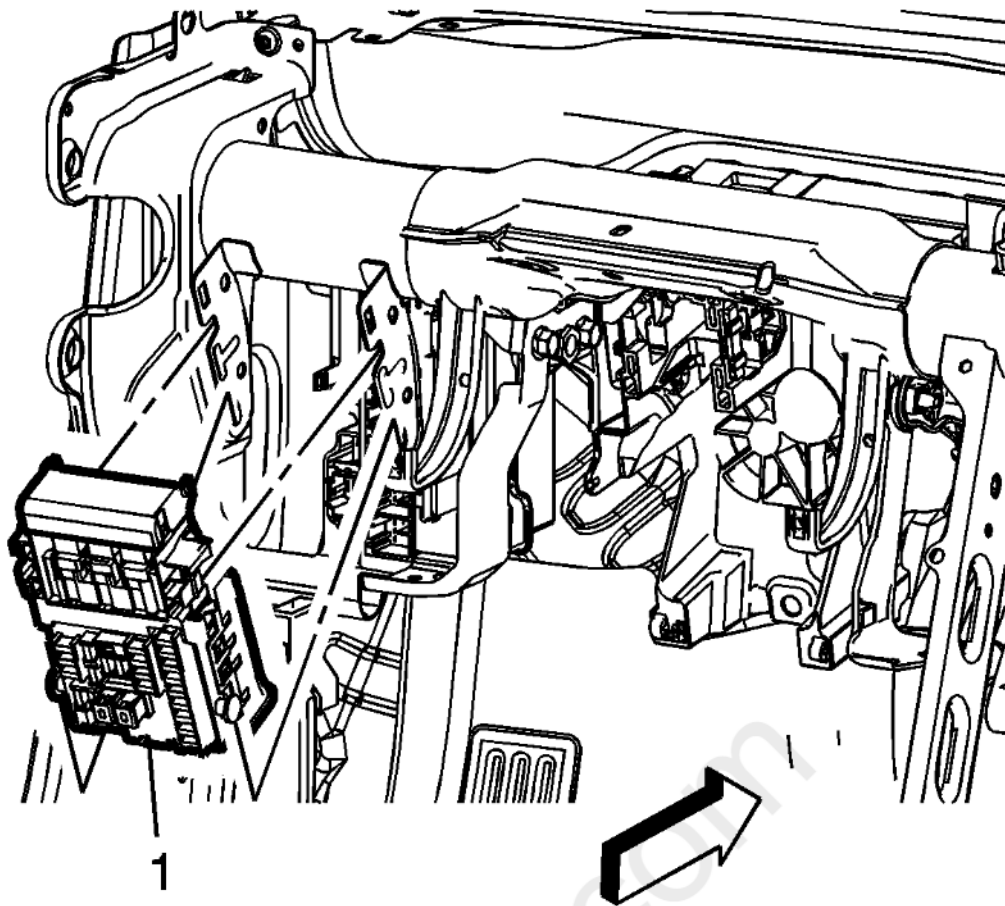


Fig. 56: Instrument Panel Fuse Block

Courtesy of GENERAL MOTORS COMPANY

5. Unsnap the instrument panel fuse block (1) from the instrument panel tie bar assembly and position out of the way.

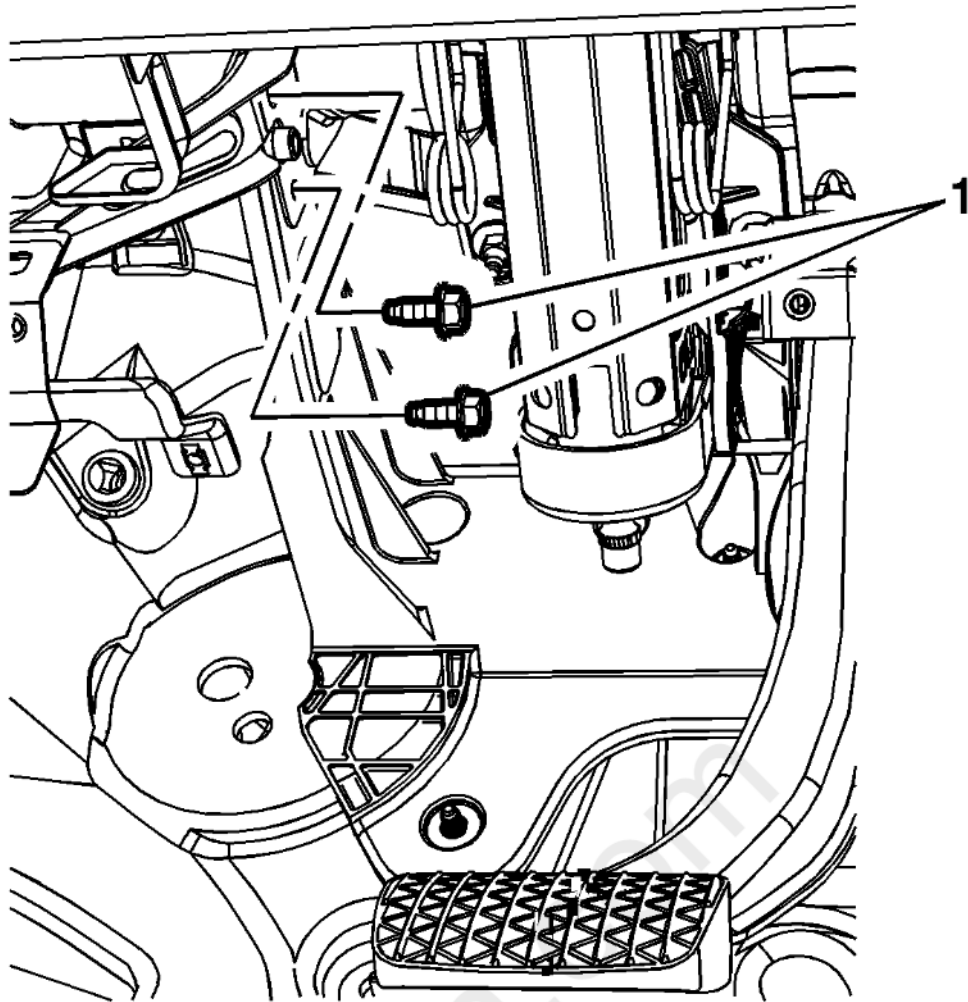


Fig. 57: Upper Brake Pedal Assembly Bolts

Courtesy of GENERAL MOTORS COMPANY

NOTE: When removing the pedal assembly bolts, the insert will unthread with the bolt. Remove the bolt enough to expose the insert. Use a pair of small vice grips restricting the insert and allowing the bolt to be removed.

6. Remove the left upper brake and accelerator pedal assembly bolts (1).

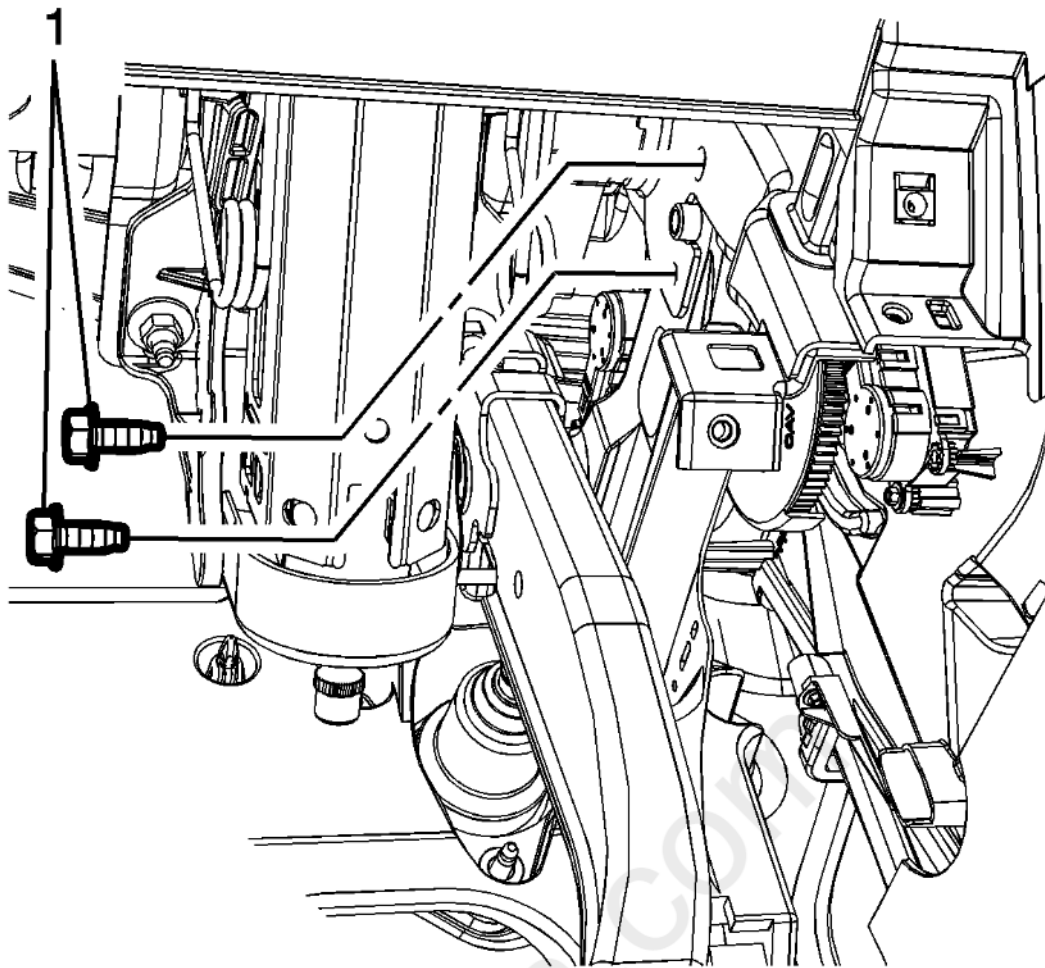


Fig. 58: Locating Upper Brake Pedal Assembly Bolts

Courtesy of GENERAL MOTORS COMPANY

7. Remove the right upper brake and accelerator pedal assembly bolts (1).

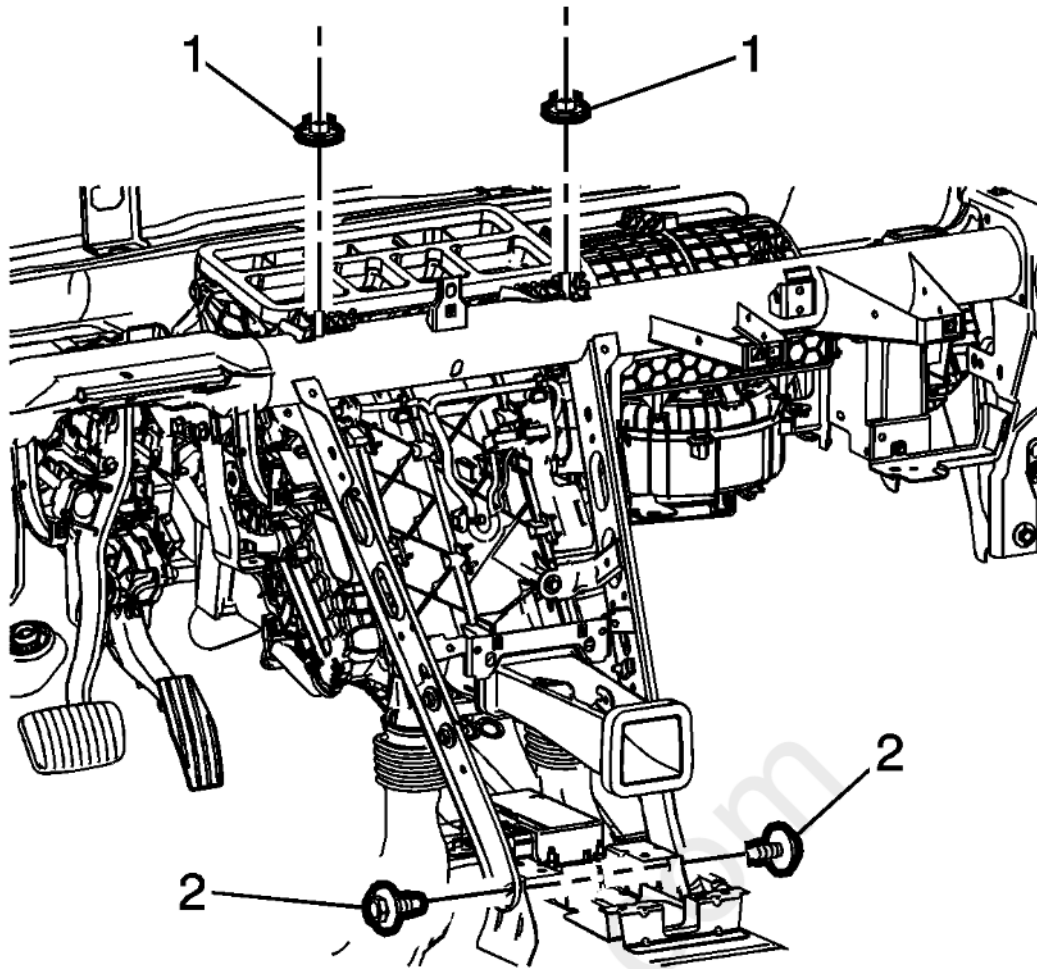


Fig. 59: HVAC Evaporator & Blower Module Mounting Components

Courtesy of GENERAL MOTORS COMPANY

8. Remove the nut (1) securing the heater and air conditioning evaporator and blower module to the instrument panel tie bar assembly.
9. Remove the bolts (2) and the instrument panel tie bar brace from the front floor tunnel panel.
10. Remove the right floor front air outlet. Refer to **Floor Front Air Outlet Duct Replacement - Right Side** .

