

2013 ACCESSORIES & EQUIPMENT**Wiring Systems and Power Management - Repair Instructions - Cruze****REPAIR INSTRUCTIONS****GMLAN AND MEDIA ORIENTED SYSTEMS TRANSPORT (MOST) WIRING REPAIRS****Special Tools**

- **EL-38125-10** Splice Sleeve Crimping Tool
- DuraSeal splice sleeves
- A wire stripping tool

For equivalent regional tools, refer to **Special Tools** .

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 necessary contact integrity for the sensitive, low energy circuits.

The GM Local Area Network (GMLAN) System requires special wiring repair procedures due to the sensitive nature of the circuitry. Follow the specific procedures and instructions when working on GMLAN connectors and terminals.

GMLAN Repairs

NOTE: **When making a repair to any GMLAN network, the original wire length after the repair must be the same length as before the repair. If the network is a twisted pair, the twist must be maintained after the repair is completed.**

GMLAN has 2 types of networks, low speed and high speed. Low speed GMLAN has a single wire and works at slow speeds. High speed GMLAN has 2 wires in a twisted pair and works at higher speeds. For more information on GMLAN, refer to **Data Link Communications Description and Operation** .

GMLAN Connector Terminal Repair

NOTE: **A terminated lead can be used to replace damaged connector terminals for both high speed and low speed GMLAN systems. When making a connector terminal repair on a GMLAN high speed system with twisted pair wires, do not untwist the wires more than necessary to make the repair.**

If the individual terminals are damaged on any GMLAN connection, use the appropriate connector repair procedure in order to repair the terminal. Refer to **Connector Repairs** for the appropriate connector repair

procedure.

GMLAN Wire Repair

NOTE: Refer to Wiring Repairs in the service information connector end views or the vehicle schematics in order to determine the correct wire size for the circuit you are repairing. You must obtain this information in order to ensure circuit integrity.

If any wire except the pigtail is damaged, repair the wire by splicing in a new section of wire of the same gauge size (0.5 mm², 0.8 mm², 1.0 mm² etc.). Use the DuraSeal splice sleeves and **EL-38125-10** tool. For wiring repair, refer to **Splicing Copper Wire Using Splice Sleeves**.

INSTRUMENT PANEL WIRING HARNESS FUSE BLOCK DISASSEMBLE

NOTE: To remove wires from the top part using terminal release tools, only steps 1, 3, 8, 9, 10, 11, 12 and 13 are required. Use release tool J-38125-38 for cavities 16-18, 20-34, 37-47.