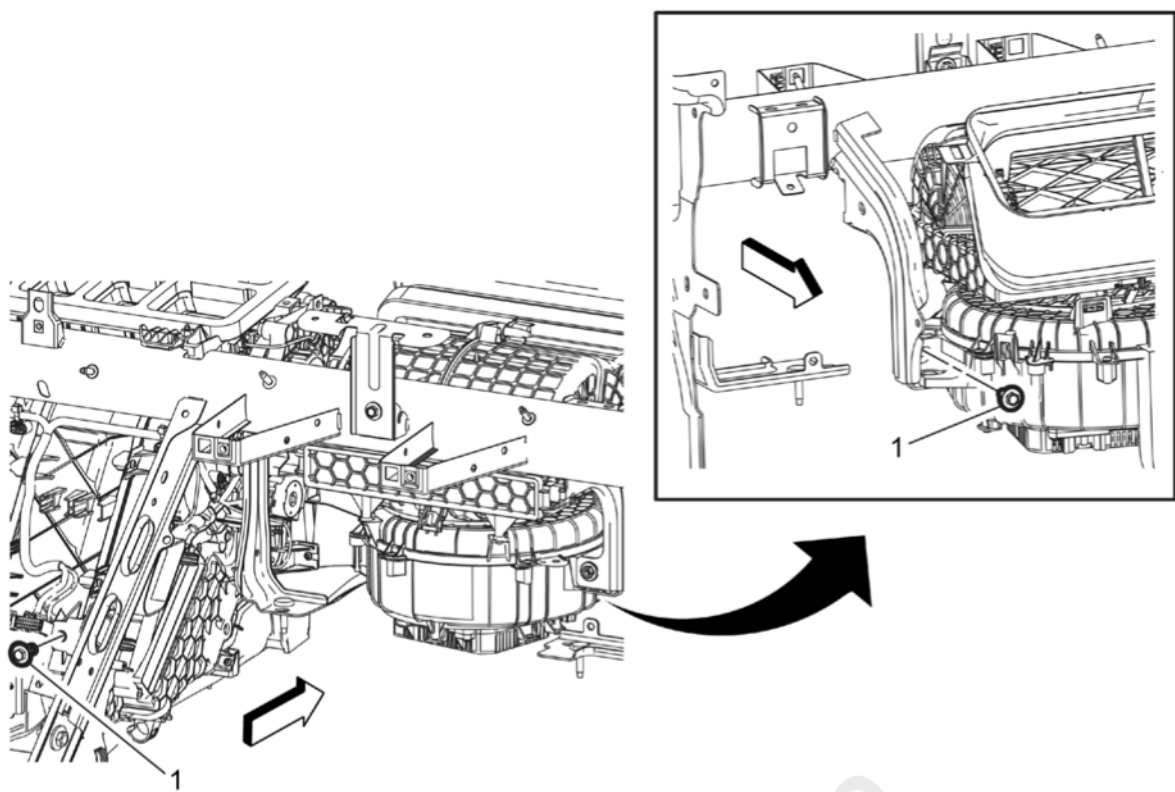


Fig. 60: Instrument Panel Tie Bar Bolts

Courtesy of GENERAL MOTORS COMPANY

11. Remove the bolts (1) securing the instrument panel tie bar assembly to the blower assembly.

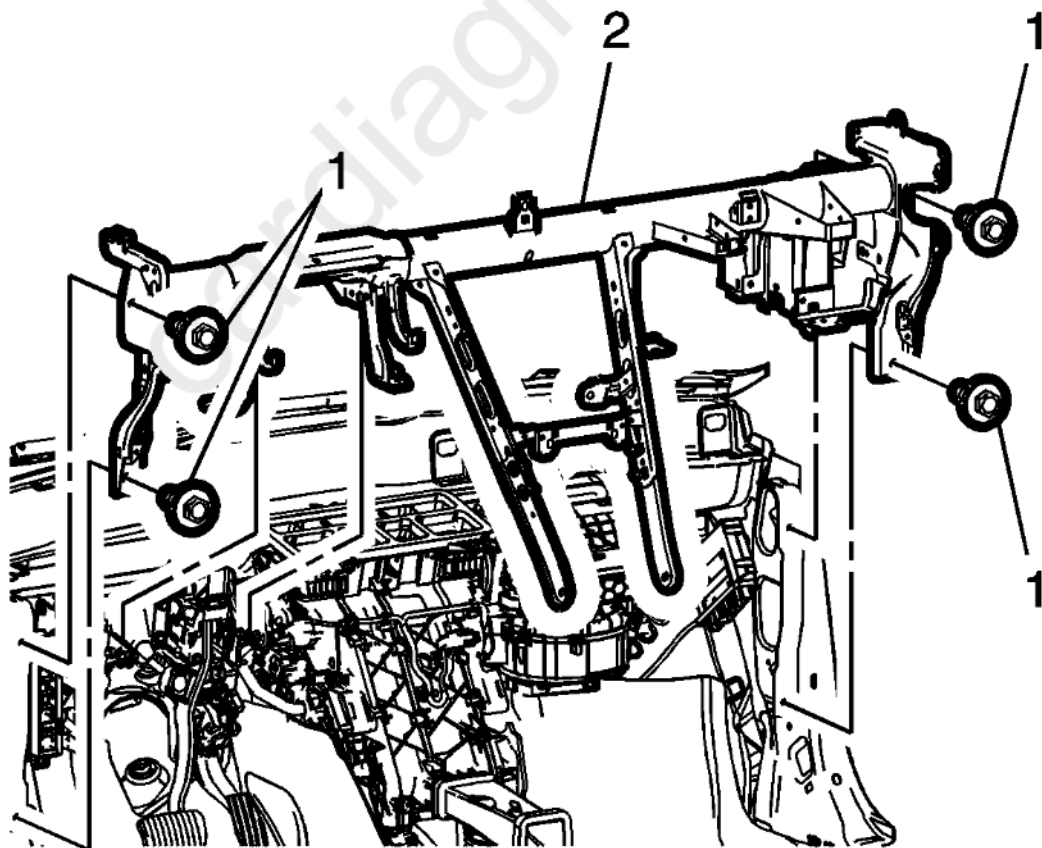


Fig. 61: Instrument Panel Tie Bar Assembly Mounting Bolts

Courtesy of GENERAL MOTORS COMPANY

12. Remove the bolts (1) securing the instrument panel tie bar assembly (2) to the vehicle body.
13. Note the location and routing of the instrument panel wiring harness in order to ensure proper installation.
14. Support the HVAC module in order to prevent damage.
15. With the aid of an assistant remove the instrument panel tie bar assembly from the vehicle.

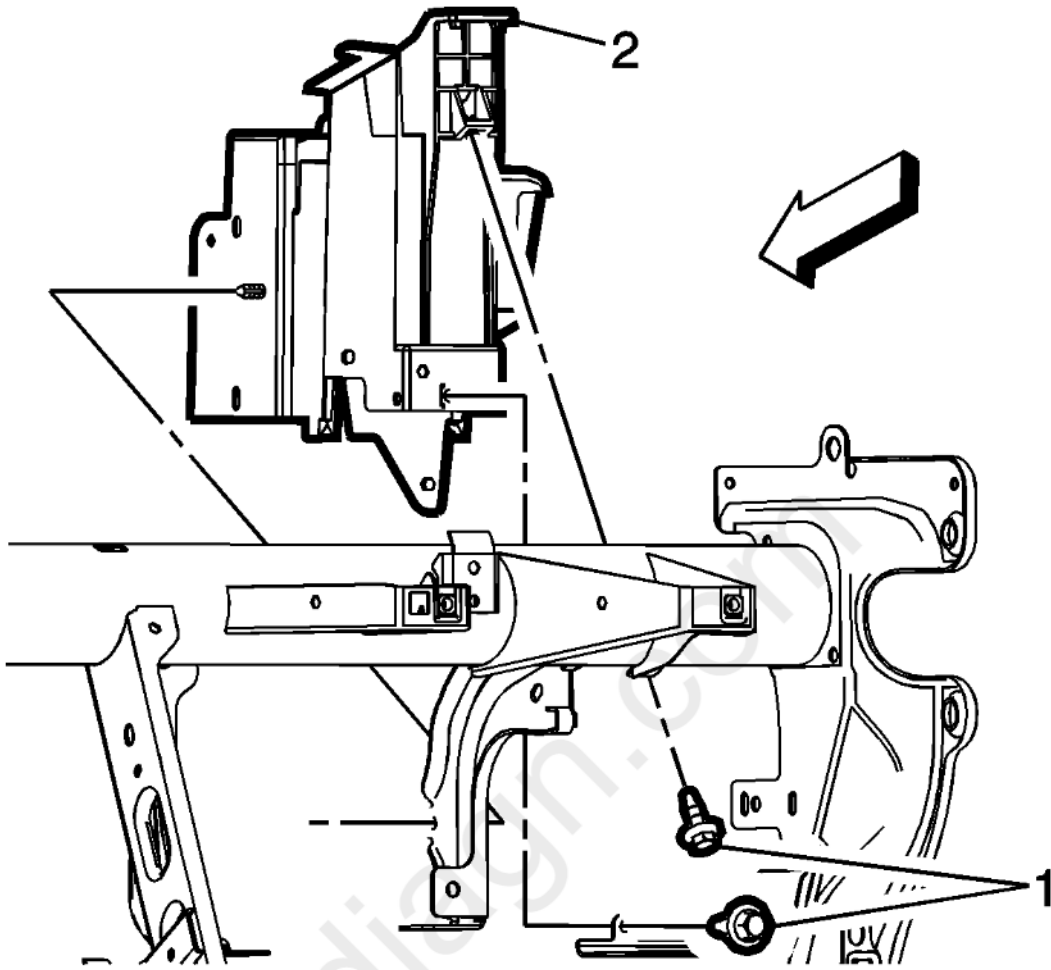


Fig. 62: Radio Bracket & Bolts

Courtesy of GENERAL MOTORS COMPANY

16. Remove the bolts (1) securing the radio bracket (2) to the instrument panel tie bar assembly.

Installation Procedure

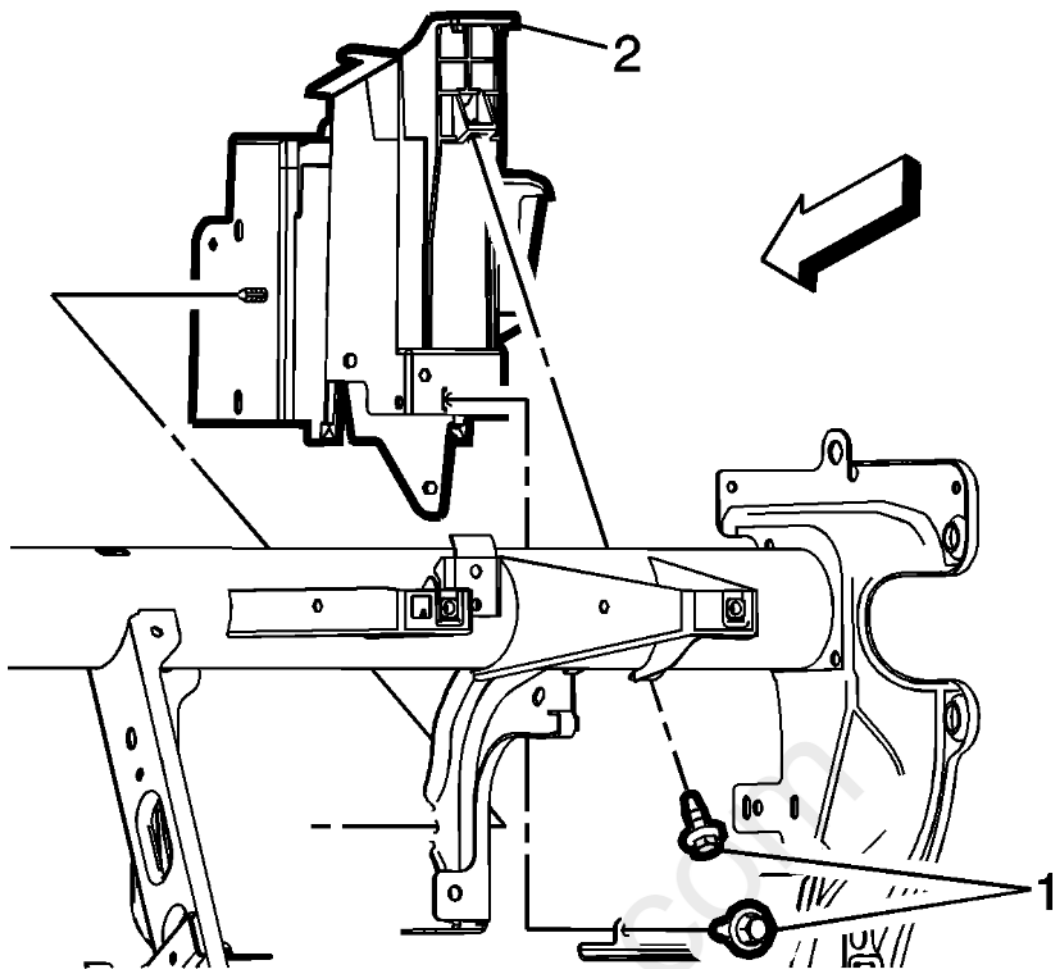


Fig. 63: Radio Bracket & Bolts

Courtesy of GENERAL MOTORS COMPANY

CAUTION: Refer to **Fastener Caution** .

1. Install the bolts (1) securing the radio bracket (2) to the instrument panel tie bar assembly.
2. With the aid of an assistant position the instrument panel tie bar assembly into the vehicle.
3. Install the instrument panel wiring harness assembly to its in vehicle position as it was noted in the removal procedure.

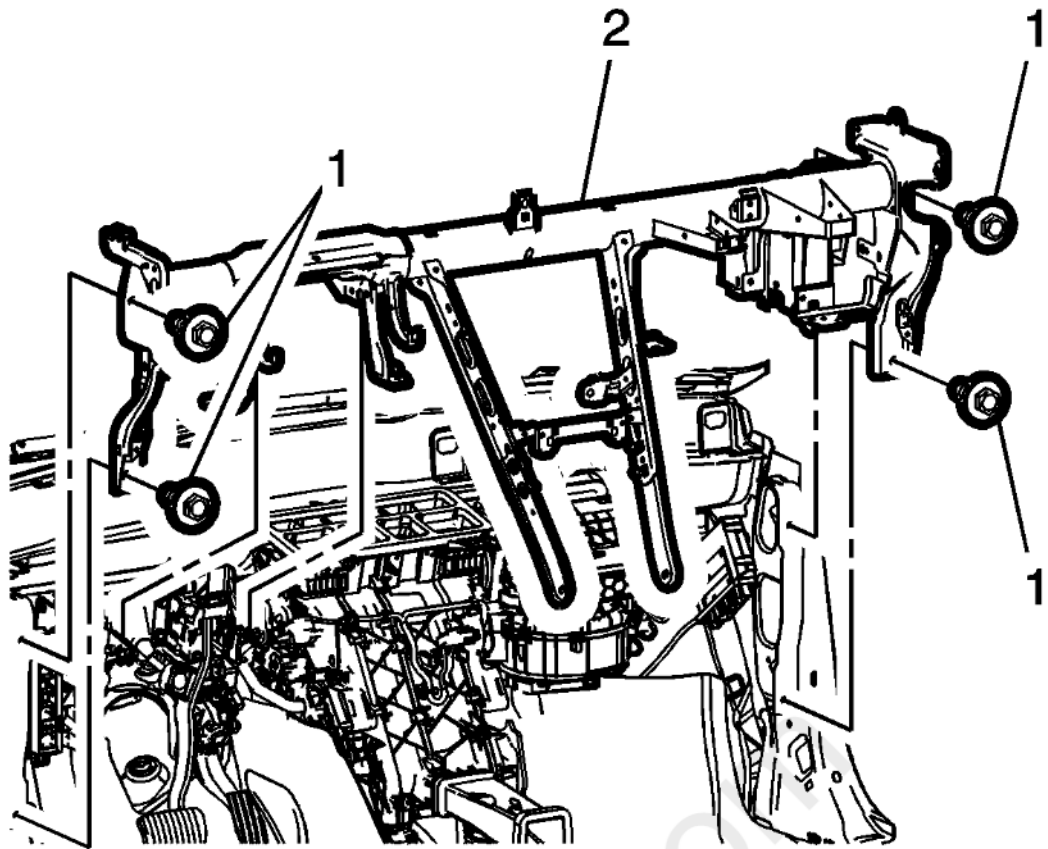


Fig. 64: Instrument Panel Tie Bar Assembly Mounting Bolts

Courtesy of GENERAL MOTORS COMPANY

4. Install the bolts (1) securing the instrument panel tie bar assembly (2) to the vehicle body and tighten to 22 N.m (16 lb ft).
5. Install the right floor front air outlet. Refer to [Floor Front Air Outlet Duct Replacement - Right Side](#).

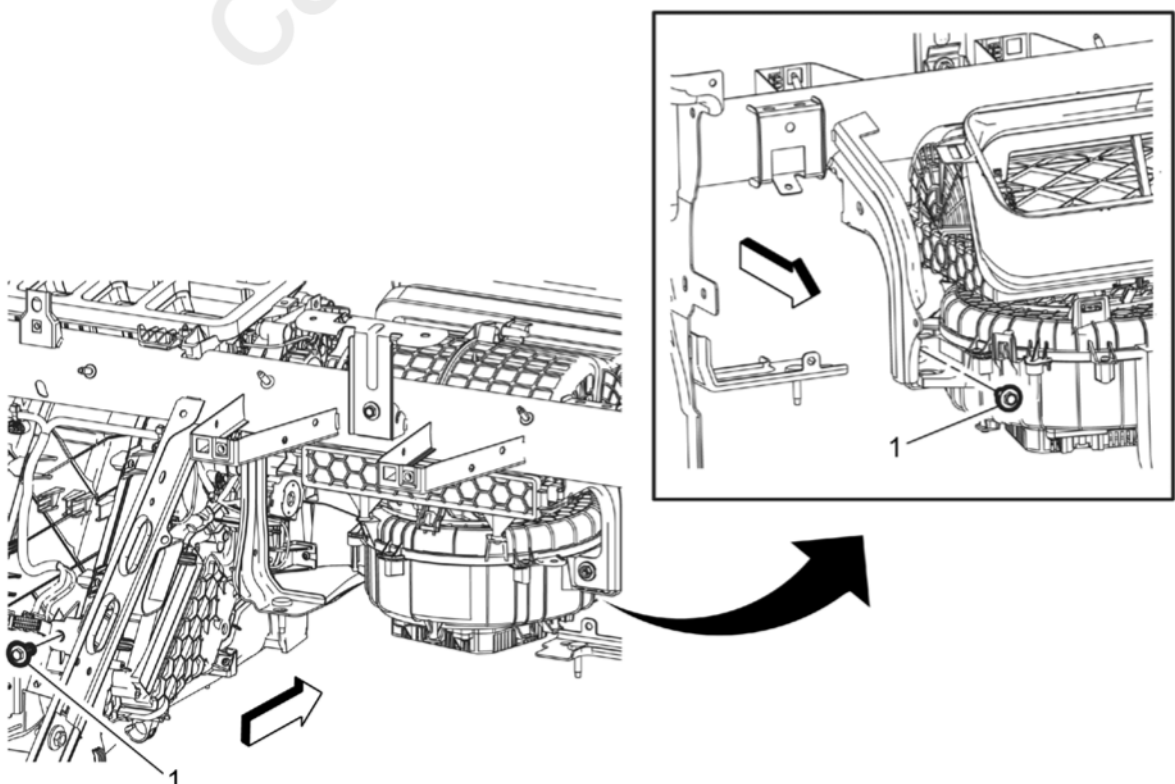


Fig. 65: Instrument Panel Tie Bar Bolts
Courtesy of GENERAL MOTORS COMPANY

6. Install the bolts (1) securing the instrument panel tie bar assembly to the blower assembly.

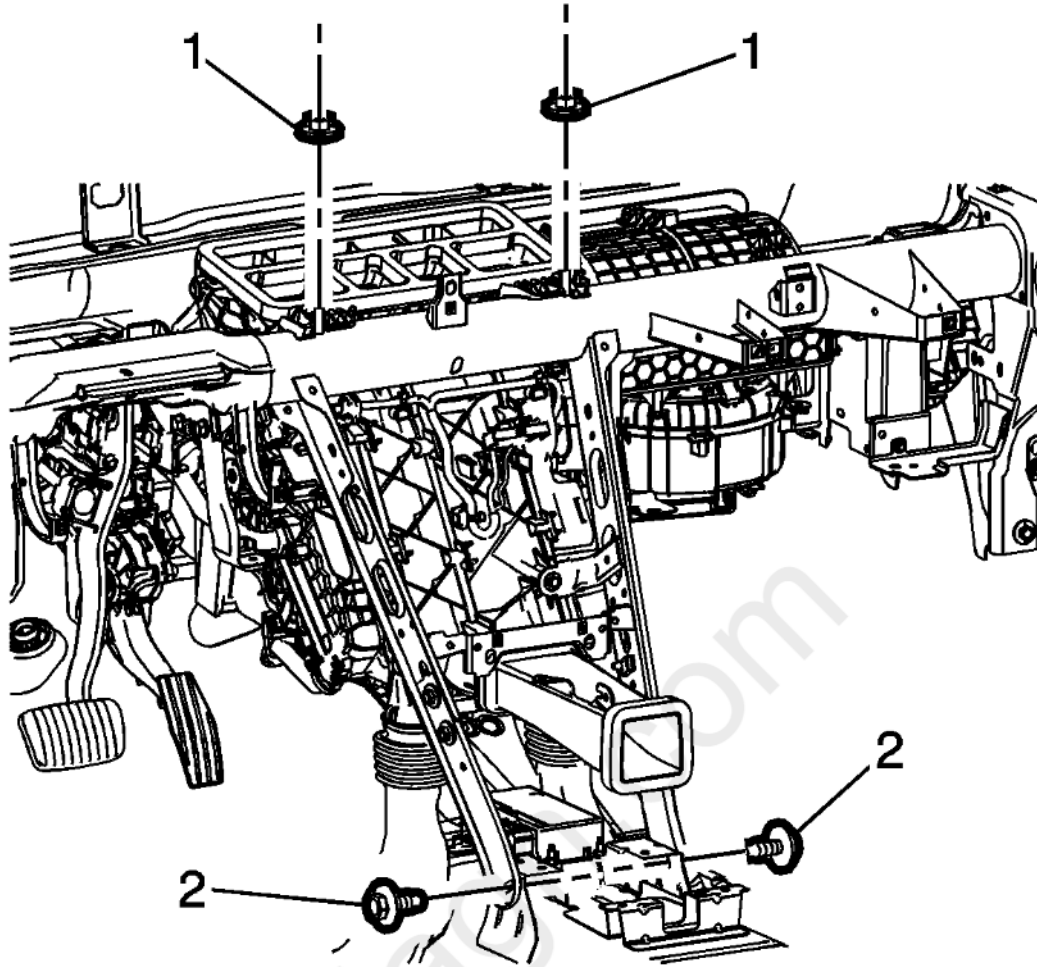


Fig. 66: HVAC Evaporator & Blower Module Mounting Components
Courtesy of GENERAL MOTORS COMPANY

7. Install the nuts (1) securing the instrument panel tie bar to the heater and air conditioning evaporator and blower module.
8. Install the bolts (2) securing the instrument panel tie bar brace to the front floor tunnel panel and tighten to 22 N.m (16 lb ft).

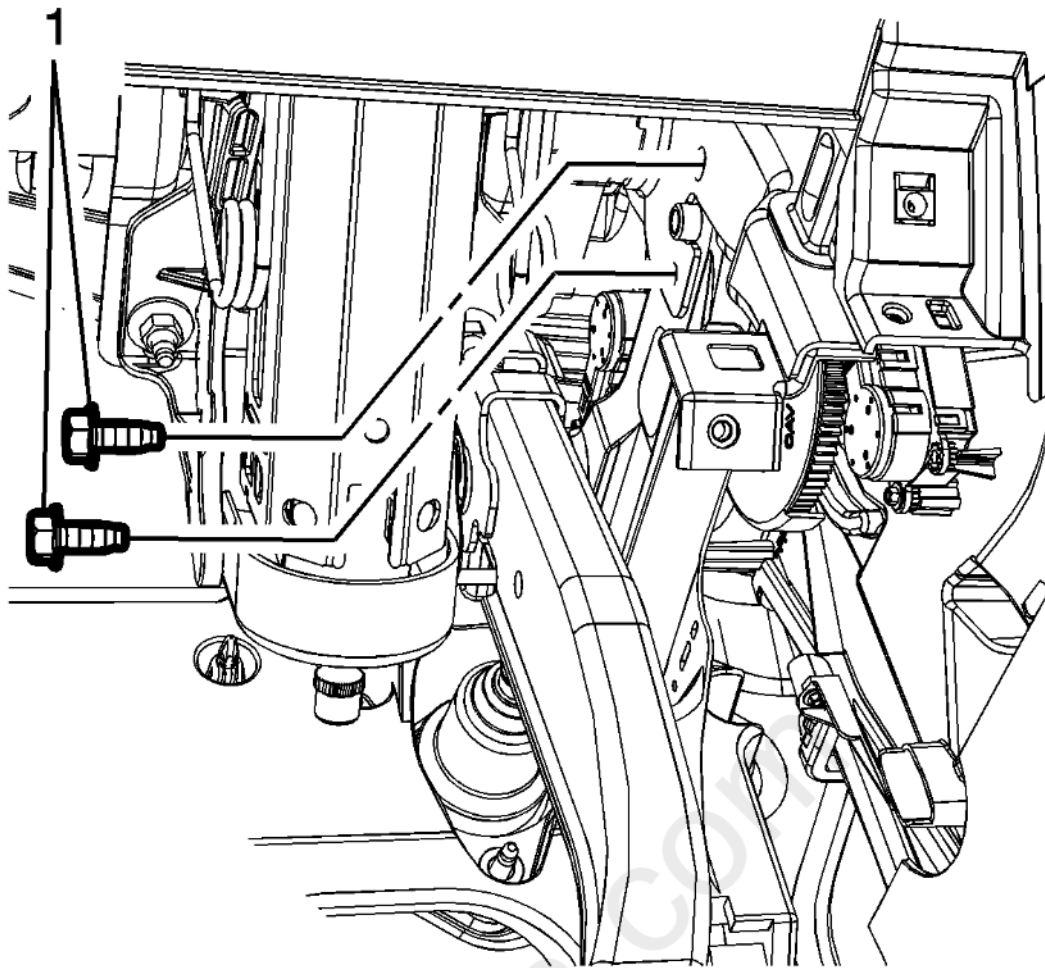


Fig. 67: Locating Upper Brake Pedal Assembly Bolts

Courtesy of GENERAL MOTORS COMPANY

NOTE: Apply adhesive to the insert prior to threading it in.

9. Install the right upper brake and accelerator pedal assembly bolts (1) and tighten to 22 N.m (16 lb ft).

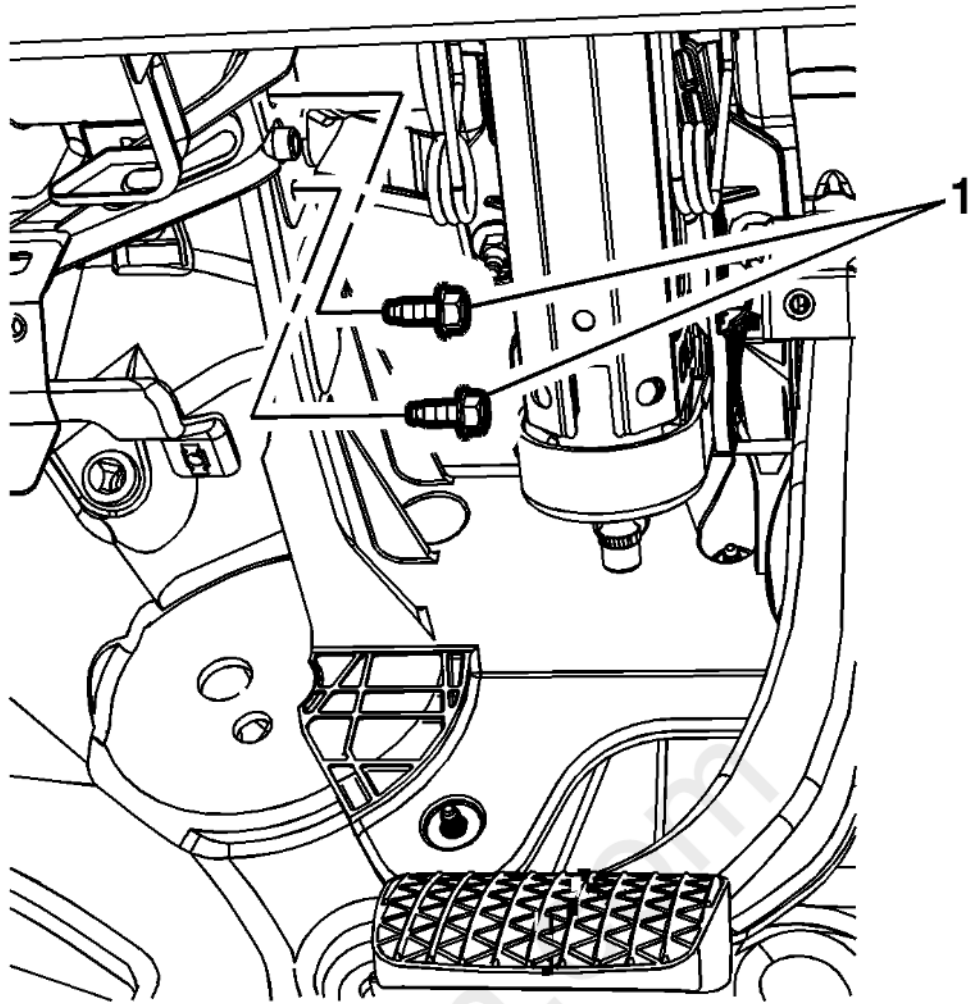


Fig. 68: Upper Brake Pedal Assembly Bolts

Courtesy of GENERAL MOTORS COMPANY

10. Install the left upper brake and accelerator pedal assembly bolts (1) and tighten to 22 N.m (16 lb ft).

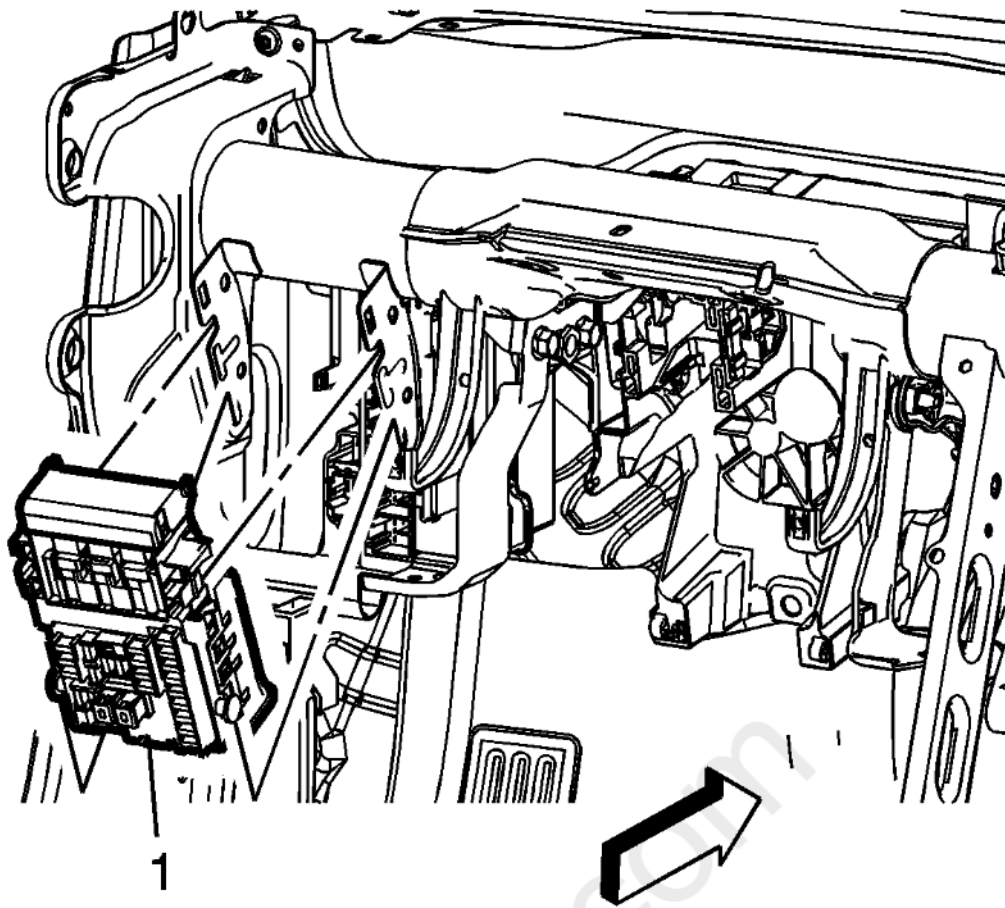


Fig. 69: Instrument Panel Fuse Block

Courtesy of GENERAL MOTORS COMPANY

11. Install the instrument panel fuse block (1) onto the instrument panel tie bar assembly.
12. Install the left floor rear air outlet duct. Refer to [Floor Rear Air Outlet Duct Replacement - Left Side](#).
13. Install the front side door sill garnish molding on the right side. Refer to [Front Side Door Sill Garnish Molding Replacement](#).
14. Install the instrument panel lower airbags. Refer to [Instrument Panel Lower Airbag Replacement - Driver Side](#), and [Instrument Panel Lower Airbag Replacement - Passenger Side](#).
15. Install the instrument panel carrier. Refer to [Instrument Panel Carrier Replacement](#).