Fuse Block Disassemble Procedure

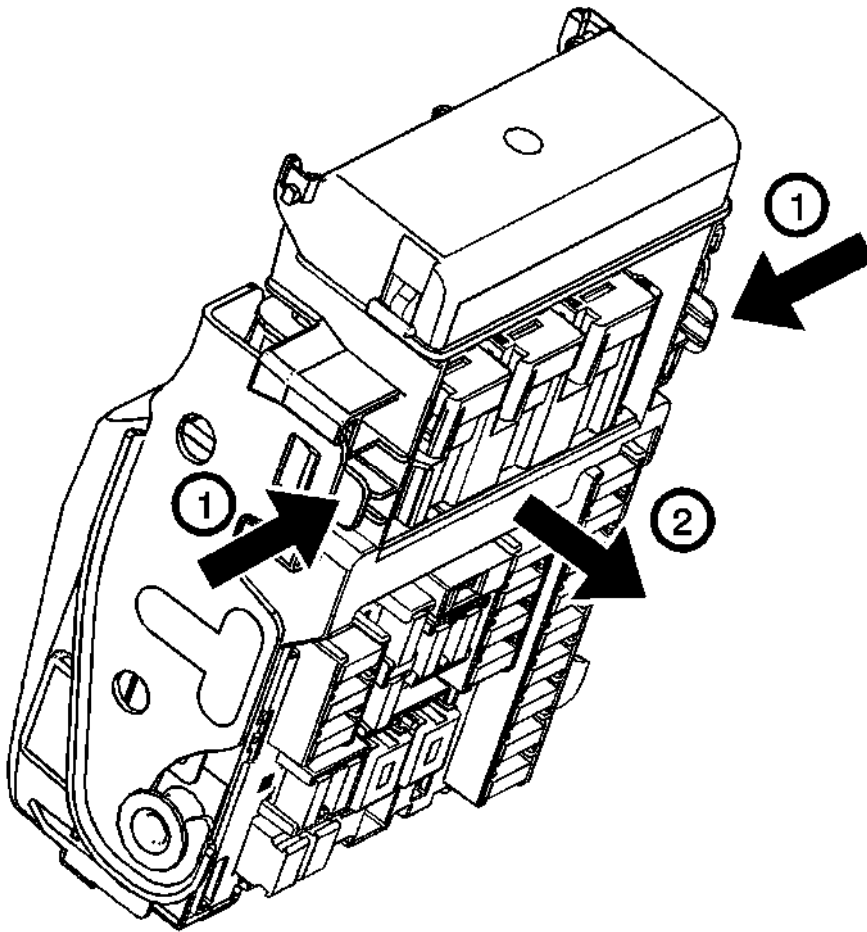


Fig. 1: Fuse Block & Locking Arms

Courtesy of GENERAL MOTORS COMPANY

1. Push the locking arms (1) and unlock the fuse block (2).

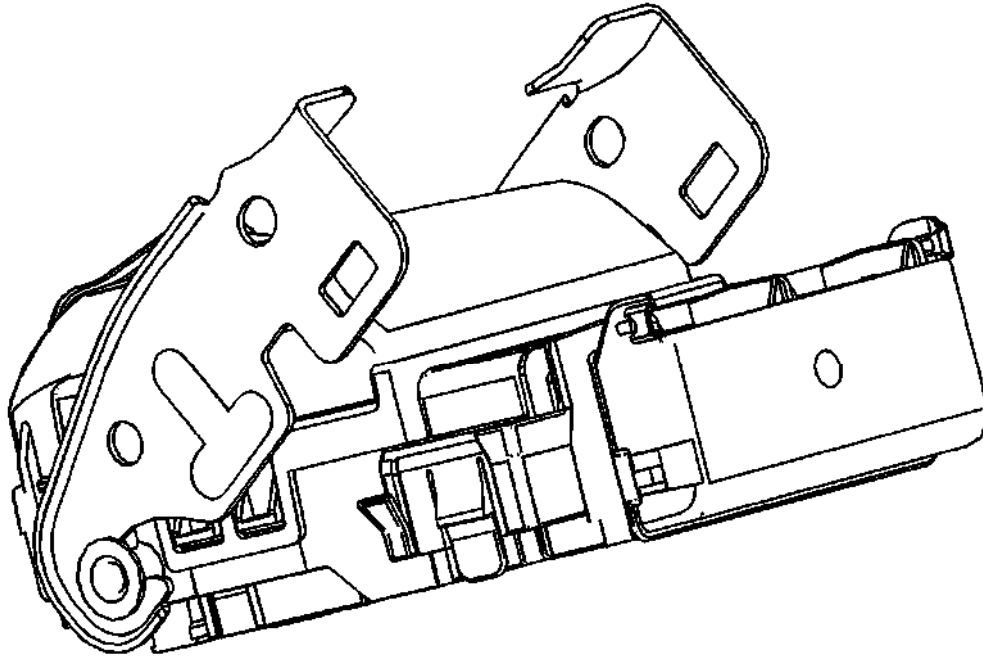


Fig. 2: Fuse Block In Unlocked Position

Courtesy of GENERAL MOTORS COMPANY

2. Fuse block unlocked.

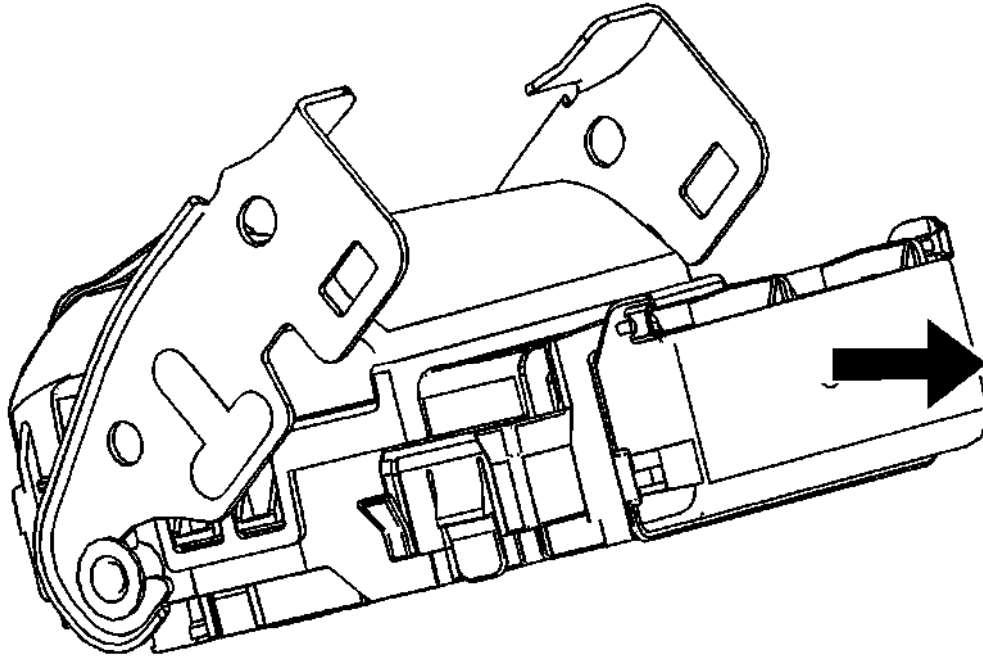


Fig. 3: Fuse Block & Bracket

Courtesy of GENERAL MOTORS COMPANY

3. Pull out and remove the fuse block from bracket.

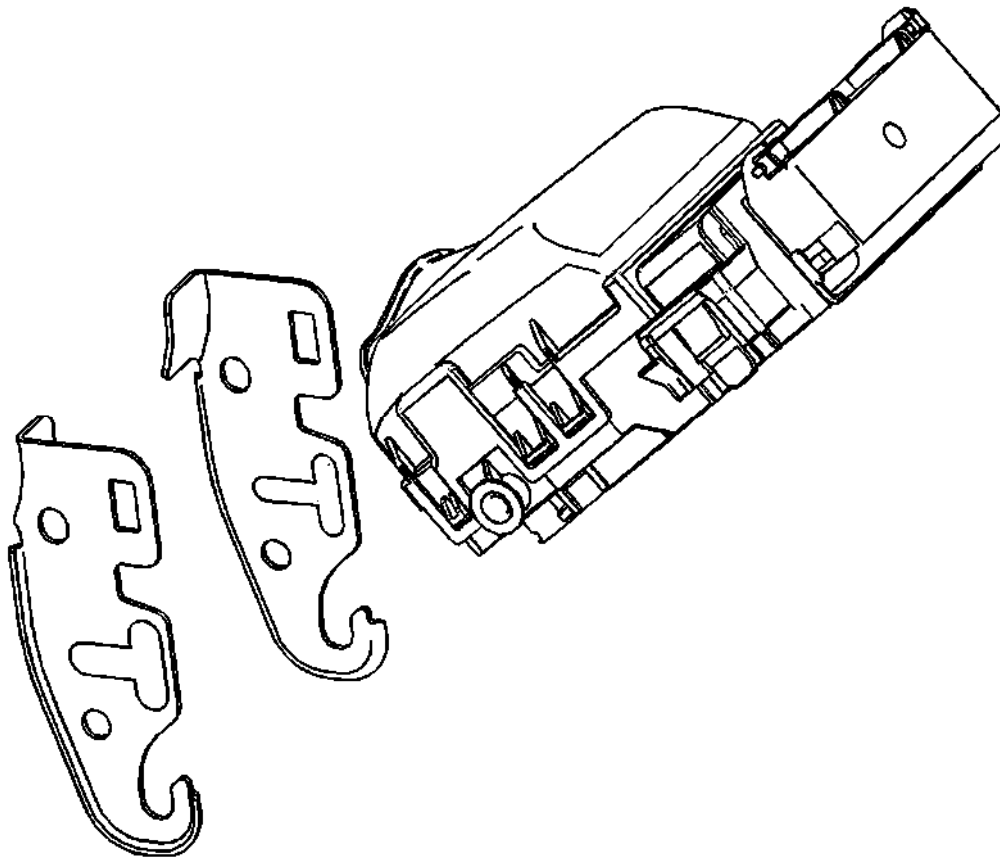


Fig. 4: Fuse Block & Brackets

Courtesy of GENERAL MOTORS COMPANY

4. Fuse block after removed from bracket.

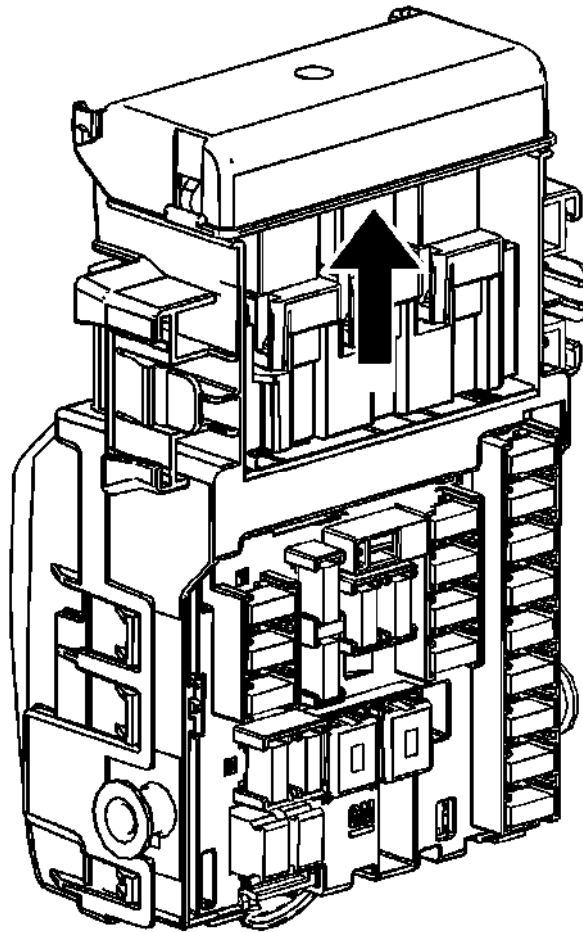


Fig. 5: Fuse Block & Relay Protection Cover
Courtesy of GENERAL MOTORS COMPANY

5. Push and open the relay protection cover.

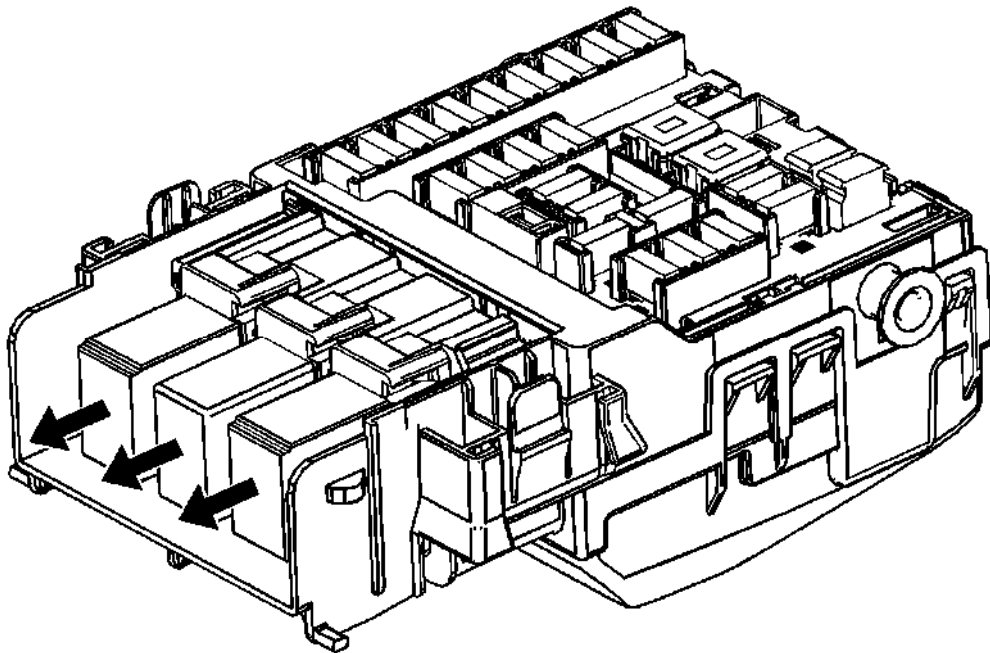


Fig. 6: Fuse Block Micro Relays

Courtesy of GENERAL MOTORS COMPANY

6. Remove micro relays (3x).

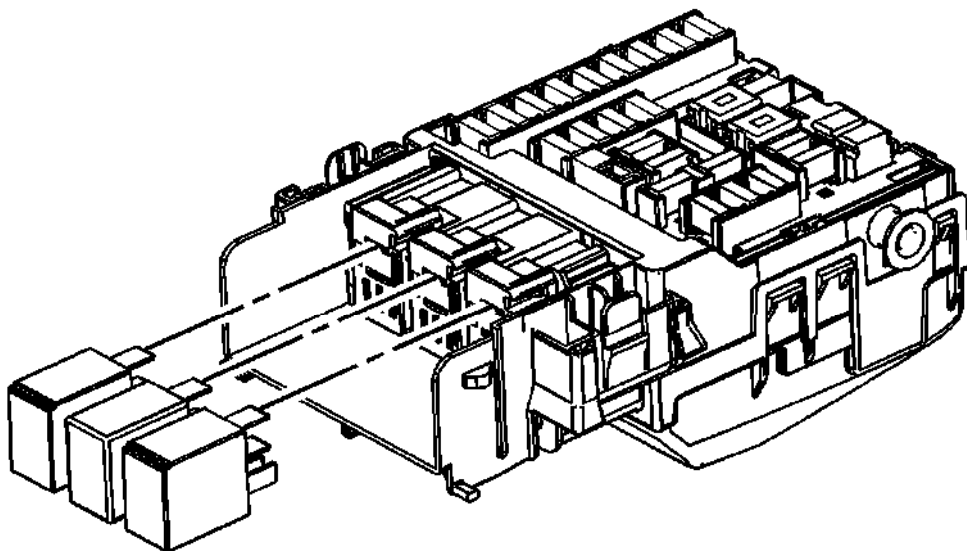


Fig. 7: Micro Relays

Courtesy of GENERAL MOTORS COMPANY

7. Fuse block with relays removed.

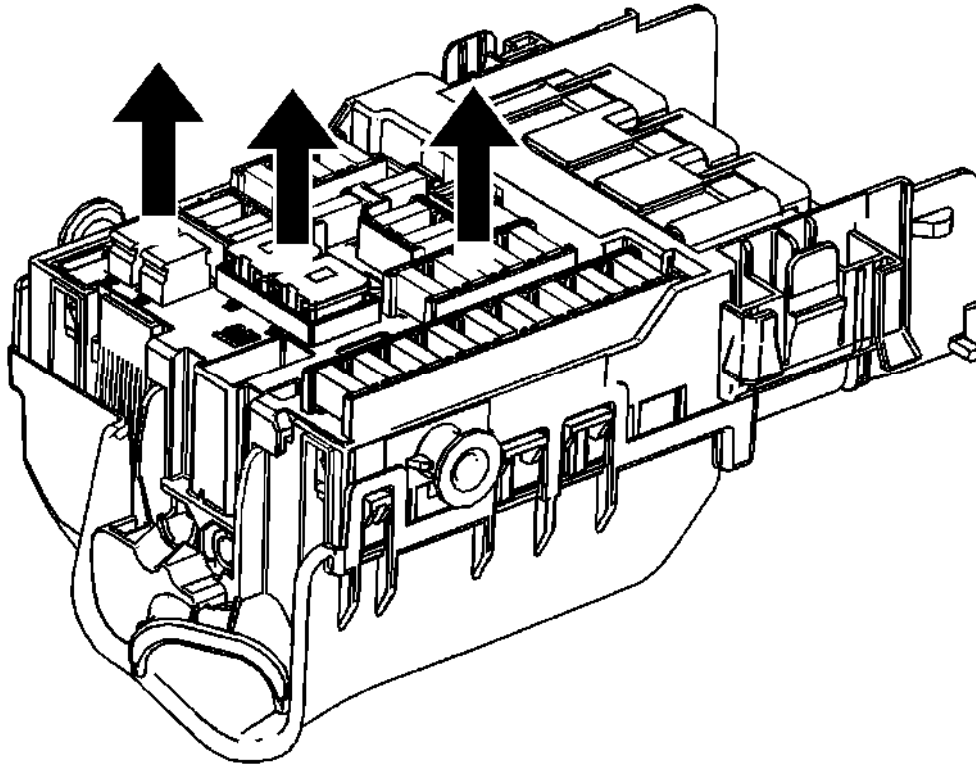


Fig. 8: Fuse Block Components

Courtesy of GENERAL MOTORS COMPANY

8. Remove mini fuses (22x), J-case fuses (2x), and circuit breakers (2x) from fuse block.

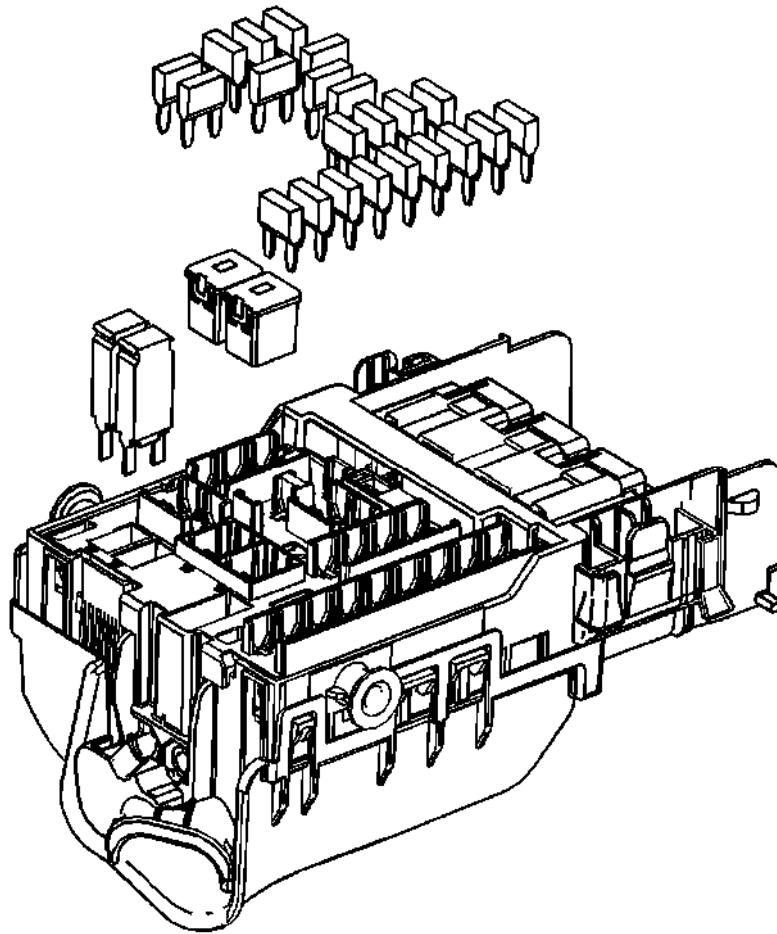


Fig. 9: View Of Fuse Block Components

Courtesy of GENERAL MOTORS COMPANY

9. Fuse block with all fuses and circuit breakers removed.