WIRE TO WIRE REPAIR - INSTRUMENT PANEL AND CONSOLE

Special Tools

- EL-38125-10 Splice Sleeve Crimping Tool (non GMNA)
- J-38125-5A Ultra Torch Special Tool
- J-38125-8 Splice Sleeve Crimping Tool (GMNA)

For equivalent regional tools, refer to [Special Tools](#).

WARNING:

In order to reduce the risk of personal injury, loss of high voltage isolation to ground and higher system impedance, do not attempt to repair any HV wiring, connector, or terminal that is damaged. High voltage coaxial type cables are not repairable. Never attempt to repair a coaxial type cable. The entire cable/harness or component must be replaced. In order to maintain system integrity and personal safety, never attempt to repair any high voltage wiring, cables, or terminals. Performing

this procedure on high voltage circuits may result in serious injury or death.

NOTE: If the wiring harness internal to the transmission is damaged, the wiring harness must be replaced. The use of splice sleeves in an attempt to repair the internal transmission wires, connectors, or terminals could result in performance issues.

NOTE: Do not splice wires in Door Harness Grommets.

NOTE: The DuraSeal splice sleeves have the following 2 critical features:

- A special heat shrink sleeve environmentally seals the splice. The heat shrink sleeve contains a sealing adhesive inside.
- A cross hatched (knurled) core crimp provides the necessary low resistance contact integrity for these sensitive, low energy circuits.

Use only DuraSeal splice sleeves to form a one-to-one splice on all types of insulation except high voltage and specialty cables. Use DuraSeal splice sleeves where there are special requirements such as moisture sealing. Follow the instructions below in order to splice copper wire using DuraSeal splice sleeves.

Splice Sleeve Selection

Splice Sleeve Color	Crimp Tool Nest Color		Wire Gauge mm ² / (AWG)
	3 Crimp Nests	4 Crimp Nests	
Salmon (Yellow-Pink) 19300089	Red (1) or Red/Green (1)	Red (2)	0.22 - 0.8/(18 - 26)
Blue 19168447	Blue (2)	Blue (3)	1.0 - 2.0/(14 - 16)
Yellow 19168448	Yellow (3)	Yellow (4)	3.0 - 5.0/(10 - 12)

NOTE: You must perform the following procedures in the listed order. Repeat the procedure if any wire strands are damaged. You must obtain a clean strip with all of the wire strands intact.

1. Open the harness by removing any tape:
 - Use a sewing seam ripper, available from sewing supply stores, in order to cut open the harness in order to avoid wire insulation damage.
 - Use the DuraSeal splice sleeves on all types of insulation except Tefzel and coaxial.
 - Do not use the crimp and DuraSeal splice sleeve to form a splice with more than 2 wires coming together.
2. Cut as little wire off the harness as possible. You may need the extra length of wire in order to change the location of a splice.

Adjust splice locations so that each splice is at least 40 mm (1.5 in) away from the other splices, harness branches, or connectors.

3. Strip the insulation:
 - When adding a length of wire to the existing harness, use the same size wire as the original wire.
 - Perform one of the following items in order to find the correct wire size:
 - Find the wire on the schematic and convert to regional wiring gauge size.
 - If you are unsure of the wire size, begin with the largest opening in the wire stripper and work down until achieving a clean strip of the insulation.
 - Strip approximately 5.0 mm (0.20 in) of insulation from each wire to be spliced.

- Do not nick or cut any of the strands. Inspect the stripped wire for nicks or cut strands.
 - If the wire is damaged, repeat this procedure after removing the damaged section.
4. For high temperature wiring, slide a section of high temperature SCT1 shrink tubing down the length of wire to be spliced. Ensure that the shrink tubing will not interfere with the splice procedure.
 5. Select the proper DuraSeal splice sleeve according to the wire size. Refer to the above table at the beginning of the repair procedure for the color coding of the DuraSeal splice sleeves and the crimp tool nests.

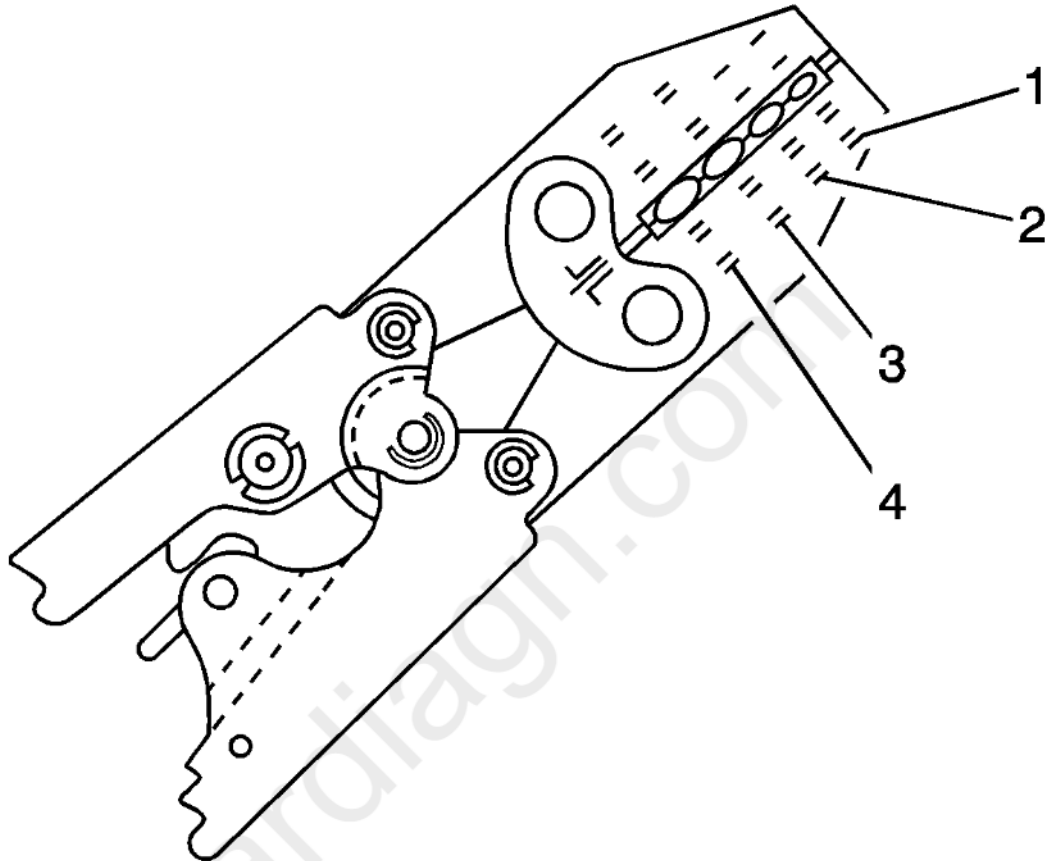


Fig. 70: Splice Sleeve Crimping Tool With 4 Crimp Nests
 Courtesy of GENERAL MOTORS COMPANY

6. The **EL-38125-10** splice sleeve crimping tool has four crimp nests. The largest crimp nest (4) is used for crimping 10 and 12 gauge wires. The second largest crimp nest (3) is used for crimping 14 and 16 gauge wires. The third largest crimp nest (2) is used for crimping 18 and 20 gauge wires. The smallest crimp nest (1) is used for crimping 22 to 26 gauge wires. The crimp nests are referenced in the table (farther above) under the crimp tool nest color.

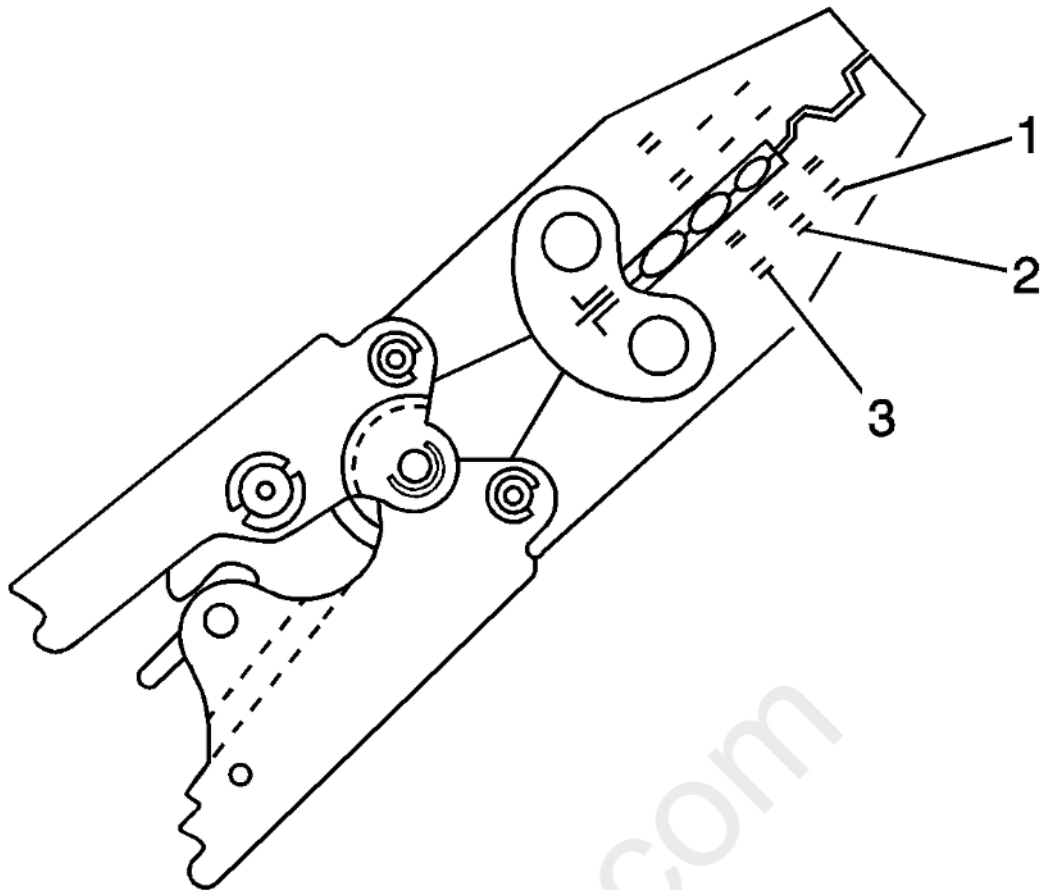


Fig. 71: Splice Sleeve Crimping Tool With 3 Crimp Nests

Courtesy of GENERAL MOTORS COMPANY

7. The **J-38125-8** splice sleeve crimping tool has three crimp nests. The largest crimp nest (3) is used for crimping 10 and 12 gauge wires. The second largest crimp nest (2) is used for crimping 14 and 16 gauge wires. The smallest crimp nest (1) is used for crimping 18 to 20 gauge wires. The crimp nests are referenced in the table (farther above) under the crimp tool nest color.
8. Use the splice sleeve crimp tool in order to position the DuraSeal splice sleeve in the proper color nest of the splice sleeve crimp tool. For the four crimp nest tool, use the three largest crimp nests to crimp the splice sleeves. For the three crimp nest tool, use all three crimp nests to crimp the splice sleeves. Use the four and three crimp tool diagrams (above) and the table (farther above) to match the splice sleeve with the correct crimp nest. The crimp tool diagram callout numbers match the numbers in the table (under crimp tool nest color).

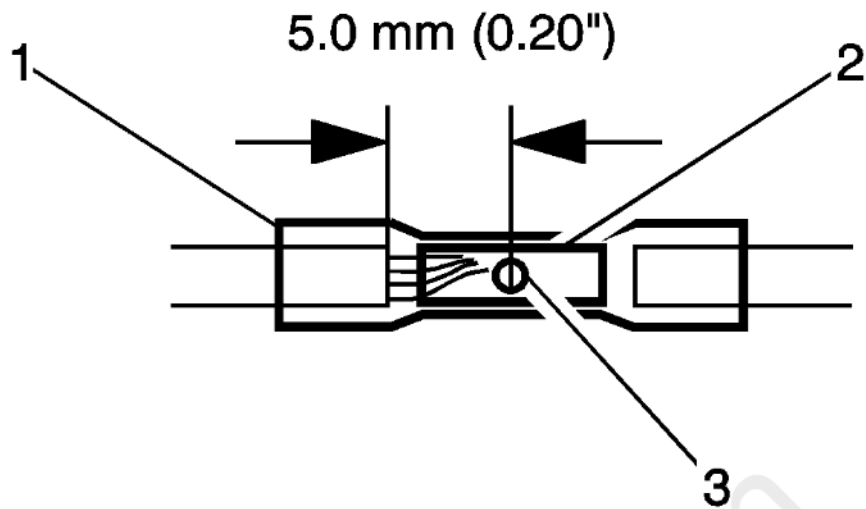


Fig. 72: Identifying Duraseal Splice Sleeve
Courtesy of GENERAL MOTORS COMPANY

9. Place the DuraSeal splice sleeve in the nest. Ensure that the crimp falls midway between the end of the barrel and the stop. The sleeve has a stop (3) in the middle of the barrel (2) in order to prevent the wire (1) from going further. Close the hand crimper handles slightly in order to firmly hold the DuraSeal splice sleeve in the proper nest.



Fig. 73: Crimped Duraseal Splice Sleeve

Courtesy of GENERAL MOTORS COMPANY

10. Insert the wire into the splice sleeve barrel until the wire hits the barrel stop. Refer to **Folded-Over Wire Repair** for splicing wires of 0.35 mm or less (22, 24, 26 gauge sizes) and for splicing wires of different gauges.
11. Tightly close the handles of the crimp tool until the crimper handles open when released.

The crimper handles will not open until you apply the proper amount of pressure to the DuraSeal splice sleeve. Repeat steps 4 and 6 for the opposite end of the splice.



Fig. 74: Crimped Duraseal Splice Sleeve
Courtesy of GENERAL MOTORS COMPANY

12. Using the heat torch, apply heat to the crimped area of the barrel.
13. Start in the middle and gradually move the heat barrel to the open ends of the tubing:
 - The tubing will shrink completely as the heat is moved along the insulation.
 - A small amount of sealant will come out of the end of the tubing when sufficient shrinkage is achieved.

Weatherpack™ Wiring Repair

NOTE: Some replacement pigtail connectors may be delivered without the terminated leads installed into the connector. For Weatherpack™ connectors, all terminated leads included in the package should to be installed into the connector. If the connector end view shows that a terminal is not occupied, the extra terminated lead(s) need to be installed and the end(s) sealed using a DuraSeal splice sleeve and taped back into the harness.

1. Insert the wire into the splice sleeve barrel until the wire hits the barrel stop. Refer to **Folded-Over Wire Repair** for splicing wires of 0.35 mm or less (22, 24, 26 gauge sizes) and for splicing wires of different gauges.

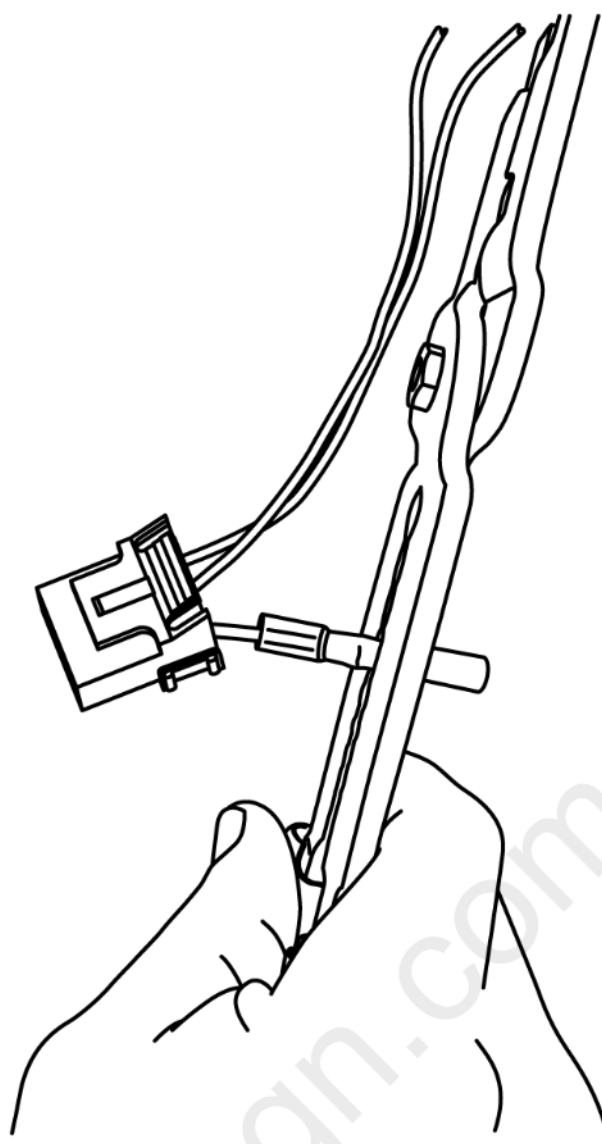


Fig. 75: Tightly Close Handles Of Crimp Tool
Courtesy of GENERAL MOTORS COMPANY

2. Tightly close the handles of the crimp tool until the crimper handles open when released.

The crimper handles will not open until you apply the proper amount of pressure to the DuraSeal splice sleeve. Holding the DuraSEAL with one hand gently tug on the wire to ensure it is crimped in the DuraSeal.

3. Using the heat torch, apply heat to the crimped area of the barrel.

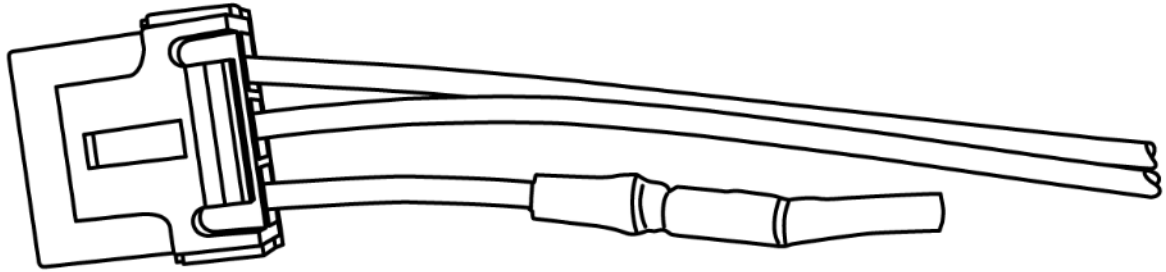


Fig. 76: Heat To Crimped Area Of Barrel

Courtesy of GENERAL MOTORS COMPANY

4. Start in the middle and gradually move the heat barrel to the open ends of the tubing:
 - The tubing will shrink completely as the heat is moved along the insulation.
 - A small amount of sealant will come out of the end of the tubing when sufficient shrinkage is achieved.

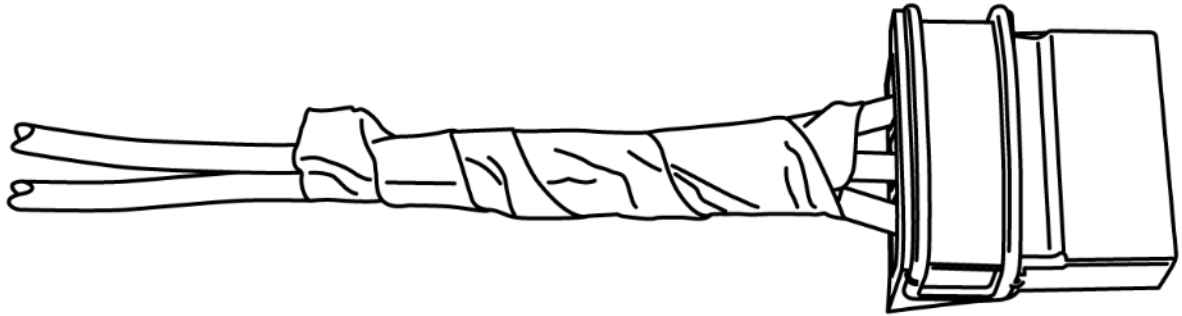


Fig. 77: Taping Extra Terminated Leads Back Into Harness
Courtesy of GENERAL MOTORS COMPANY

5. Tape the extra terminated lead(s) back into the harness.

High Temperature Wiring Repairs

Use the following procedures to perform high temperature wiring repairs:

1. Center the high temperature SCT1 shrink tube over the DuraSeal splice sleeve.
2. Using the heat torch, apply heat to the high temperature heat shrink tubing.
3. Gradually move the heat from the center to the open end of the tubing:
 - The tubing will shrink completely as the heat is moved along the insulation.
 - A small amount of sealant will come out of the end of the tubing when sufficient shrinkage is achieved.
4. Replace any reflective tape and clips that may have been removed during the repair.

CONNECTOR RECONNECTION - INSTRUMENT PANEL AND CONSOLE

Special Tools

EL-35616 Terminal Test Probe Kit

For equivalent regional tools, refer to [Special Tools](#) .

When the condition is not currently present, but is indicated in DTC history, the cause may be intermittent. An intermittent may also be the cause when there is a customer complaint, but the symptom cannot be duplicated. Refer to the Symptom Table of the system that is suspect of causing the condition before trying to locate an intermittent condition.

Most intermittent conditions are caused by faulty electrical connections or wiring. Inspect for the following items:

- Loose, corroded, or painted terminal stud/fastener
- Wiring broken inside the insulation
- Poor connection between the male and female terminal at a connector
- A terminal not seated all the way into the connector body
- Poor terminal to wire connection - Some conditions which fall under this description are poor crimps, poor solder joints, crimping over the wire insulation rather than the wire itself, and corrosion in the wire to terminal contact area, etc.
- Pierced or damaged insulation can allow moisture to enter the wiring causing corrosion. The conductor can corrode inside the insulation, with little visible evidence. Look for swollen and stiff sections of wire in the suspect circuits.
- Wiring which has been pinched, cut, or its insulation rubbed through may cause an intermittent open or short as the bare area touches other wiring or parts of the vehicle.
- Wiring that comes in contact with hot or exhaust components
- Refer to [**Inducing Intermittent Fault Conditions**](#) in order to duplicate the conditions required, in order to verify the customer concern.
- Refer to [**Testing for Electrical Intermittents**](#) for test procedures to detect intermittent open, high resistance, short to ground, and short to voltage conditions.
- Refer to [**Scan Tool Snapshot Procedure**](#) for advanced intermittent diagnosis and Vehicle Data Recorder operation.

Testing for Terminal Fretting

Some intermittent conditions can be caused by wire terminal fretting corrosion. Fretting corrosion is a build-up of insulating, oxidized wear debris that can form when there is a small motion between electrical contacts. The oxidized wear debris can pile up enough at the electrical contact spots that the electrical resistance across the connection increases. Movement between the contacting surfaces as small as 10 to 100 microns can cause fretting. To put this in perspective, a sheet of paper is about 100 microns thick, so fretting motion is small and hard to see. Vibration and thermal expansion/contraction are the main sources that create fretting motion. Since vehicles vibrate and can experience large temperature swings, they are a good source for fretting motion. Tin, copper, nickel, and iron surfaces are all susceptible to fretting corrosion. Fretting corrosion can be difficult to see but it looks like small, dark smudges on the terminals contact surface.

To correct a fretting condition disconnect the suspect connector and add dielectric grease / lubricant (Nyogel 760G or equivalent, meeting GM specification 9986087) to both sides of the connector terminals. Then reconnect the connector and wipe away any excess lubricant. This will correct the additional terminal contact resistance due to the terminal fretting corrosion.

Testing for Proper Terminal Contact

It is important to test terminal contact at the component and any inline connectors before replacing a suspect component. Mating terminals must be inspected to ensure good terminal contact. A poor connection between the male and female terminal at a connector may be the result of contamination or deformation.

Contamination may be caused by the connector halves being improperly connected. A missing or damaged connector seal, damage to the connector itself, or exposing the terminals to moisture and dirt can also cause contamination. Contamination, usually in the underhood or underbody connectors, leads to terminal corrosion, causing an open circuit or intermittently open circuit.

Deformation is caused by probing the mating side of a connector terminal without the proper adapter. Always use the **EL-35616** kit when probing connectors. Other causes of terminal deformation are improperly joining the connector halves, or repeatedly separating and joining the connector halves. Deformation, usually to the female terminal contact tang, can result in poor terminal contact causing an open or intermittently open circuit.

Testing for Proper Terminal Contact in Bussed Electrical Centers

It is very important to use the correct test adapter when testing for proper terminal contact of fuses and relays in a bussed electrical center. Use the **EL-35616** kit to test for proper terminal contact. Failure to use the **EL-35616** kit can result in improper diagnosis of the bussed electrical center.

Follow the procedure below in order to test terminal contact:

1. Separate the connector halves.
2. Visually inspect the connector halves for contamination. Contamination may result in a white or green build-up within the connector body or between terminals. This causes high terminal resistance, intermittent contact, or an open circuit. An underhood or underbody connector that shows signs of contamination should be replaced in its entirety: terminals, seals, and connector body.
3. Using an equivalent male terminal/terminated lead, verify that the retention force is significantly different between a known good terminal and the suspect terminal. Replace the female terminal in question.

Flat Wire Connectors

There are no serviceable parts for flat wire connectors on the harness side or the component side.

Follow the procedure below in order to test terminal contact:

1. Remove the component in question.
2. Visually inspect each side of the connector for signs of contamination. Avoid touching either side of the connector as oil from your skin may be a source of contamination as well.
3. Visually inspect the terminal bearing surfaces of the flat wire circuits for splits, cracks, or other imperfections that could cause poor terminal contact. Visually inspect the component side connector to ensure that all of the terminals are uniform and free of damage or deformation.
4. Insert the appropriate adapter into the flat wire harness connector in order to test the circuit in question.

Control Module/Component Voltage and Grounds

Poor voltage or ground connections can cause widely varying symptoms.

- Test all control module voltage supply circuits. Many vehicles have multiple circuits supplying voltage to a control module. Other components in the system may have separate voltage supply circuits that may also need to be tested. Inspect connections at the module/component connectors, fuses, and any intermediate connections between the voltage source and the module/component. A test lamp or a DMM may indicate that voltage is present, but neither tests the ability of the circuit to carry sufficient current. Operate the component to test the ability of the circuit to carry sufficient current. Refer to [Circuit Testing](#) , and [Power Distribution Schematics](#) .
- Test all control module ground and system ground circuits. The control module may have multiple ground circuits. Other components in the system may have separate grounds that may also need to be tested. Inspect grounds for clean and tight connections at the grounding point (screw or stud). Inspect the connections at the component and in splice packs, where applicable. Operate the component to test the ability of the circuit to carry sufficient current. Refer to [Circuit Testing](#) , and [Ground Distribution Schematics](#) .

Temperature Sensitivity

- An intermittent condition may occur when a component/connection reaches normal operating temperature. The condition may occur only when the component/connection is cold, or only when the component/connection is hot.
- Freeze Frame, Failure Records, Snapshot, or Vehicle Data Recorder data may help with this type of intermittent condition, where applicable.
- If the intermittent is related to heat, review the data for a relationship with the following:
 - High ambient temperatures
 - Underhood/engine generated heat
 - Circuit generated heat due to a poor connection, or high electrical load

- Higher than normal load conditions, towing, etc.
- If the intermittent is related to cold, review the data for the following:
 - Low ambient temperatures - In extremely low temperatures, ice may form in a connection or component. Inspect for water intrusion.
 - The condition only occurs on a cold start.
 - The condition goes away when the vehicle warms up.
- Information from the customer may help to determine if the trouble follows a pattern that is temperature related.
- If temperature is suspected of causing an intermittent fault condition, attempt to duplicate the condition. Refer to [Inducing Intermittent Fault Conditions](#) in order to duplicate the conditions required.

Electromagnetic Interference and Electrical Noise

Some electrical components/circuits are sensitive to electromagnetic interference or other types of electrical noise. Inspect for the following conditions:

- A mis-routed harness that is too close to high voltage/high current devices such as secondary ignition components, motors, generator etc. - These components may induce electrical noise on a circuit that could interfere with normal circuit operation.
- Electrical system interference caused by a malfunctioning relay, or a control module driven solenoid or switch - These conditions can cause a sharp electrical surge. Normally, the condition will occur when the malfunctioning component is operating.
- Installation of non-factory or aftermarket add on accessories such as lights, 2-way radios, amplifiers, electric motors, remote starters, alarm systems, cell phones, etc. - These accessories may create interference in other circuits while operating and the interference would disappear when the accessory is not operating. Refer to [Checking Aftermarket Accessories](#) .
- Test for an open diode across the A/C compressor clutch and for other open diodes. Some relays may contain a clamping diode.
- The generator may be allowing AC noise into the electrical system.

Incorrect Control Module

- There are only a few situations where reprogramming a control module is appropriate:
 - A new service control module is installed.
 - A control module from another vehicle is installed.
 - Revised software/calibration files have been released for this vehicle.

NOTE: **DO NOT re-program the control module with the SAME software/calibration files that are already present in the control module. This is not an effective repair for any type of concern.**

- Verify that the control module contains the correct software/calibration. If incorrect programming is found, reprogram the control module with the most current software/calibration. Refer to [Control Module References](#) for replacement, setup, and programming.