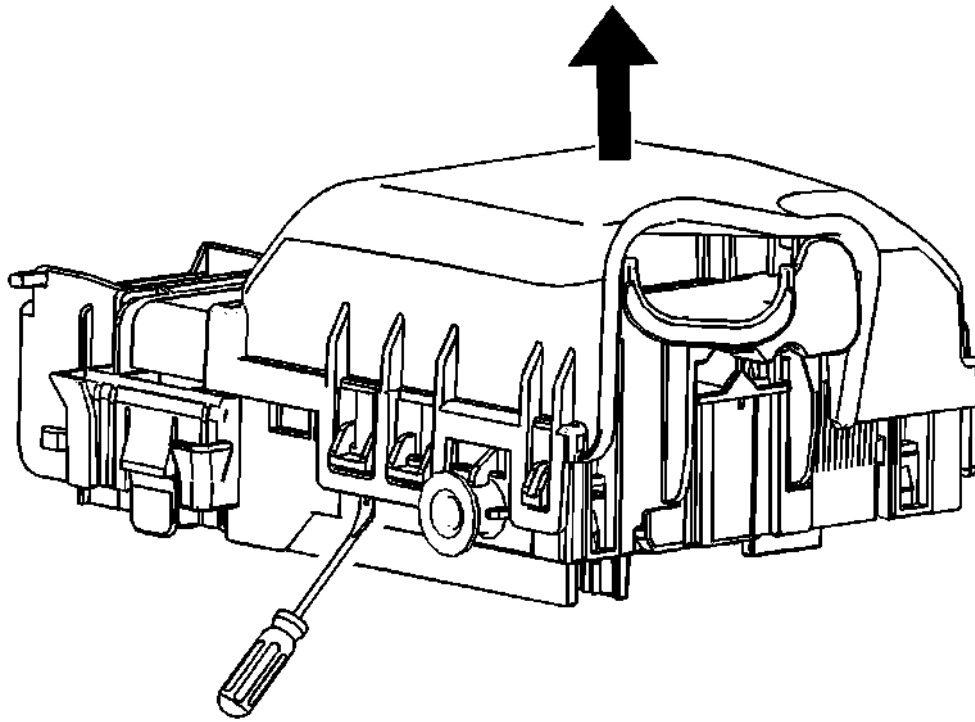


Fig. 10: Fuse Block Cover

Courtesy of GENERAL MOTORS COMPANY

10. Unlock (6 locking points) and remove bottom protection cover from fuse block.

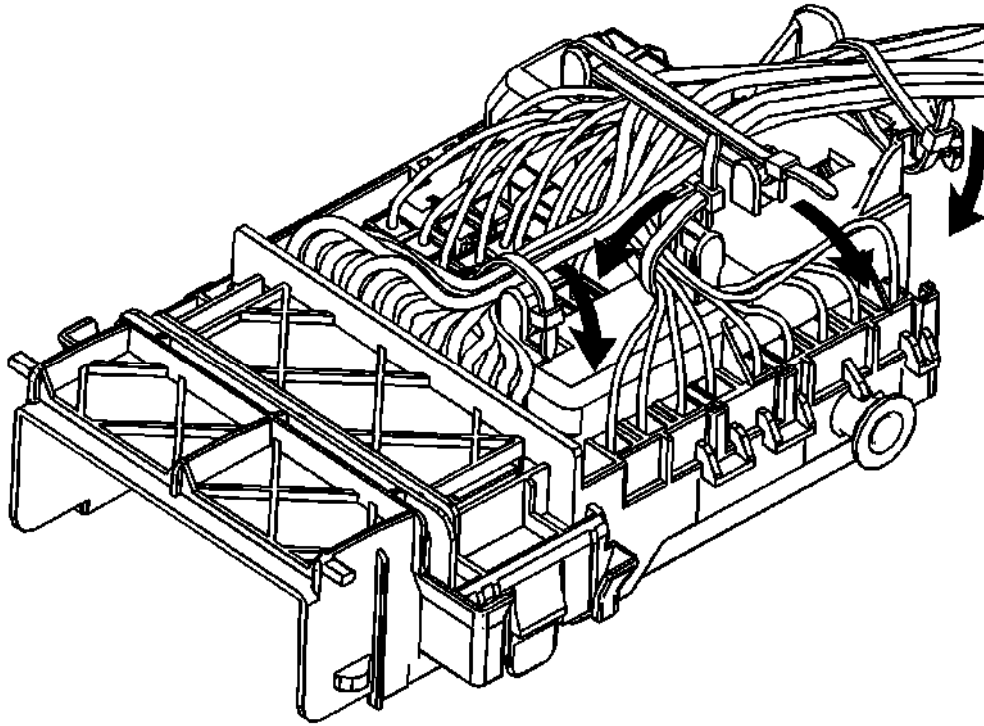


Fig. 11: Fuse Block Wires & Straps
Courtesy of GENERAL MOTORS COMPANY

11. Remove straps (4x) from wires.

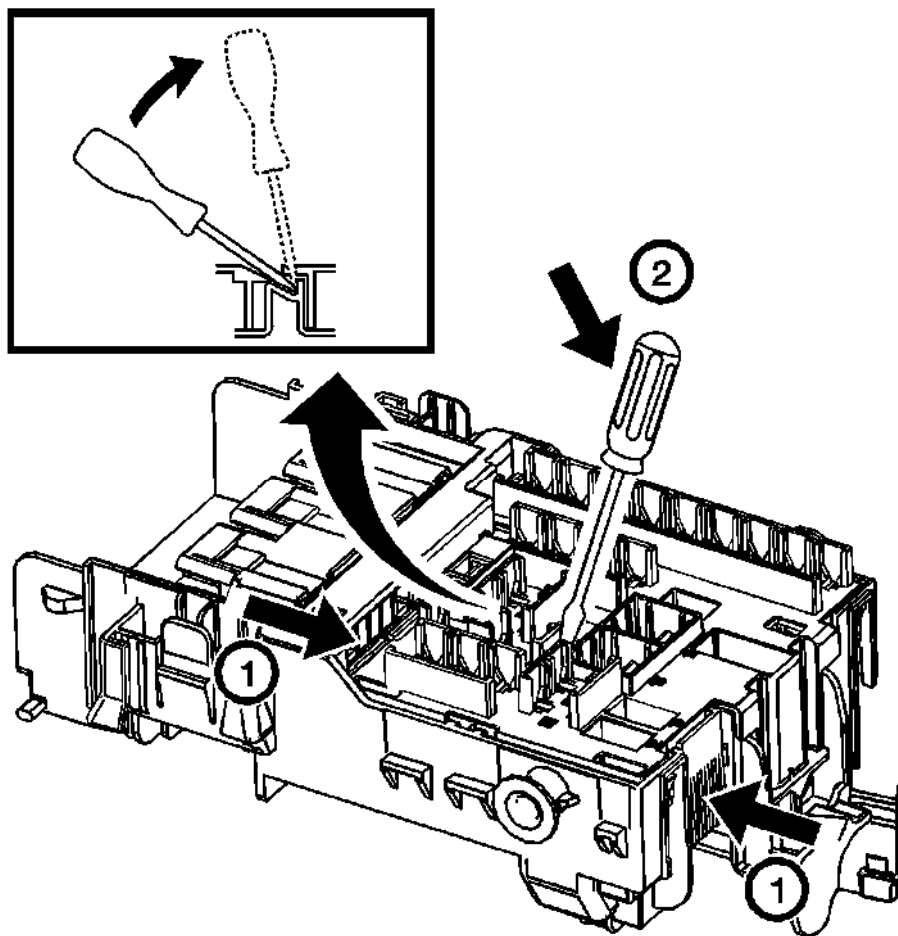


Fig. 12: Fuse Block Locking Arm Components

Courtesy of GENERAL MOTORS COMPANY

12. To place the top part (1) in pre-assembled position, press together locking arms on both sides of the bottom part (2), insert a pry tool into an appropriate hole in the top part and lever the top part upward until it remains in the pre-assembled position. Release the locking arms.

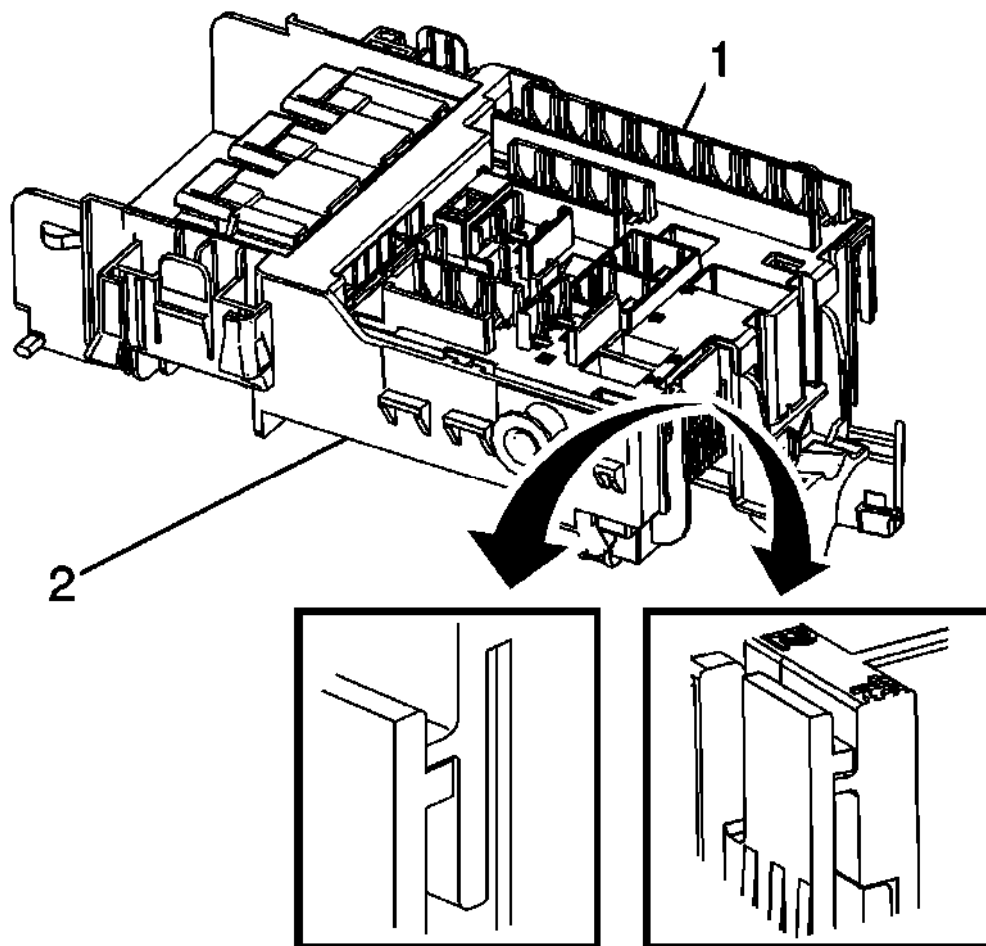


Fig. 13: Fuse Block Tabs

Courtesy of GENERAL MOTORS COMPANY

13. When the top part is in the pre-assembled position (required to release wire terminals), the tabs of the top part are on top of the tabs of the bottom part (left close-up view).

When the top part is in the end-locking position (required after wires are inserted), the tabs of the bottom part are on top of the tabs of the top part (right close-up view).

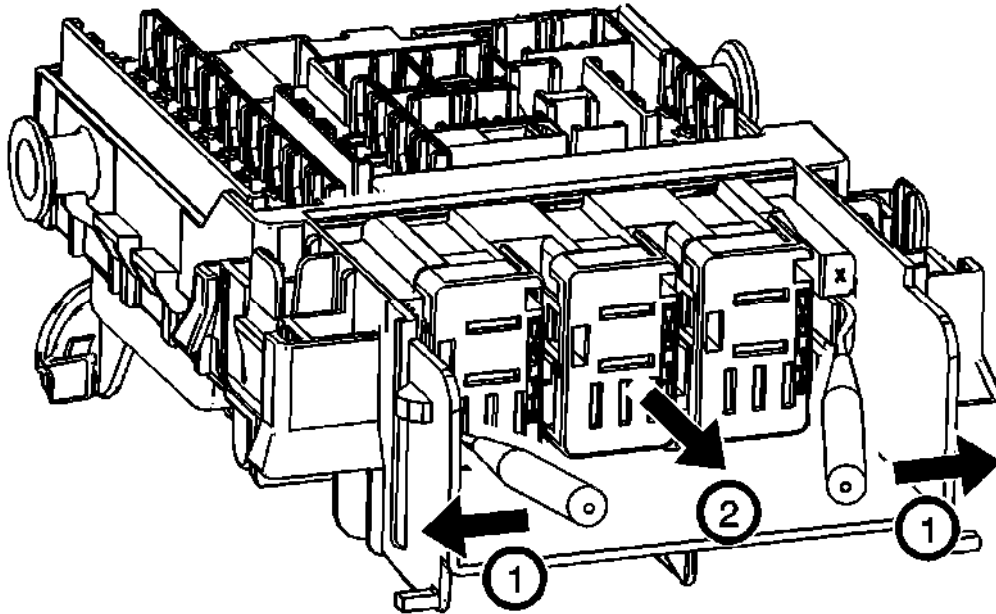


Fig. 14: Fuse Block Relays

Courtesy of GENERAL MOTORS COMPANY

14. Unlock and remove relay socket from fuse block.

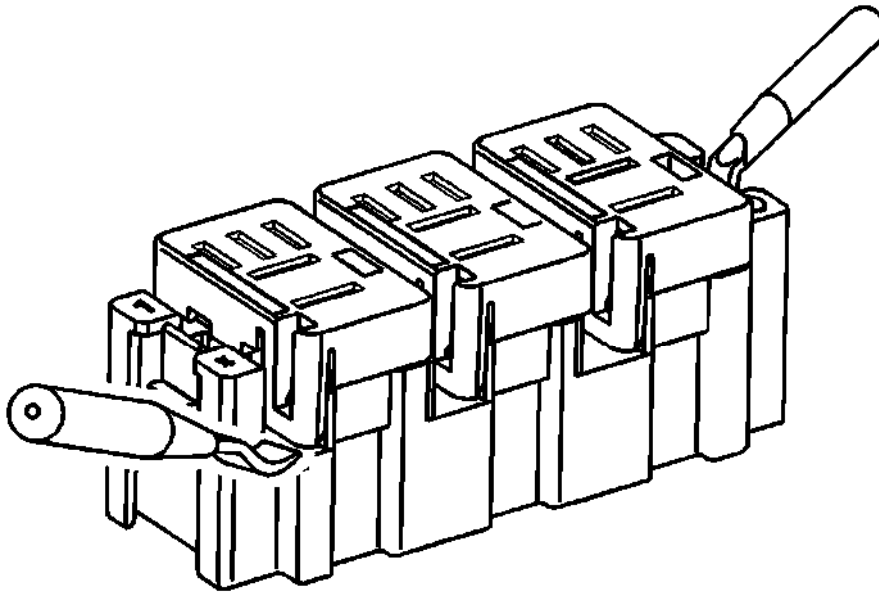


Fig. 15: Fuse Block Relay Socket & Locking Caps
Courtesy of GENERAL MOTORS COMPANY

15. Unlock (6 locking points) and remove locking caps (3x) from relay socket.

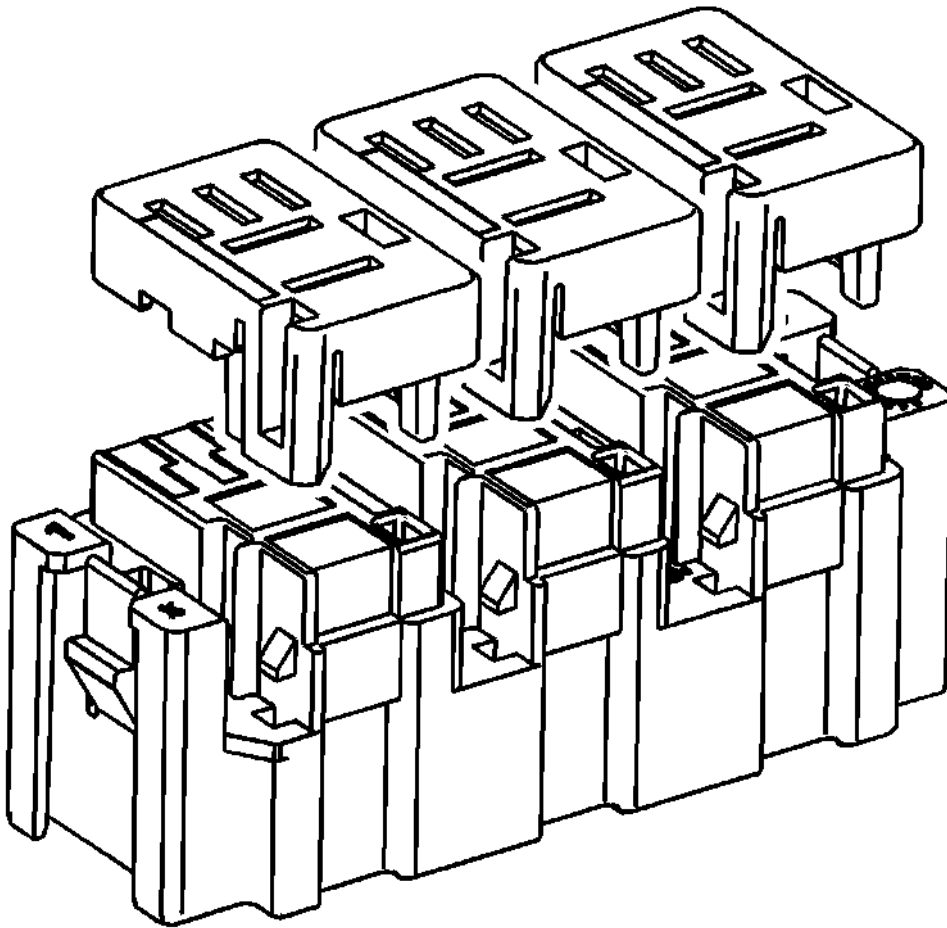


Fig. 16: Relay Socket & Locking Caps
Courtesy of GENERAL MOTORS COMPANY

16. Relay socket with locking caps removed.

RELAY REPLACEMENT (ATTACHED TO WIRE HARNESS)

Removal Procedure

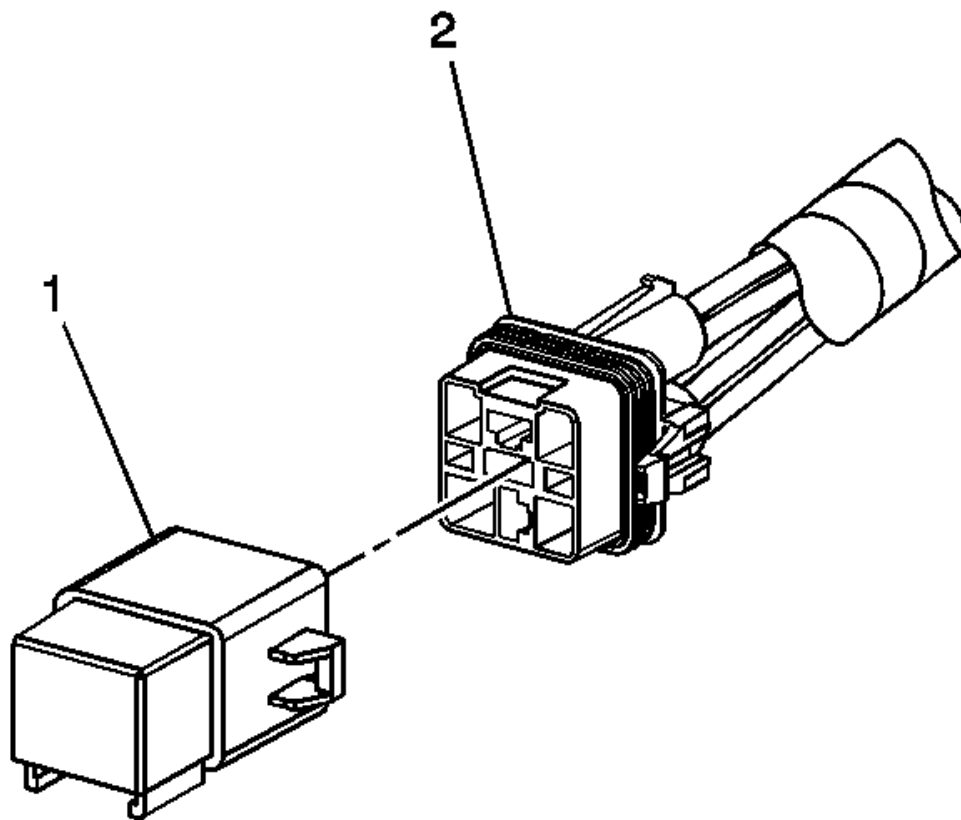


Fig. 17: Identifying Relay & Wire Harness Connector

Courtesy of GENERAL MOTORS COMPANY

1. Locate the relay. Refer to the **Master Electrical Component List** to locate the relay in the vehicle.
2. Remove any fasteners which hold the relay in place.
3. Remove any connector position assurance (CPA) devices or secondary locks.

NOTE: Use care when removing a relay in a wiring harness when the relay is secured by fasteners or tape.

4. Separate the relay (1) from the wire harness connector (2).

Installation Procedure

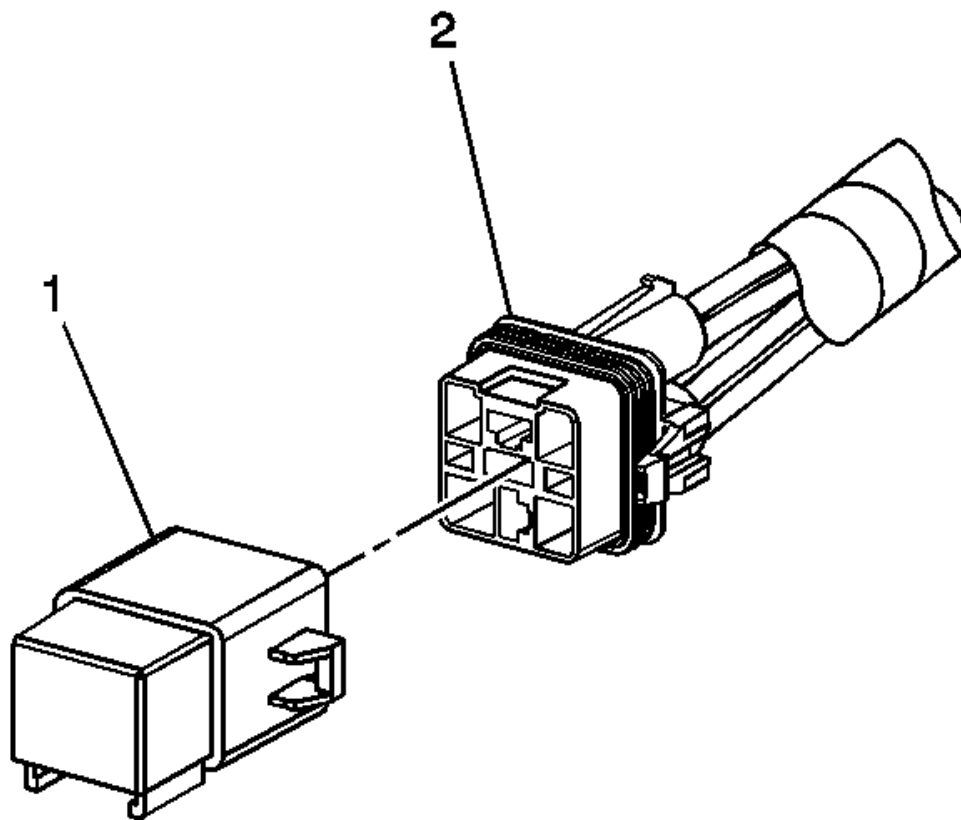


Fig. 18: Identifying Relay & Wire Harness Connector

Courtesy of GENERAL MOTORS COMPANY

1. Connect the relay (1) to the wire harness connector (2).
2. Install any connector position assurance (CPA) devices or secondary locks.
3. Install the relay using any fasteners or tape that originally held the relay in place.

RELAY REPLACEMENT (WITHIN AN ELECTRICAL CENTER)

Special Tools

EL-43244 Relay Puller Pliers

Removal Procedure

1. Remove the electrical center cover.

NOTE:

- Always note the orientation of the relay.

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- If equipped with a notch style relay; observe the location of the notch on the old relay to verify the new relay is installed with the notch in the same location.
 - Ensure that the electrical center is secure, as not to put added stress on the wires or terminals.
2. Locate the relay. Refer to **Electrical Center Identification Views** to locate the electrical center where the relay exists.

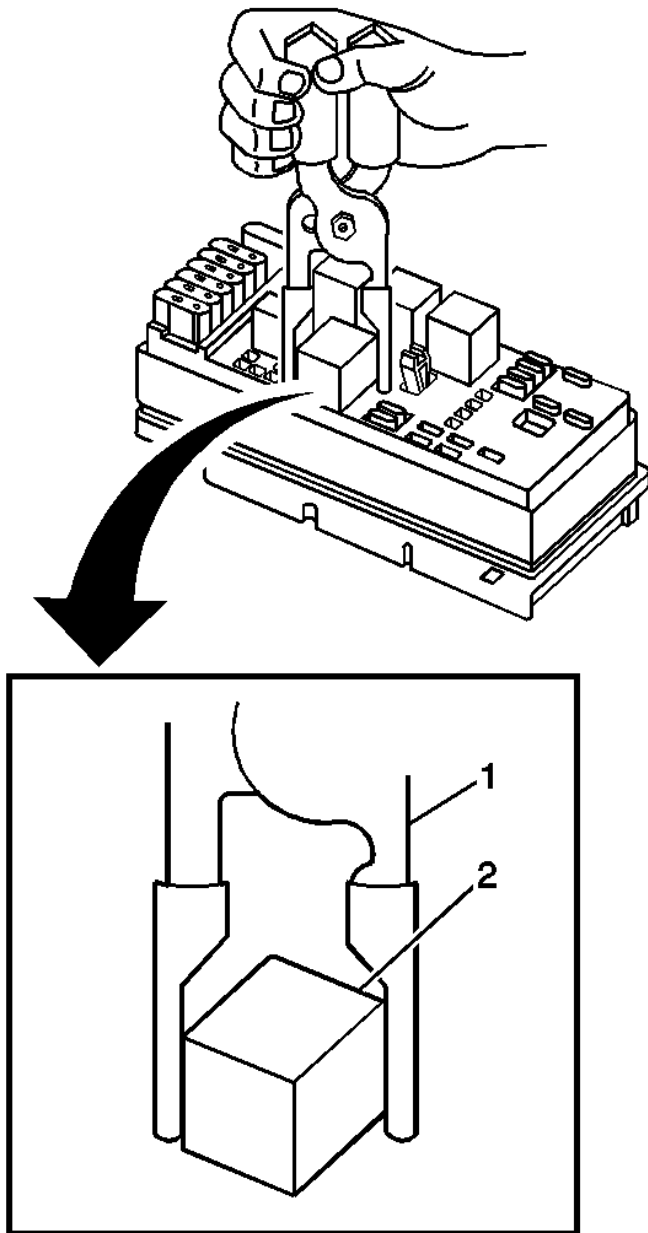


Fig. 19: Removing/Installing Relay
Courtesy of GENERAL MOTORS COMPANY

3. Using the EL-43244 (1) position the tool on opposing corners of the relay (2).

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CAUTION: Use EL-43244 to pull the relay straight out from the electrical center terminals. The use of pliers or a flat bladed tool could damage the electrical center.

4. Remove the relay (2) from the electrical center.

Installation Procedure

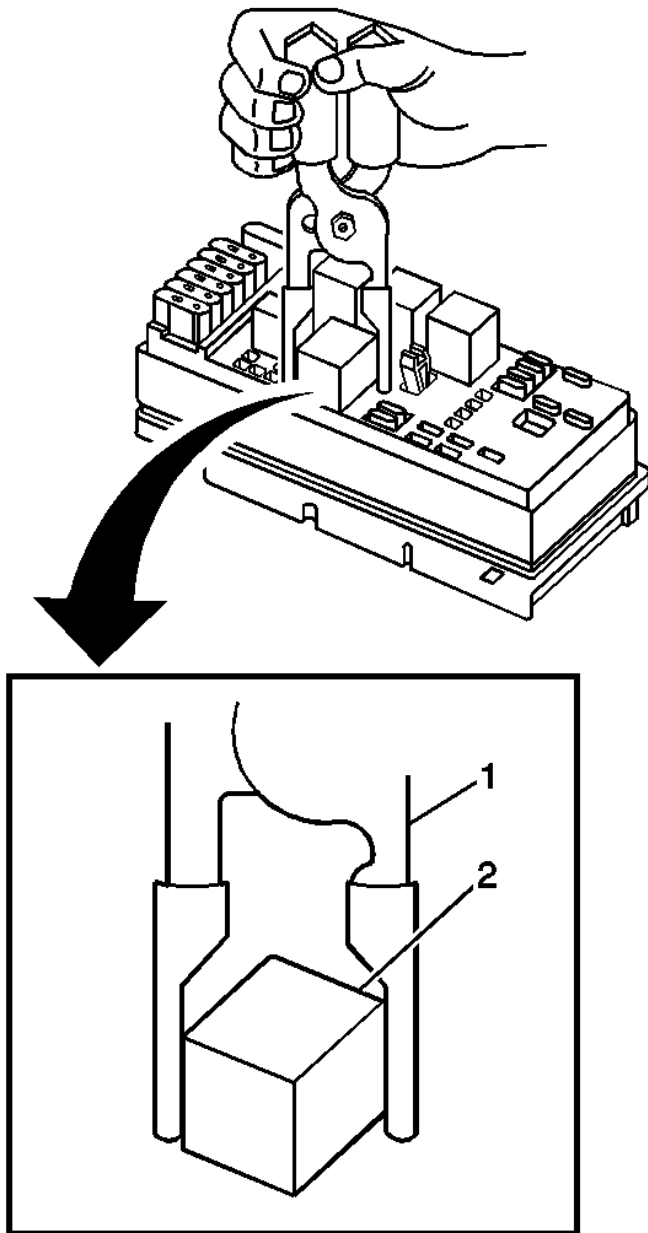


Fig. 20: Removing/Installing Relay
Courtesy of GENERAL MOTORS COMPANY

1. Install the relay (2) in the same position as removed.
2. Install the electrical center cover.

GROUND REPAIR

Electrical Grounds

Proper electrical system function relies on secure, positive, corrosion-free ground connections. Loose, stripped, or corroded connections increase the possibility of improper system function and loss of module communication. These conditions may also lead to unnecessary repairs and component replacements.