FRONT FLOOR CONSOLE WIRING HARNESS REPLACEMENT

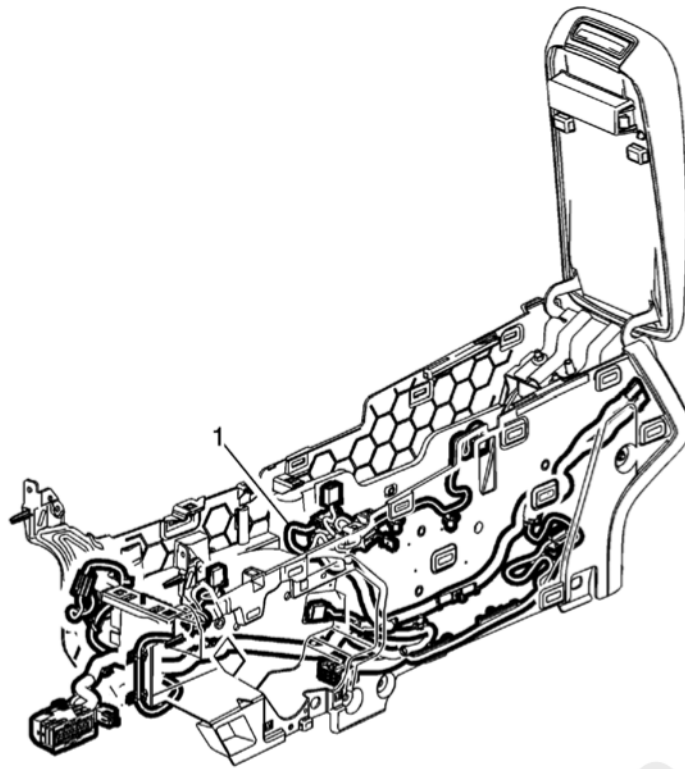


Fig. 78: Front Floor Console Wiring Harness
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedures 1. Remove the transmission control. Refer to Transmission Control Replacement . 2. Remove the front floor console. Refer to Front Floor Console Replacement. 3. Remove the front floor console rear trim panel. Refer to Front Floor Console Rear Trim Panel Replacement. 4. Remove the front floor console compartment. Refer to Front Floor Console Compartment Replacement. 5. Remove the front floor console cup holder. Refer to Front Floor Console Cup Holder Replacement. 6. Remove the accessory AC and DC power control module. Refer to Accessory AC and DC Power Control Module Replacement .	
1	Front Floor Console Wiring Harness Procedure 1. Release the front floor console wiring harness from the lower console. 2. When replacing the front floor console wiring harness, compare the wiring harnesses and transfer all necessary attaching parts.

FRONT FLOOR CONSOLE INSERT REPLACEMENT

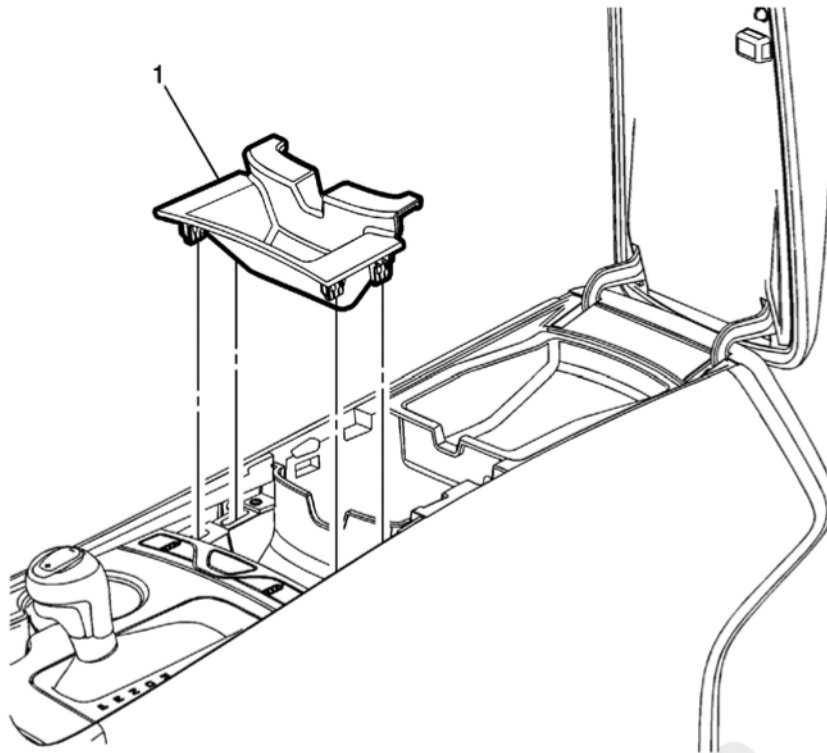


Fig. 79: Front Floor Console Insert

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedure 1. Loosen the forward 10 retainers from the left front floor console extension panel. Refer to <u>Front Floor Console Extension Replacement - Left Side.</u> 2. Loosen the forward 10 retainers from the right front floor console extension panel. Refer to <u>Front Floor Console Extension Replacement - Right Side.</u>	
1	Front Floor Console Insert Procedure Use a flat bladed plastic trim tool in order to release the retainers securing the console insert to the front floor console assembly.

FRONT FLOOR CONSOLE COMPARTMENT DIVIDER REPLACEMENT

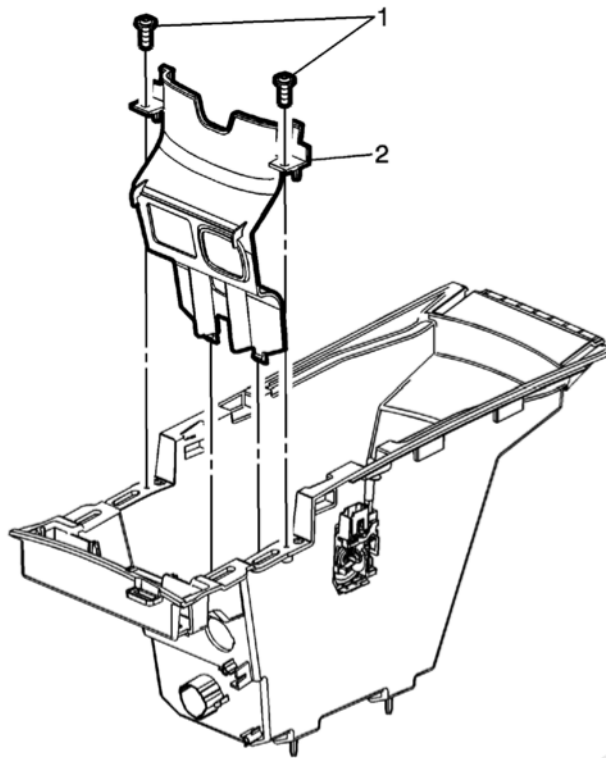


Fig. 80: Front Floor Console Compartment Divider

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedures 1. Remove the audio disc player, USB, auxiliary in, and memory card receptacle. Refer to Audio Disc Player, USB, Auxiliary In, and Memory Card Receptacle Replacement. 2. Remove the accessory power receptacle. Refer to Accessory Power Receptacle Replacement.	
1	Front Floor Console Compartment Divider Bolt (Qty: 2) CAUTION: Refer to Fastener Caution .
2	Front Floor Console Compartment Divider Procedure Use a suitable tool to release the tabs securing the divider to the bottom of the front floor console compartment.

FRONT FLOOR CONSOLE FRONT COMPARTMENT REPLACEMENT (WITHOUT K4C)

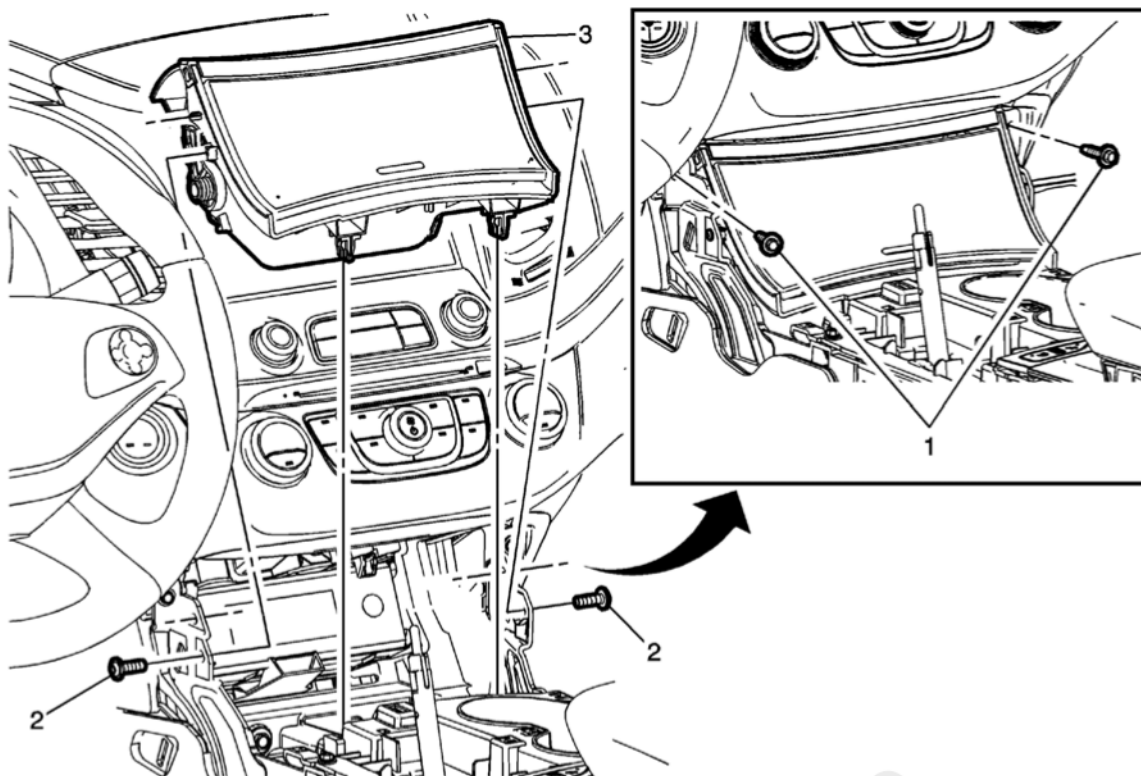


Fig. 81: Front Floor Console Front Compartment (Without K4C)
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedure 1. Remove the front floor console cup holder plate. Refer to Front Floor Console Cup Holder Plate Replacement. 2. Apply the parking brake. 3. Place the transmission control rearward for access.	
1	Front Floor Console Bolt (Qty: 2) CAUTION: Refer to Fastener Caution . Tighten 2.5 N.m (22 lb in)
2	Front Floor Console Front Compartment Screw (Qty: 2) Tighten 2 N.m (18 lb in)
3	Front Floor Console Front Compartment Procedures 1. Use a flat bladed plastic trim tool in order to release the retainers securing the compartment to the front floor console. Using caution not to damage the surrounding plastic trim. 2. Disconnect the electrical connection. NOTE: Be careful when removing the front compartment not to damage the 2 tabs located on both side of the compartment.

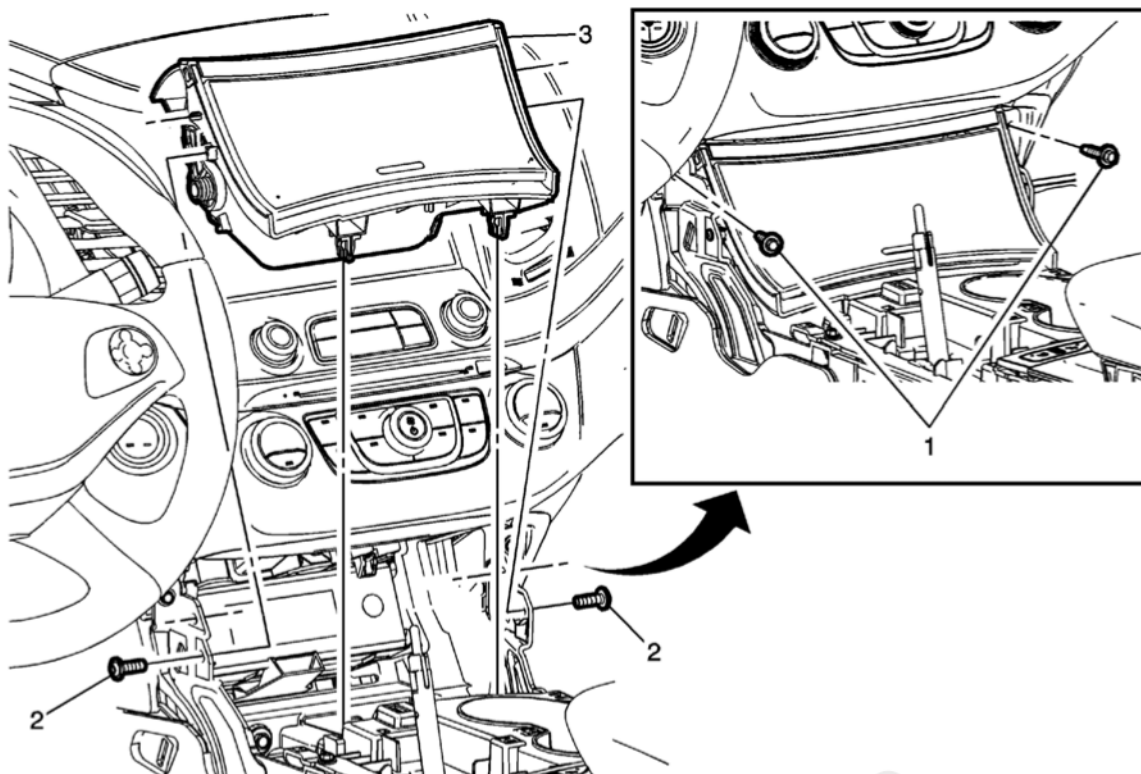


Fig. 82: Front Floor Console Front Compartment (With K4C)

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedure 1. Wireless Charging System Module Replacement 2. Front Floor Console Cup Holder Plate Replacement. 3. Apply the parking brake. 4. Place the transmission control rearward for access.	
1	Front Floor Console Bolt (Qty: 2) CAUTION: Refer to Fastener Caution . Tighten 2.5 N.m (22 lb in)
2	Front Floor Console Front Compartment Screw (Qty: 2) Tighten 2 N.m (18 lb in)
3	Front Floor Console Front Compartment Procedure 1. Use a flat bladed plastic trim tool in order to release the retainers securing the compartment to the front floor console. Using caution not to damage the surrounding plastic trim. 2. Disconnect the electrical connection. NOTE: Be careful when removing the front compartment not to damage the 2 tabs located on both side of the compartment.

FRONT FLOOR CONSOLE COMPARTMENT DOOR REPLACEMENT

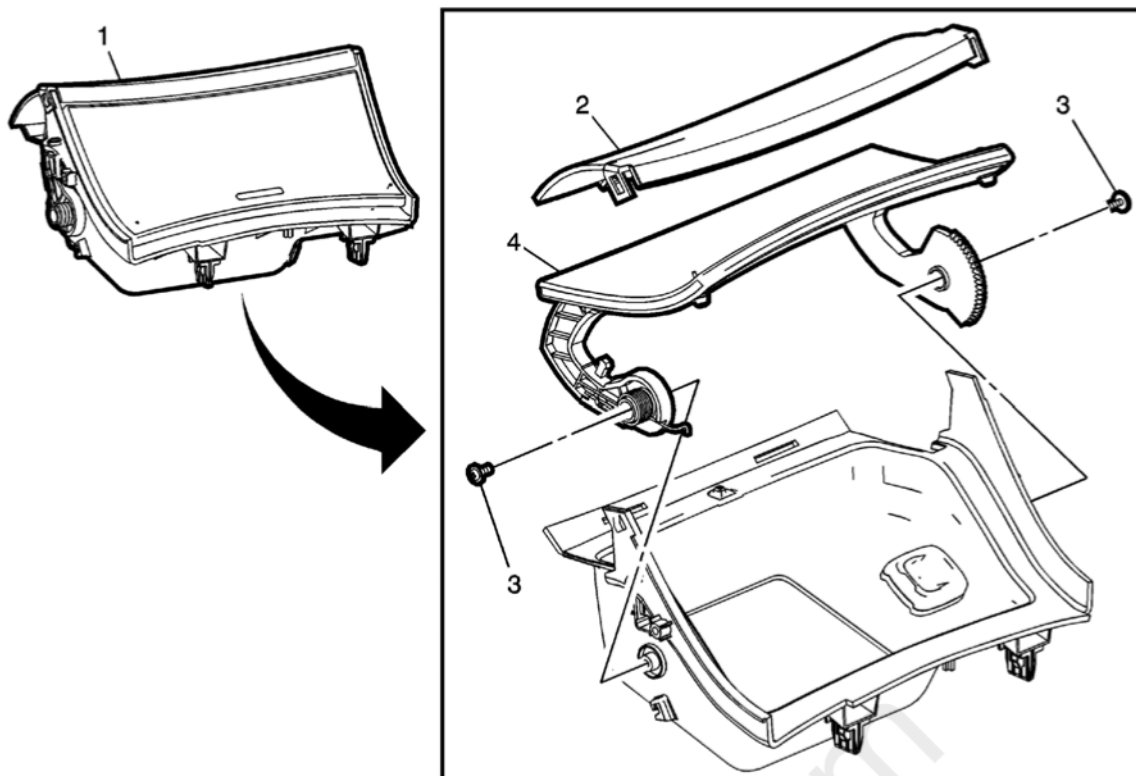


Fig. 83: Front Floor Console Compartment Door
Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
1	Front Floor Console Front Compartment Refer to Front Floor Console Front Compartment Replacement (Without K4C) Front Floor Console Front Compartment Replacement (With K4C) .
2	Front Floor Console Front Compartment Trim Procedure Release the tabs securing the trim to the front floor console floor compartment.
3	Front Floor Console Compartment Door Screw (Qty: 2) CAUTION: Refer to Fastener Caution .
4	Front Floor Console Compartment Door Procedures 1. Release the door spring from the front floor console front compartment. 2. Inspect the spring for wear or damage and replace if necessary. 3. When replacing the spring ensure that the spring is secured to the front compartment and the compartment door.