In general, electrical ground connections are accomplished using one, or a combination of, three attachment methods:

- Welded M6 stud and nut
- Welded M6 nut and bolt
- Welded M8 nut and bolt

CAUTION: Use GM approved replacement fasteners with conductive finish for electrical ground repair.

Determine which attachment method is used, and carry out the appropriate repair.

M6 Weld Stud Replacement

1. Select a location adjacent the damaged or missing M6 ground stud having 20 mm (0.79 in) clearance behind the panel surface and 20 mm (0.79 in) clearance surrounding the M6 rivet stud flange.
2. Using GM approved residue-free solvent or equivalent, remove any grease from the repair site and allow to dry.

NOTE: Ensure 20 mm (0.79 in) clearance is maintained behind the panel to be drilled.

3. Drill a 10 mm (0.40 in) diameter hole through the panel.
4. Carefully remove paint and primer from the area surrounding the rivet stud flange until bare metal is visible.

CAUTION: Use GM approved replacement fasteners with conductive finish for electrical ground repair.

5. Select a replacement conductive M6 rivet stud. Refer to GM parts catalog for the correct part number and application.
6. Using a rivet stud installer, install the replacement conductive M6 rivet stud.
7. Ensure the new rivet stud is securely fastened, with no detectable movement.

NOTE: The rivet stud and surrounding panel area must be properly refinished prior to the installation of the ground terminal and nut to maintain positive

electrical grounding.

8. Completely wrap the threads of the rivet stud with painters tape or equivalent.
9. Refinish the repair area using an anti-corrosion primer. Refer to **Anti-Corrosion Treatment and Repair** .
10. Allow the refinished repair area to cure sufficiently before removing the protective material applied to the rivet stud threads.
11. Remove the painters tape or equivalent from the rivet stud threads.
12. Using GM approved residue-free solvent or equivalent, thoroughly clean the rivet stud threads to remove any adhesive and allow to dry.
13. Carefully remove any corrosion from the electrical ground wire terminal. Refer to **Testing for Intermittent Conditions and Poor Connections** .
14. Using a small brush, apply Dielectric Lubricant GM P/N 12377900 (Canadian P/N 10953529) to the new conductive M6 rivet stud threads.
15. Install the ground terminal to the new rivet stud.
16. Select a new, conductive M6 nut. Refer to GM parts catalog for the correct part number and application.

CAUTION: Refer to Fastener Caution .

17. Install the M6 nut and tighten to 8 N.m (71 lb in).
18. Check for proper system operation.

M6 Weld Nut

CAUTION: Use GM approved replacement fasteners with conductive finish for electrical ground repair.

1. If the M6 weld nut at the electrical ground location is damaged or stripped, a new, conductive self-threading M7 bolt may be used to secure the ground terminal. Refer to GM parts catalog for the correct part number and application.
2. Using GM approved residue-free solvent or equivalent, remove any grease from the surface surrounding the weld nut and allow to dry.
3. Remove any loose metal particles from the damaged or stripped weld nut with a stiff brush.
4. Using a small brush, apply Dielectric Lubricant GM P/N 12377900 (Canadian P/N 10953529) to the new, conductive, self-threading M7 bolt threads.
5. Carefully remove any corrosion from the electrical ground terminal. Refer to **Testing for Intermittent Conditions and Poor Connections** .
6. Install the electrical ground terminal to the new, conductive M7 bolt.

CAUTION: Refer to Fastener Caution .

7. Install the M7 bolt and tighten to 9 N.m (80 lb in).
8. Check for proper system operation.

M6 Weld Nut (Alternative Repair)

CAUTION: Use GM approved replacement fasteners with conductive finish for electrical ground repair.

1. If the electrical ground location is accessible from both sides of the panel, a conductive M6 bolt and a conductive M6 nut may be used to secure the electrical ground terminal. Refer to GM parts catalog for the correct part number and application.
2. Select a location adjacent the damaged M6 weld nut having 20 mm (0.79) clearance behind the panel surface and 20 mm (0.79) clearance surrounding the new electrical ground site.
3. Using GM approved residue-free solvent or equivalent, remove any grease from the surface surrounding the ground location and allow to dry.

NOTE: Ensure 20 mm (0.79 in) clearance is maintained behind the panel to be drilled.

4. Drill a 10 mm (0.40 in) diameter hole through the panel.
5. Carefully remove paint and primer from the area surrounding the new ground site until bare metal is visible.
6. Using a small brush, apply Dielectric Lubricant GM P/N 12377900 (Canadian P/N 10953529) to the new, conductive M6 bolt threads.
7. Carefully remove any corrosion from the electrical ground terminal. Refer to **Testing for Intermittent Conditions and Poor Connections**.
8. Install the electrical ground terminal and new, conductive M6 bolt to the ground location.

CAUTION: Refer to Fastener Caution.

9. Install the conductive M6 nut and tighten to 8 N.m (71 lb in).

NOTE: The repair area must be properly refinished to maintain positive electrical grounding.

10. Refinish the repair area using an anti-corrosion primer. Refer to **Anti-Corrosion Treatment and Repair**.
11. Check for proper system operation.

M8 Weld Nut

CAUTION: Use GM approved replacement fasteners with conductive finish for electrical ground repair.

1. If the M8 weld nut electrical ground location is accessible from both sides of the panel, a conductive M8 bolt and a conductive M8 nut may be used to secure the ground terminal. Refer to GM parts catalog for the correct part numbers and application.
2. Select a location adjacent to M8 weld nut having 20 mm (0.79 in) clearance behind the panel surface and 20 mm (0.79 in) clearance surrounding the new electrical ground site.
3. Using GM approved residue-free solvent or equivalent, remove any grease from the surface surrounding the ground location and allow to dry.

NOTE: Ensure 20 mm (0.79 in) clearance is maintained behind the panel to be drilled.

4. Drill a 10 mm (0.40 in) diameter hole through the panel.
5. Carefully remove paint and primer from the area surrounding the new ground site until bare metal is visible.
6. Using a small brush, apply Dielectric Lubricant GM P/N 12377900 (Canadian P/N 10953529) to the new, conductive M8 bolt threads.
7. Carefully remove any corrosion from the electrical ground terminal. Refer to **Testing for Intermittent Conditions and Poor Connections** .
8. Install the electrical ground terminal and new, conductive M8 bolt to the ground location.

CAUTION: Refer to Fastener Caution .

9. Install the conductive M8 nut and tighten to 22 N.m (16 lb ft).

NOTE: The repair area must be properly refinished to maintain positive electrical grounding.

10. Refinish the repair area using an anti-corrosion primer. Refer to **Anti-Corrosion Treatment and Repair** .
11. Check for proper system operation.

M8 Weld Nut (Alternative Repair)

CAUTION: Use GM approved replacement fasteners with conductive finish for electrical ground repair.

1. If the M8 weld nut electrical ground location is not accessible from both sides of the panel, a conductive M6 rivet stud and a conductive M6 nut may be used to secure the ground terminal. Refer to GM parts catalog for the correct part numbers and application.

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2. Select a location adjacent the damaged M8 weld nut having 20 mm (0.79 in) clearance behind the panel surface and 20 mm (0.79 in) clearance surrounding the new, conductive M6 rivet stud flange.
3. Using GM approved residue-free solvent or equivalent, remove any grease from the repair site and allow to dry.

NOTE: **Ensure 20 mm (0.79 in) clearance is maintained behind the panel to be drilled.**

4. Drill a 10 mm (0.40 in) diameter hole through the panel.
5. Carefully remove paint and primer from the area surrounding the rivet stud flange until bare metal is visible.
6. Using a rivet stud installer, install the replacement conductive M6 rivet stud.
7. Ensure the new rivet stud is securely fastened, with no detectable movement.

NOTE: **The rivet stud and surrounding panel area must be properly refinished prior to the installation of the ground terminal and nut to maintain positive electrical grounding.**

8. Completely wrap the threads of the rivet stud with painters tape or equivalent.
9. Refinish the repair area using an anti-corrosion primer. Refer to **Anti-Corrosion Treatment and Repair**.
10. Allow the refinished repair area to cure sufficiently before removing the protective material applied to the rivet stud threads.
11. Remove the painters tape or equivalent from the rivet stud threads.
12. Using GM approved residue-free solvent or equivalent, thoroughly clean the rivet stud threads to remove any adhesive and allow to dry.
13. Carefully remove any corrosion from the electrical ground wire terminal. Refer to **Testing for Intermittent Conditions and Poor Connections**.
14. Using a small brush, apply Dielectric Lubricant GM P/N 12377900 (Canadian P/N 10953529) to the new conductive M6 rivet stud threads.
15. Install the ground terminal to the new, conductive M6 rivet stud.

CAUTION: Refer to Fastener Caution.

16. Install the conductive M6 nut and tighten to 8 N.m (71 lb in).
17. Check for proper system operation.

FUSE BLOCK REPLACEMENT

Removal Procedure

1. Disconnect battery negative cable. Refer to **Battery Negative Cable Disconnection and Connection**.

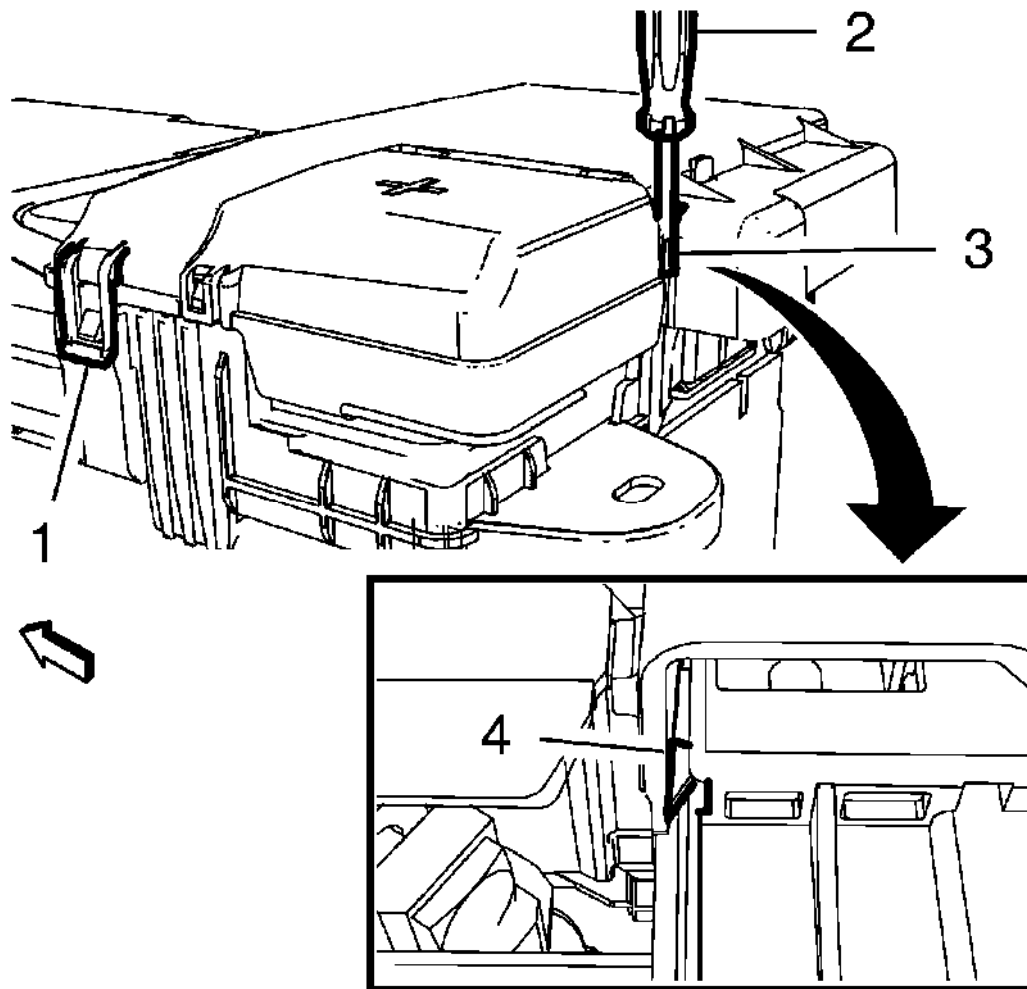


Fig. 21: Battery Fuse Box Cover

Courtesy of GENERAL MOTORS COMPANY

2. Unlock the retaining tab (1) on the battery fuse box cover.
3. Use a suitable screwdriver (2) to unlock the clip (4) through the window (3).

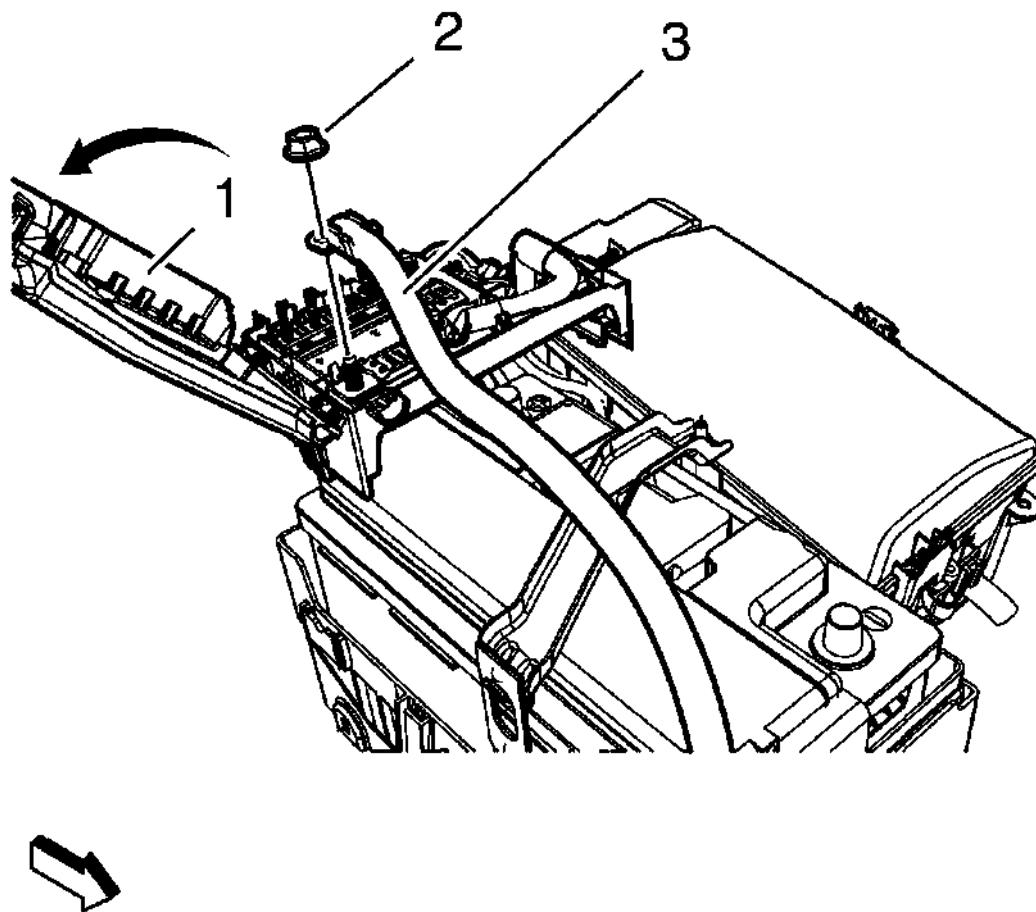


Fig. 22: View Of Fuse Box Cover, Battery Cable And Nut
Courtesy of GENERAL MOTORS COMPANY

NOTE: Pull the battery fuse box housing. DO NOT pull the flap.

4. Open the battery fuse box cover (1).
5. Remove the positive battery cable to starter nut (2).
6. Remove the positive battery cable to starter (3) from the battery.
7. Remove the positive battery cable. Refer to **Battery Positive Cable Replacement** .

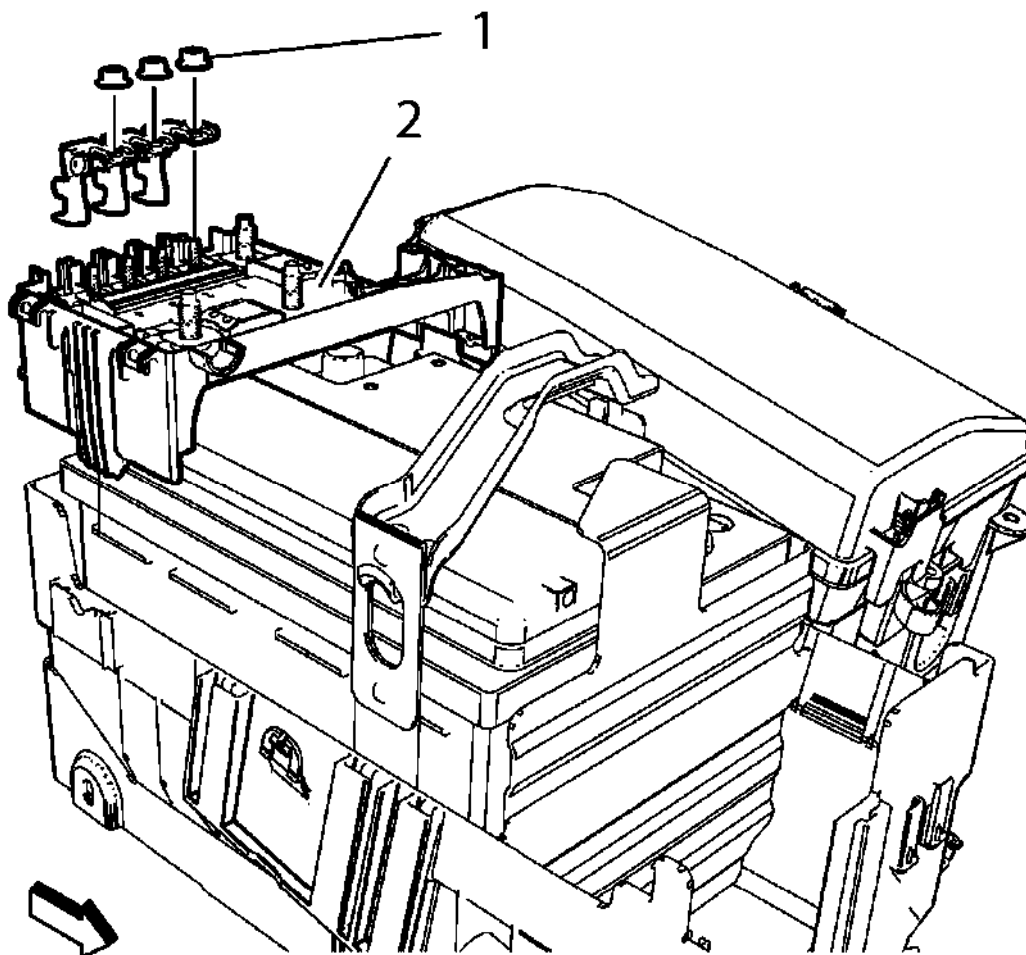


Fig. 23: Identifying Fuse Block, Body Wiring Harness And Nuts
Courtesy of GENERAL MOTORS COMPANY

8. Remove 2 body wiring harness nuts (1) and body wiring harness.
9. Remove fuse block (2).

Installation Procedure

1. Install fuse block.

CAUTION: Refer to Fastener Caution

2. Install body wiring harness and 2 body wiring harness nuts and tighten to 4.7 N.m (42 lb in).
3. Install the positive battery cable. Refer to Battery Positive Cable Replacement.

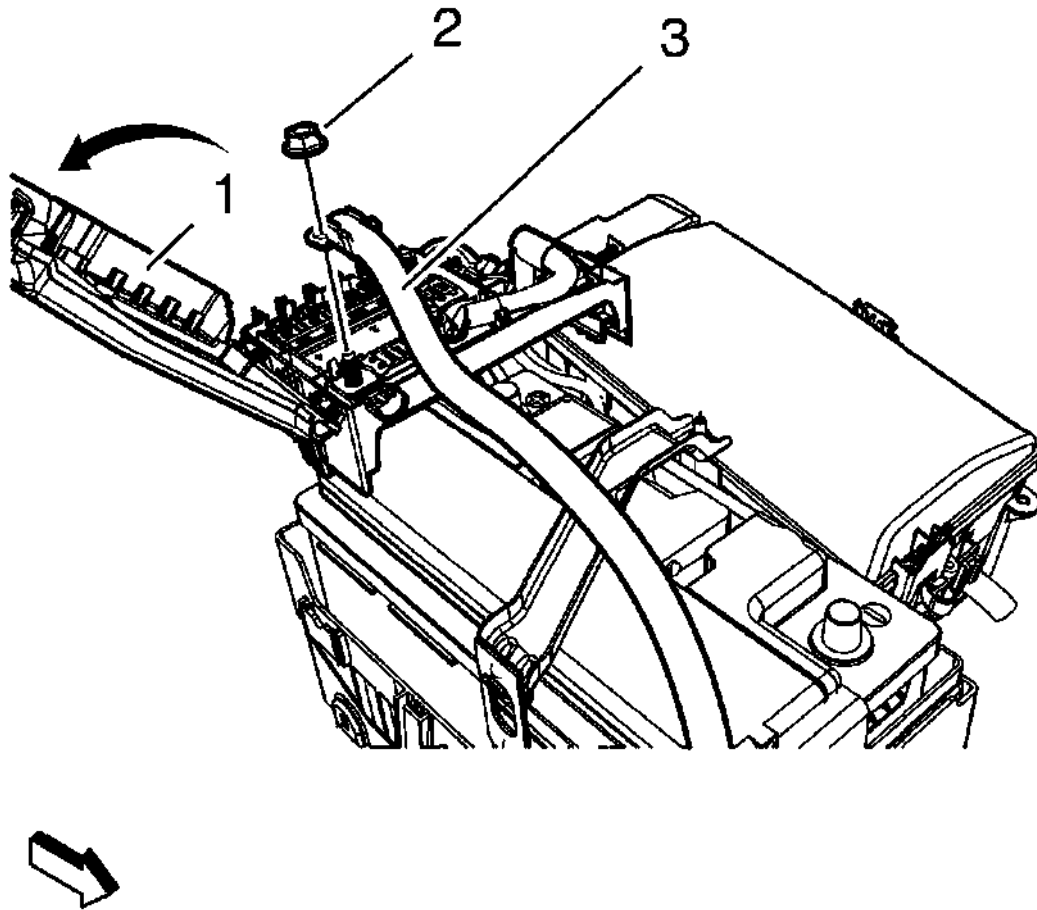


Fig. 24: View Of Fuse Box Cover, Battery Cable And Nut
Courtesy of GENERAL MOTORS COMPANY

4. Install the positive battery cable to starter (3).
5. Install the positive battery cable to starter nut (2) and tighten to 9 N.m (80 lb in).

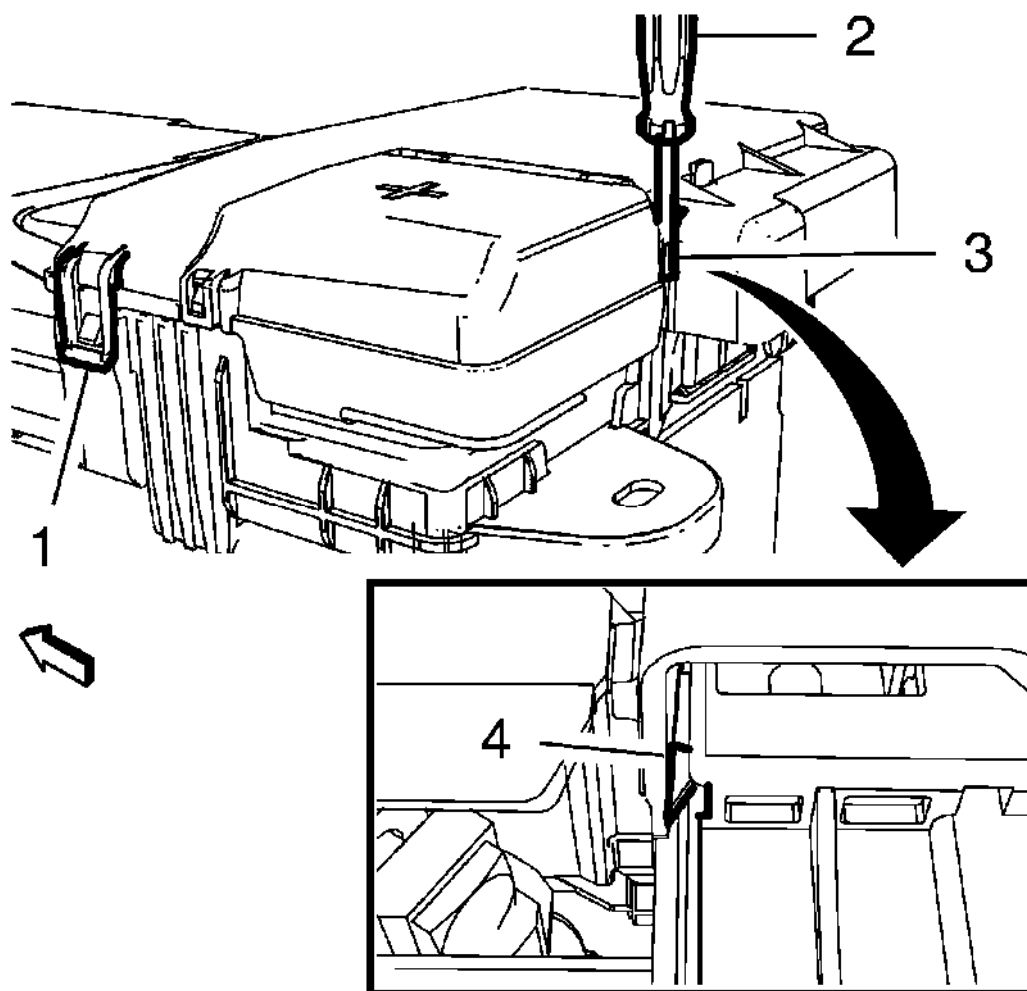


Fig. 25: Battery Fuse Box Cover

Courtesy of GENERAL MOTORS COMPANY

6. Close the battery fuse box cover and lock the retaining tabs (1) and (4).
7. Connect battery negative cable. Refer to **Battery Negative Cable Disconnection and Connection** .