FRONT FLOOR CONSOLE CUP HOLDER REPLACEMENT

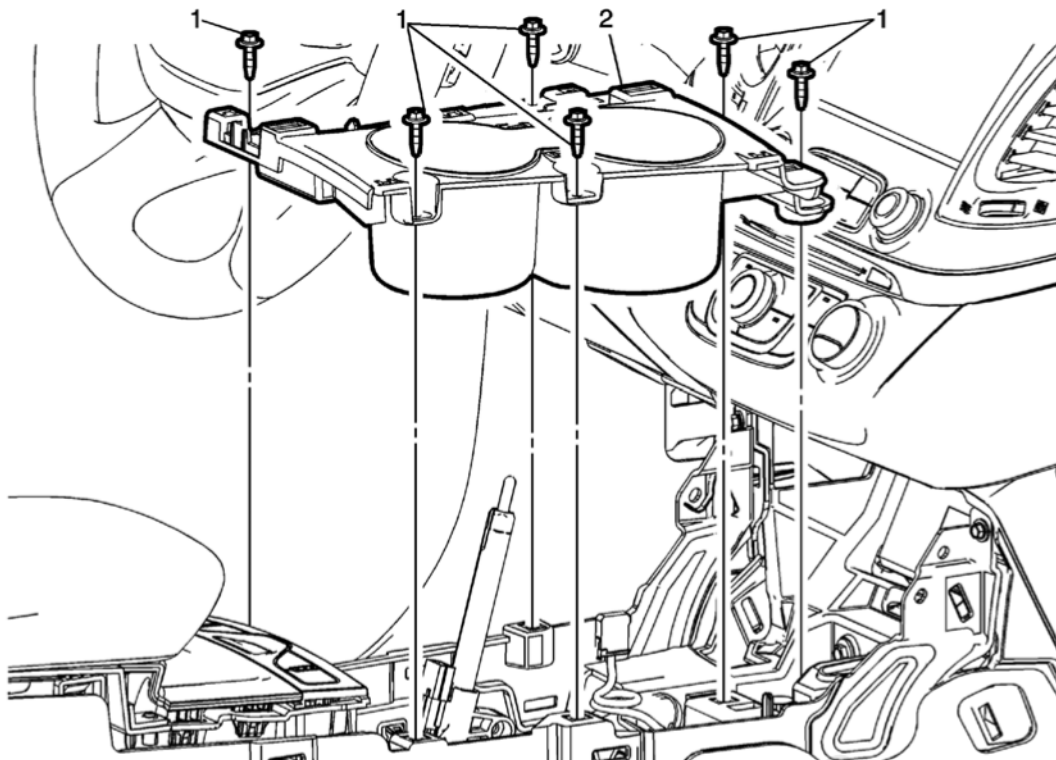


Fig. 84: Front Floor Console Cup Holder
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedures 1. Remove the front floor console front compartment. Refer to Front Floor Console Front Compartment Replacement (Without K4C)Front Floor Console Front Compartment Replacement (With K4C). 2. Remove the transmission control lever knob. Refer to Transmission Control Lever Knob Replacement.	
1	Front Floor Console Cup Holder Bolt (Qty: 6) CAUTION: Refer to Fastener Caution .
2	Front Floor Console Cup Holder Procedure Transfer components as necessary.

FRONT FLOOR CONSOLE COMPARTMENT REPLACEMENT

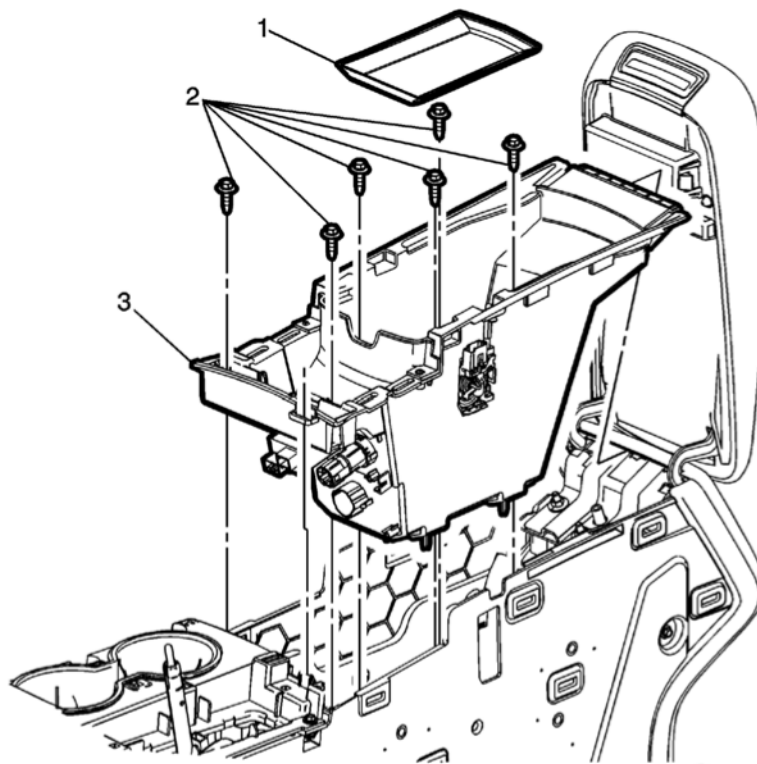


Fig. 85: Front Floor Console Compartment
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedures 1. Remove the front seat vent fan switch, if equipped. Refer to Front Seat Vent Fan Switch Replacement. 2. Remove the vehicle stability control system switch, if equipped. Refer to Vehicle Stability Control System Switch Replacement. 3. Remove the transmission control lever knob. Refer to Transmission Control Lever Knob Replacement.	
1	Front Floor Console Rear Compartment Liner Procedure Remove the liner to access the fasteners
2	CAUTION: Refer to Fastener Caution .
3	Front Floor Console Compartment Procedures 1. Lift from the front and carefully pull out the rear lip from the armrest bracket. 2. Disconnect the electrical connections. 3. Transfer all necessary components.

FRONT FLOOR CONSOLE REAR TRIM PANEL REPLACEMENT

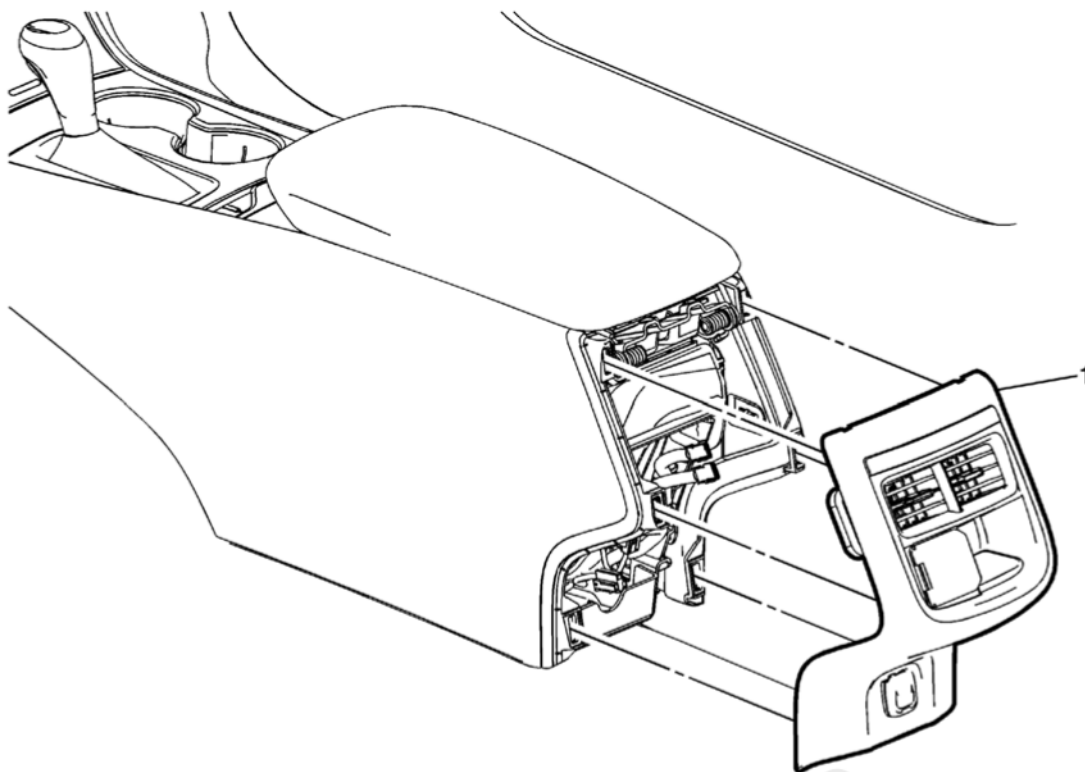


Fig. 86: Front Floor Console Rear Trim Panel
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
	Front Floor Console Rear Trim Panel
1	Procedures 1. Use a flat bladed plastic trim tool to remove the trim panel from the console. 2. Disconnect the electrical connections. 3. When replacing the trim panel, transfer all necessary components.

FRONT FLOOR CONSOLE EXTENSION REPLACEMENT - RIGHT SIDE

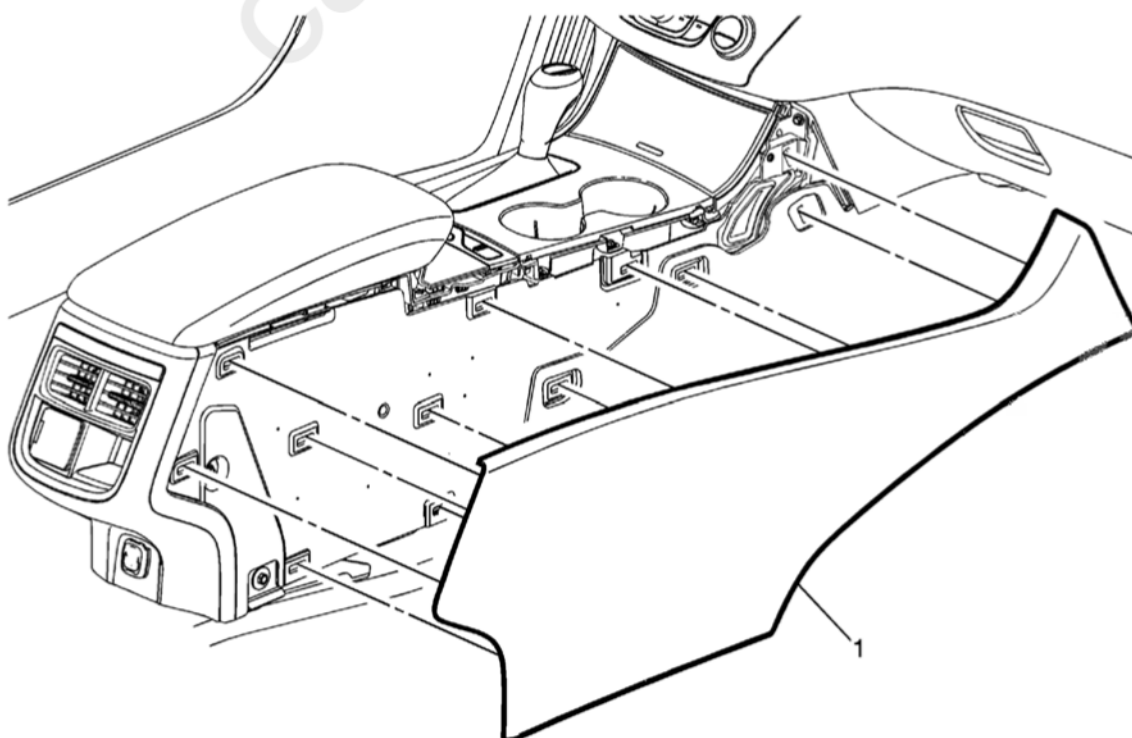


Fig. 87: Front Floor Console Extension - Right Side
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
1	Front Floor Console Extension Panel - Right Procedure 1. Move the front seat forward to access the retainers on the rear of the panel. 2. Use a flat bladed plastic trim tool to aid in the removal of the panel from the front floor console assembly.

FRONT FLOOR CONSOLE EXTENSION REPLACEMENT - LEFT SIDE

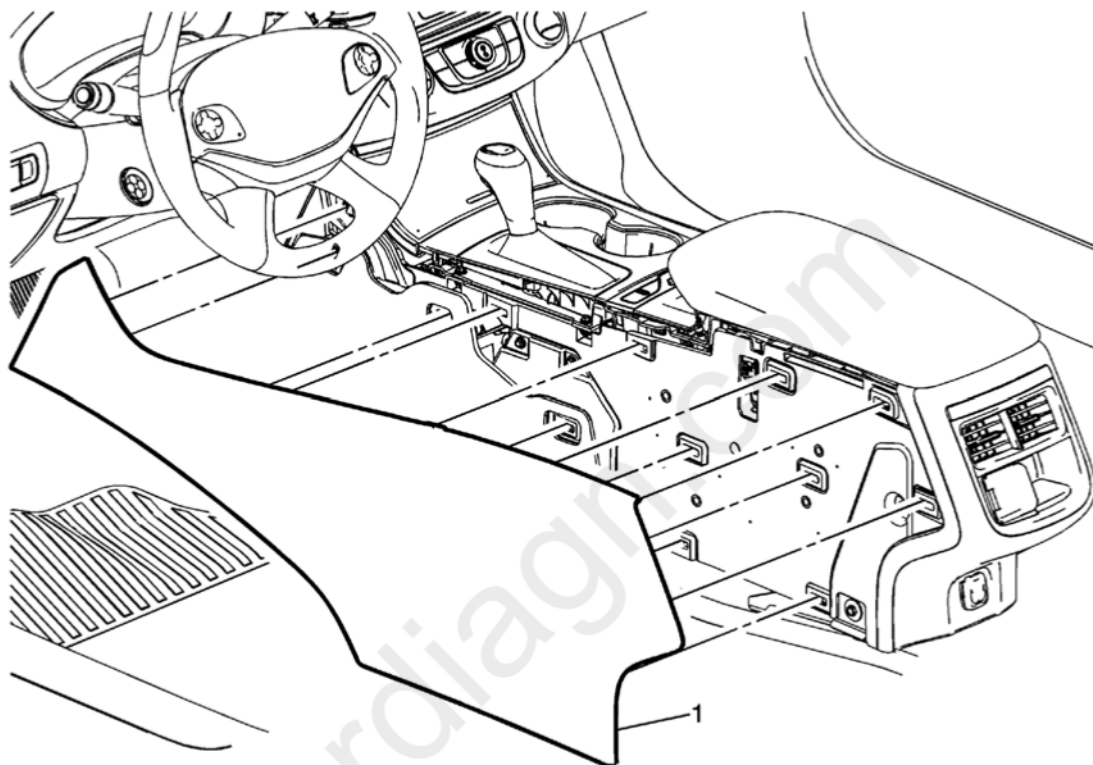


Fig. 88: Front Floor Console Extension - Left Side
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
1	Front Floor Console Extension Panel - Left Procedure 1. Move the front seat forward to access the retainers at the rear of the panel. 2. Use a flat bladed plastic trim tool to aid in the removal of the panel from the front floor console assembly.