FRONT COMPARTMENT FUSE BLOCK REPLACEMENT

Removal Procedure

1. Disconnect battery negative cable. Refer to **Battery Negative Cable Disconnection and Connection** .
2. Remove the front compartment fuse block cover. Refer to **Front Compartment Fuse Block Cover Replacement**.

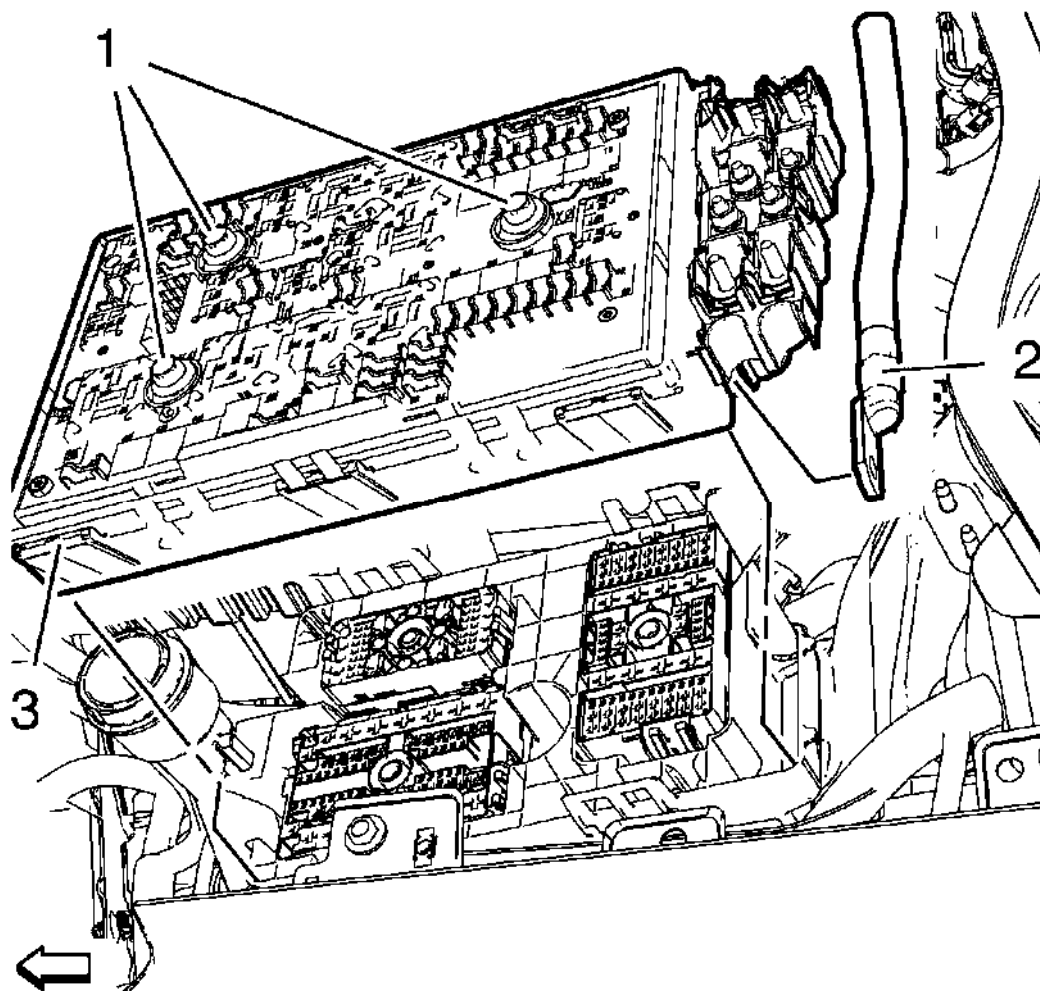


Fig. 26: View Of Front Compartment Fuse Block, Wiring Harness Supply And Fuse Block Bolt
Courtesy of GENERAL MOTORS COMPANY

NOTE: Bolts (1) are encapsulated on the end of threads so that they can not be removed from the fuse block. The fuse block must be pulled out to expose the positive cable lug.

3. Remove the 3 front compartment fuse block bolts (1).
4. Unlock retaining tabs and remove the front compartment fuse block (3).
5. Remove the front compartment fuse block wiring harness supply (2).

Installation Procedure

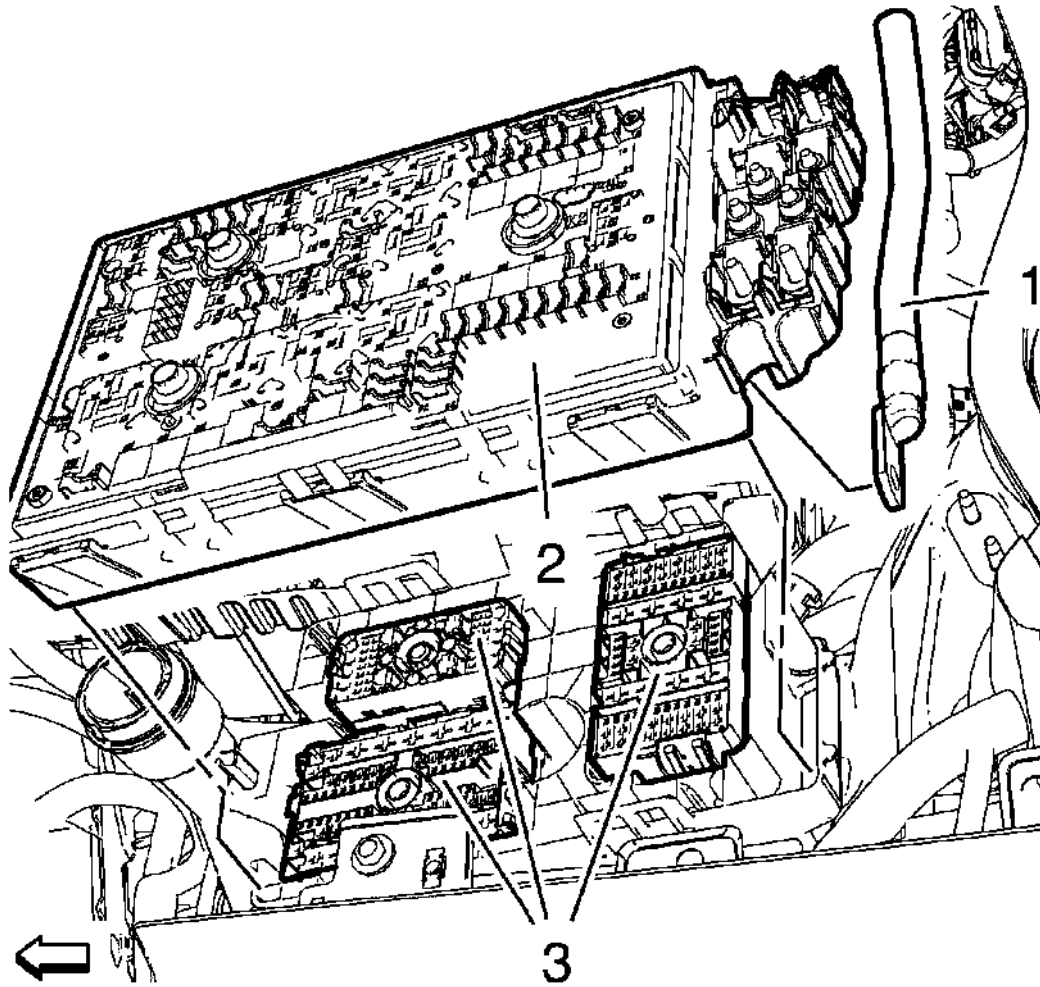


Fig. 27: Wiring Harness Supply, Front Compartment Fuse Block And Electrical Connectors
Courtesy of GENERAL MOTORS COMPANY

CAUTION: Refer to Fastener Caution .

1. Install front compartment fuse block wiring harness supply (1) and tighten to 12 N.m (106 lb in).
2. Push down the 3 electrical connectors (3) before installation of the front compartment fuse block (2).

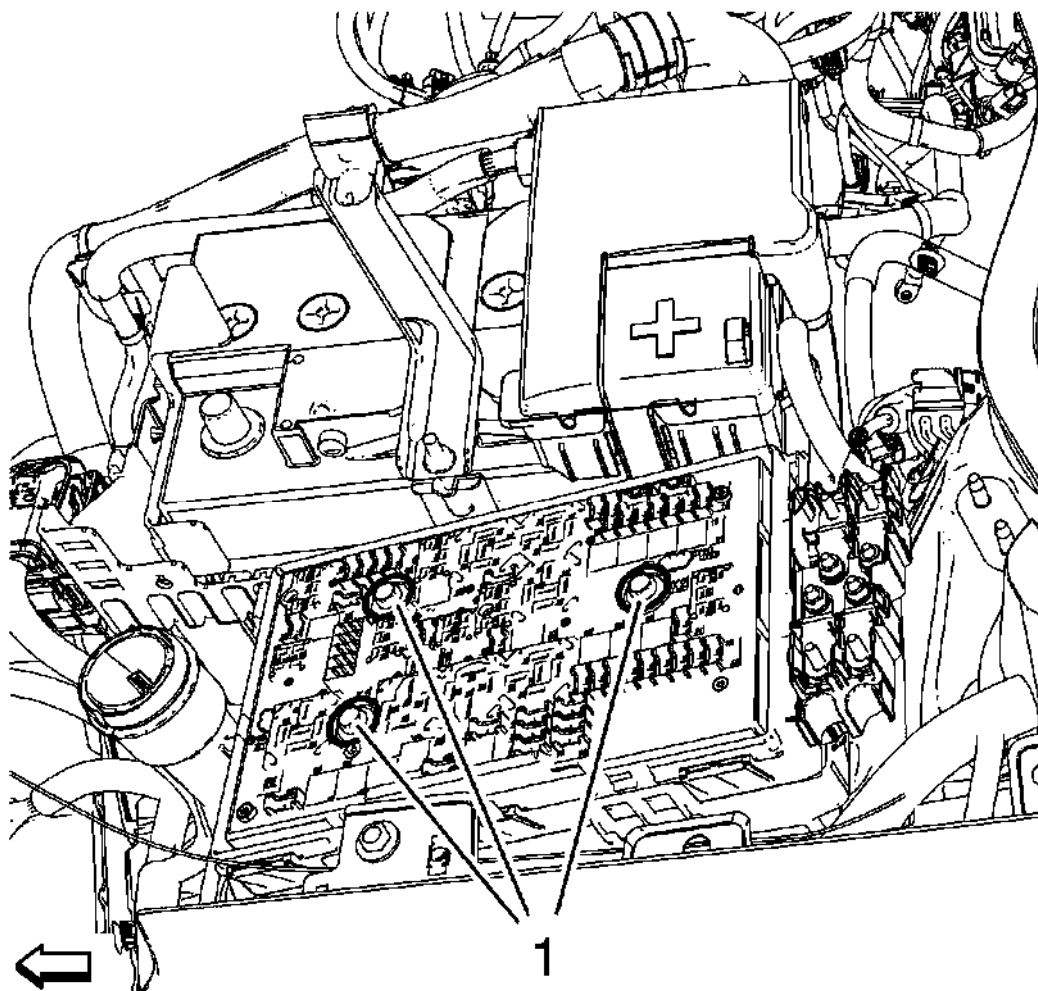


Fig. 28: Identifying Front Compartment Fuse Block Bolt
Courtesy of GENERAL MOTORS COMPANY

3. Install 3 front compartment fuse block bolts (1) and tighten to 6 N.m (53 lb in).
4. Install the front compartment fuse block cover. Refer to **Front Compartment Fuse Block Cover Replacement**.
5. Connect battery negative cable. Refer to **Battery Negative Cable Disconnection and Connection**.