FRONT FLOOR CONSOLE CUP HOLDER PLATE REPLACEMENT

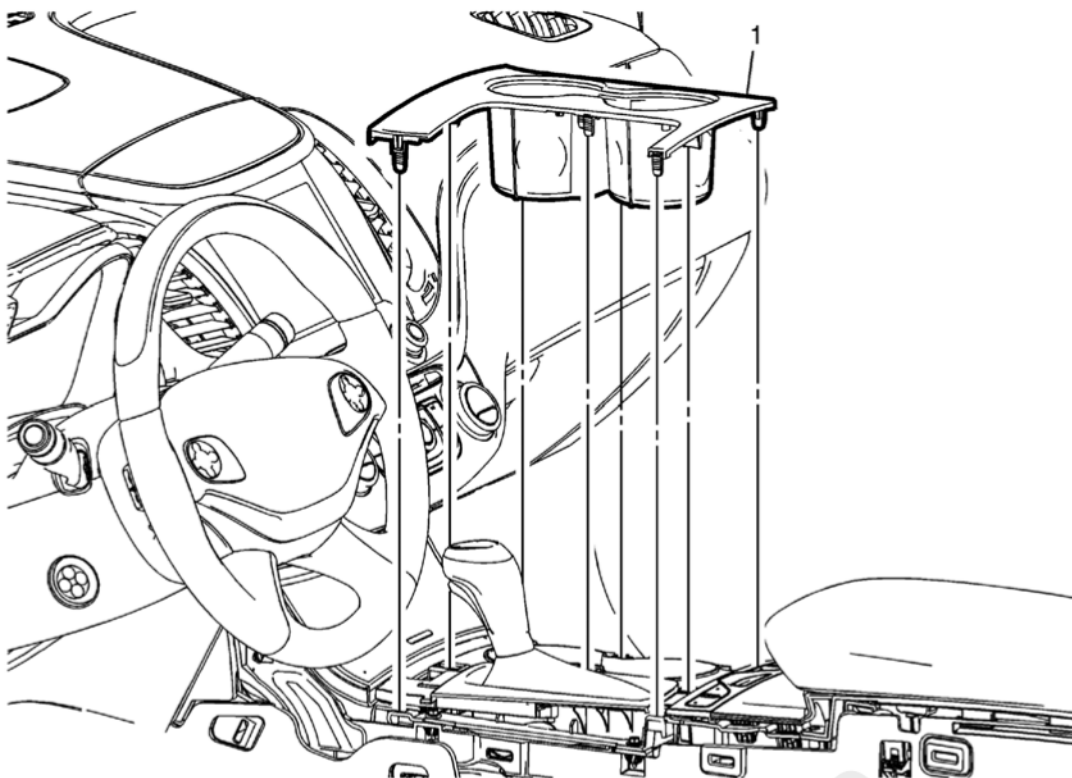


Fig. 89: Front Floor Console Cup Holder Plate
 Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedure 1. Loosen the forward 6 retainers from the left front floor console extension panel. Refer to <u>Front Floor Console Extension Replacement - Left Side</u>. 2. Loosen the forward 6 retainers from the right front floor console extension panel. Refer to <u>Front Floor Console Extension Replacement - Right Side</u>.	
1	Front Floor Console Cup Holder Plate Procedure Use a suitable tool to release the tabs securing the cup holder plate to the front floor console.

FRONT FLOOR CONSOLE REPLACEMENT

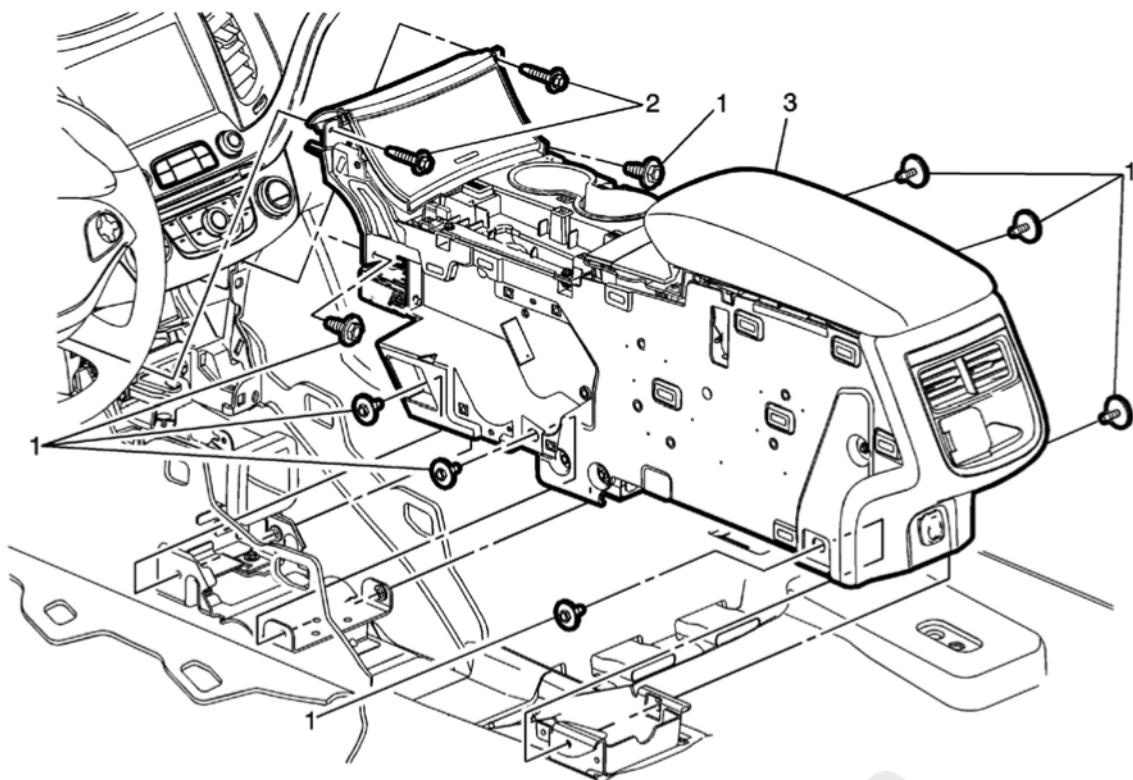


Fig. 90: Front Floor Console

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedure 1. Remove the front floor console extension - right side. Refer to Front Floor Console Extension Replacement - Right Side. 2. Remove the front floor console extension - left side. Refer to Front Floor Console Extension Replacement - Left Side. 3. Disconnect the wiring harness from the access plate. 4. Remove the access plate fasteners, then the plate from the console. 5. Disconnect the transmission range selector lever cable terminal from the shift lever pin. 6. Release the transmission range selector lever cable retainer and remove the range selector cable from the transmission control lever base. 7.	
1	Front Floor Console Bolt (Qty: 8) CAUTION: Refer to Fastener Caution . Procedure Pull back the carpet and insulator to access the fasteners from the floor console. Tighten 7 N.m (62 lb in)
2	Front Floor Console Bolt (Qty: 2)

Callout	Component Name
3	Front Floor Console Procedure 1. Disconnect electrical connections. 2. With the aid of an assistant lift the floor console rearward and upward away from the instrument panel assembly. 3. Transfer all necessary components.

FRONT FLOOR CONSOLE ARMREST REPLACEMENT

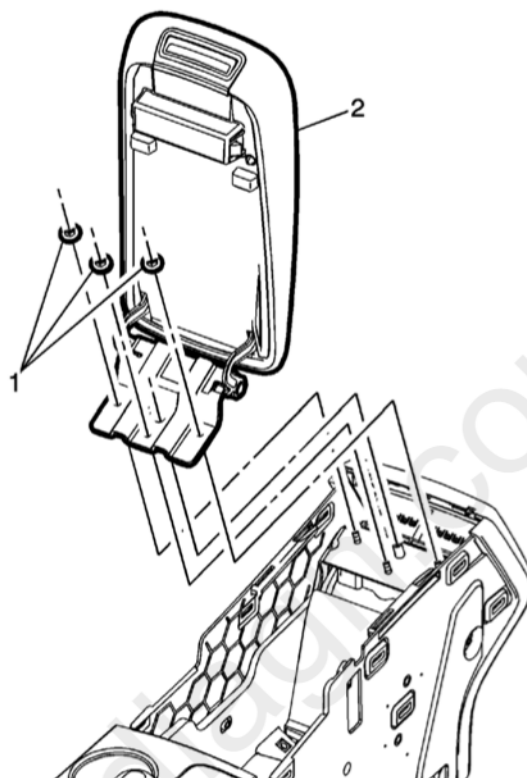


Fig. 91: Front Floor Console Armrest

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
Preliminary Procedure Remove the front floor console compartment. Refer to Front Floor Console Compartment Replacement .	
1	Front Floor Console Armrest Nuts (Qty: 3) CAUTION: Refer to Fastener Caution .
2	Front Floor Console Armrest

ROOF CONSOLE REPLACEMENT

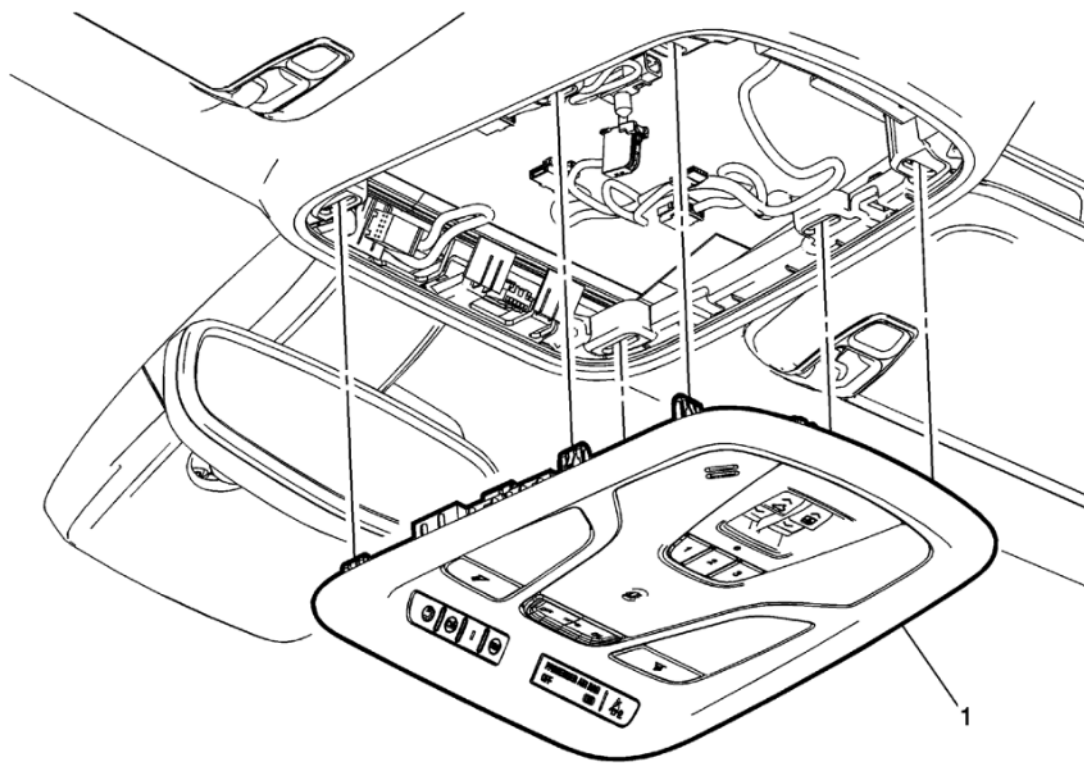


Fig. 92: Roof Console Assembly

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
1	Roof Console Assembly Procedure 1. Use a flat-bladed plastic trim tool to release the 6 retainers securing the roof console to the headliner. 2. Disconnect the electrical connections. 3. When replacing the roof console assembly, transfer all necessary components.

ROOF CONSOLE FILLER REPLACEMENT

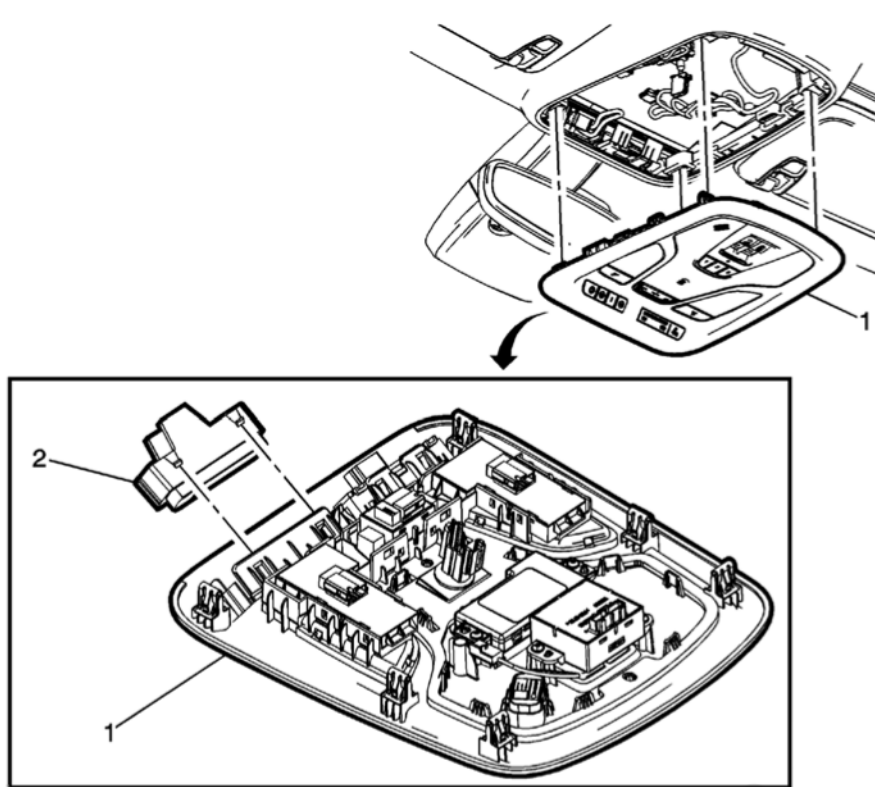


Fig. 93: Roof Console Filler

Courtesy of GENERAL MOTORS COMPANY

Callout	Component Name
1	Roof Console Refer to Roof Console Replacement .
2	Roof Console Filler Procedure Use a suitable tool to release the tabs securing the filler to the roof console.