FRONT COMPARTMENT FUSE BLOCK HOUSING REPLACEMENT

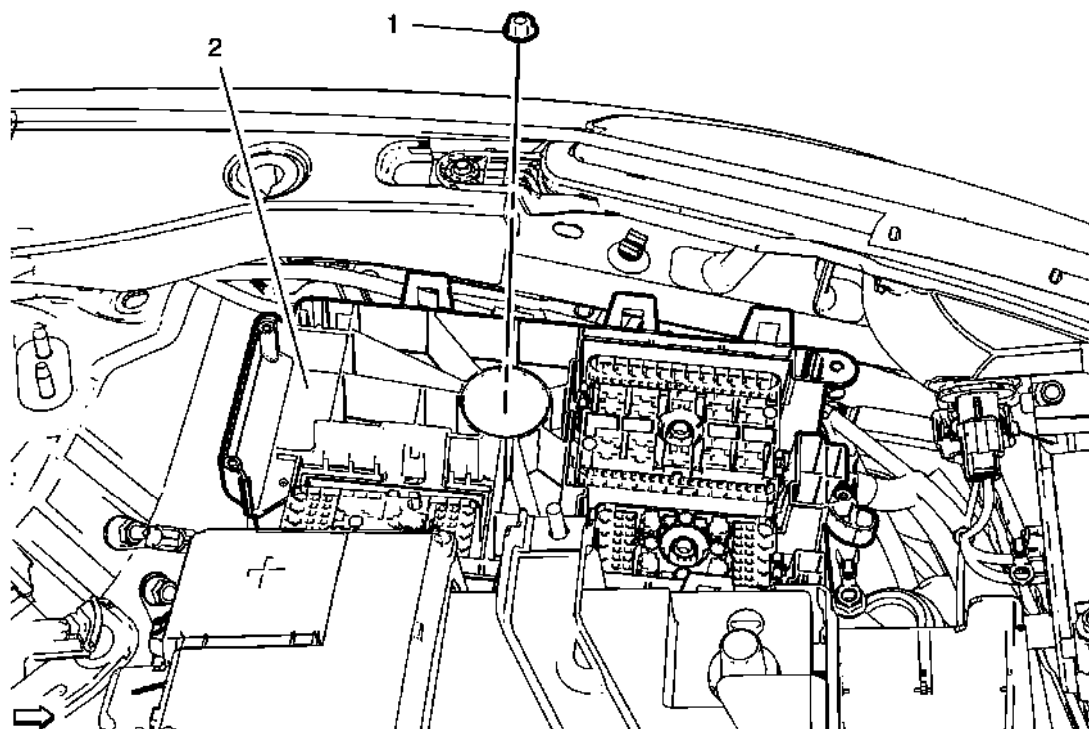


Fig. 29: Identifying Front Compartment Fuse Block Housing And Nut
 Courtesy of GENERAL MOTORS COMPANY

Front Compartment Fuse Block Housing Replacement

Callout	Component Name
Preliminary Procedures 1. Disconnect the negative battery cable. Refer to <u>Battery Negative Cable Disconnection and Connection</u> . 2. Remove the windshield washer solvent container filler tube. Refer to <u>Windshield Washer Solvent Container Filler Tube Replacement</u> . 3. Remove front compartment fuse block. Refer to <u>Front Compartment Fuse Block Replacement</u>.	
1	Front Compartment Fuse Block Housing Nut CAUTION: Refer to <u>Fastener Caution</u> . Tighten 22 N.m(16 lb ft)
2	Front Compartment Fuse Block Housing Procedure

1. Remove 3 electrical connectors from front compartment fuse block housing.
2. Remove attaching parts and unclip wiring harnesses from front compartment fuse block housing.

FRONT COMPARTMENT FUSE BLOCK COVER REPLACEMENT

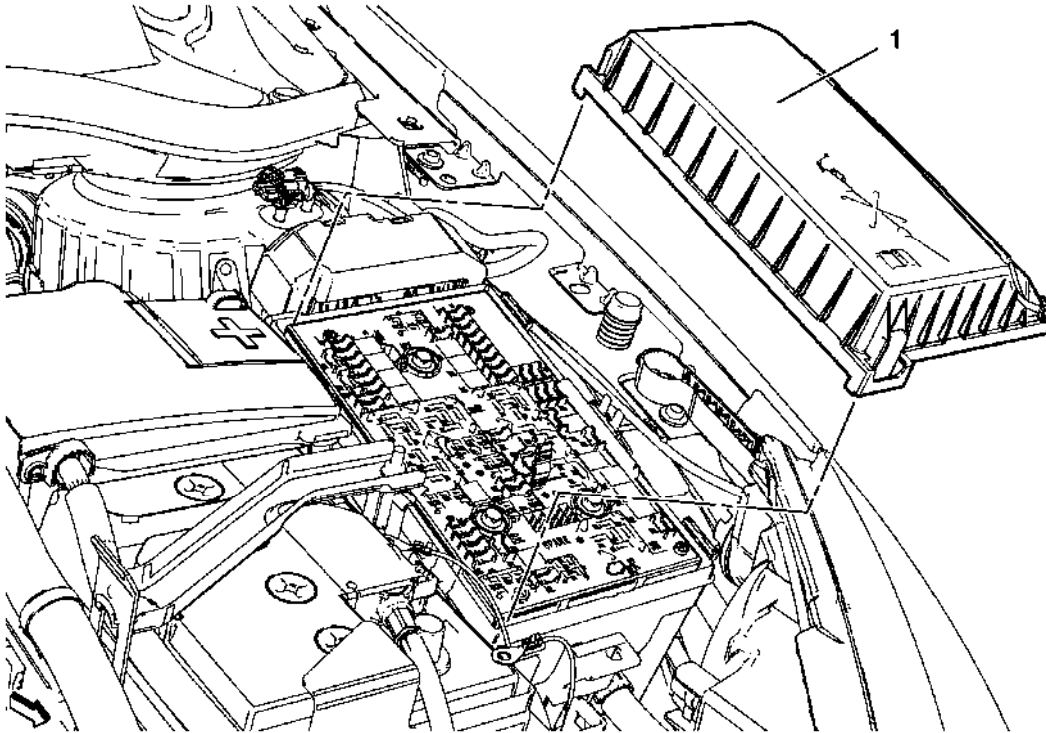


Fig. 30: Identifying Front Compartment Fuse Block Cover
Courtesy of GENERAL MOTORS COMPANY

Front Compartment Fuse Block Cover Replacement

Callout	Component Name
1	Front Compartment Fuse Block Cover Procedure Squeeze 3 tabs to release cover.

IGNITION LOCK CYLINDER REPLACEMENT

Removal Procedure

1. Disconnect the battery negative cable. Refer to **Battery Negative Cable Disconnection and Connection**.
2. Remove the steering column lower trim cover. Refer to **Steering Column Lower Trim Cover Replacement**.

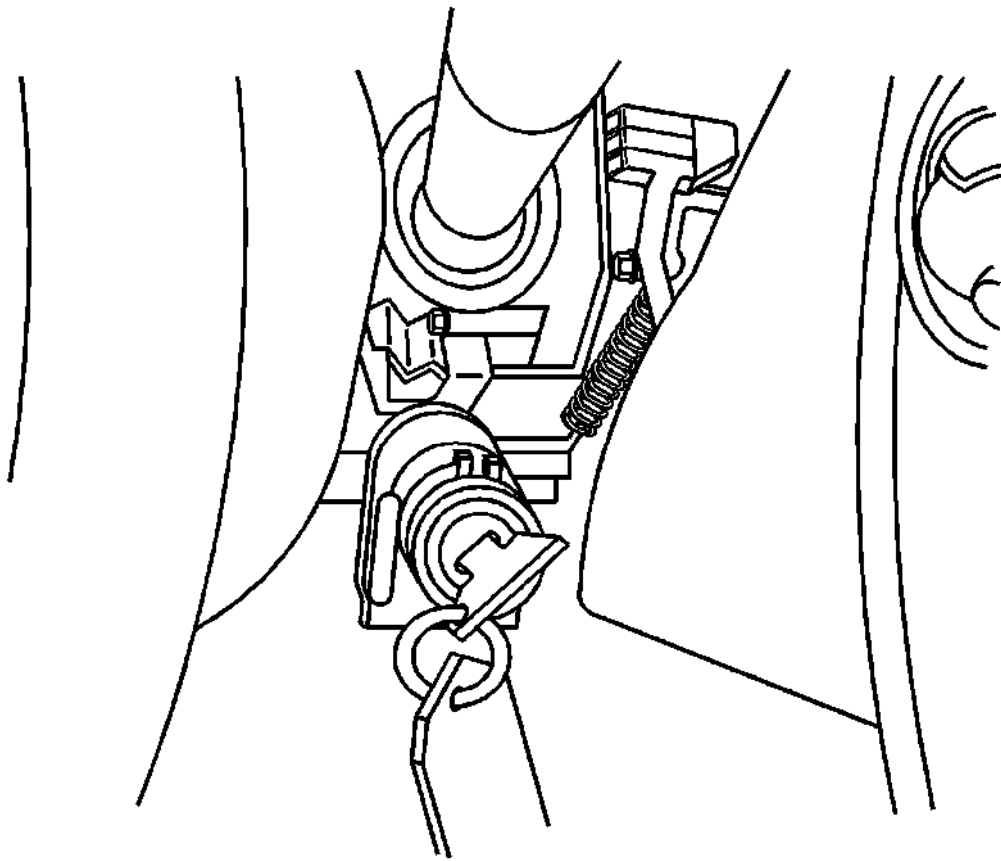


Fig. 31: Key & Ignition Lock Cylinder

Courtesy of GENERAL MOTORS COMPANY

3. Insert the key into the ignition lock cylinder and turn the key to the RUN position.

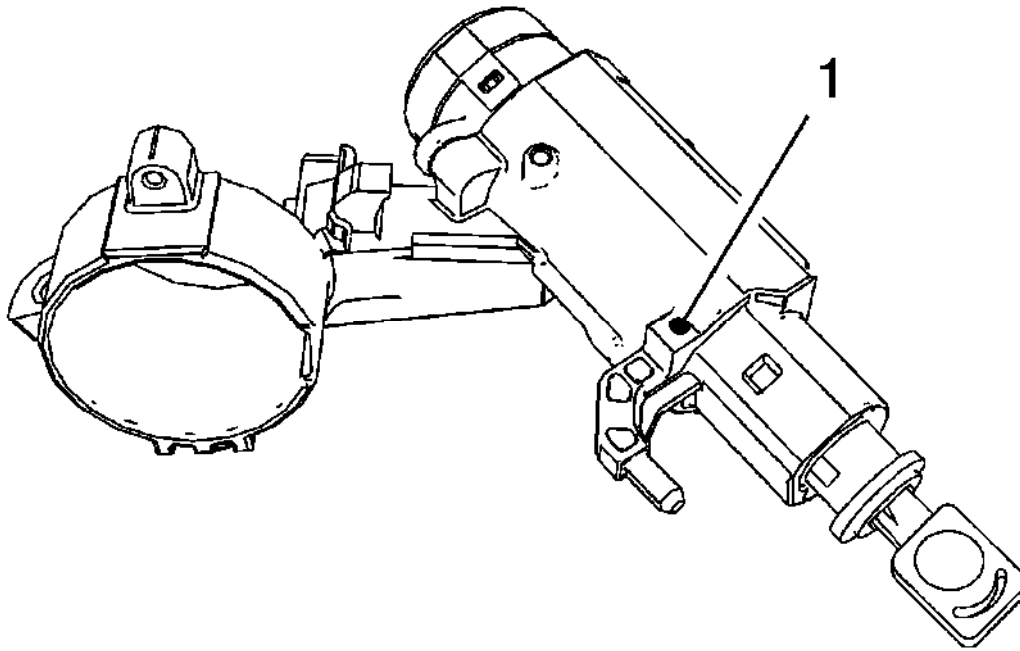


Fig. 32: Access Hole

Courtesy of GENERAL MOTORS COMPANY

4. Depress the retainer through the lock housing access hole (1) with a small Allen wrench or similar pick-type tool.
5. Remove the ignition lock cylinder from the lock housing.

Installation Procedure

1. If you are installing a new ignition lock cylinder, code the lock cylinder. Refer to **Key and Lock Cylinder Coding**.

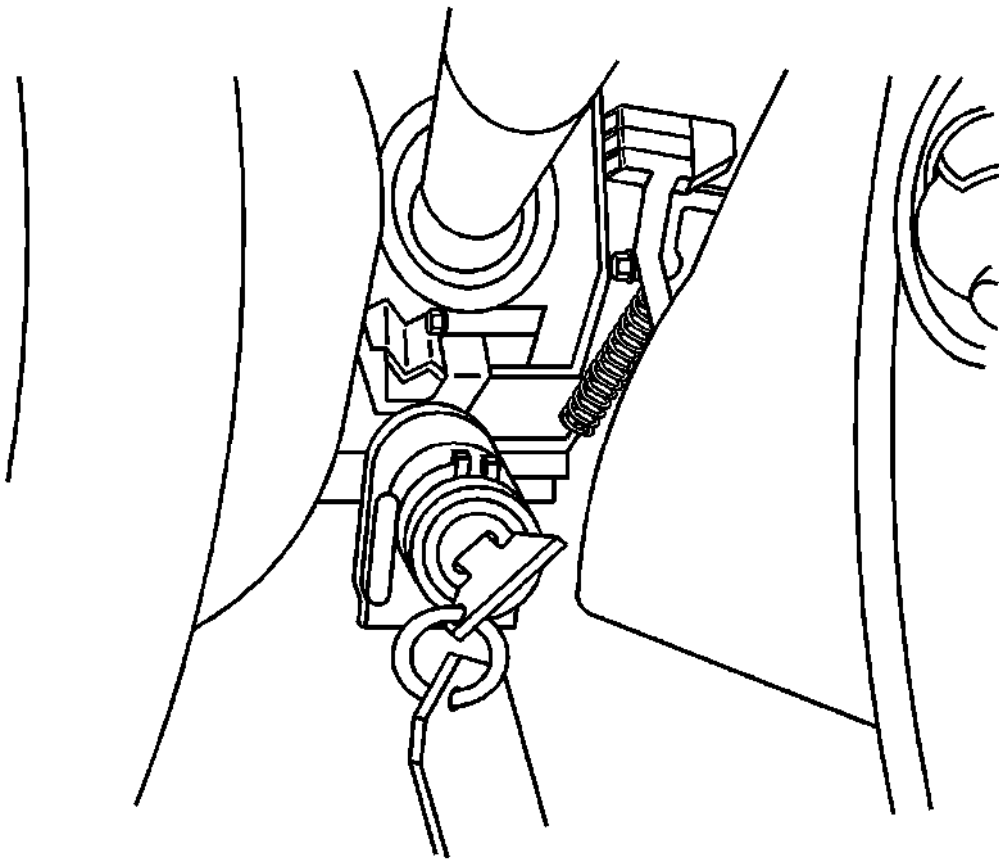
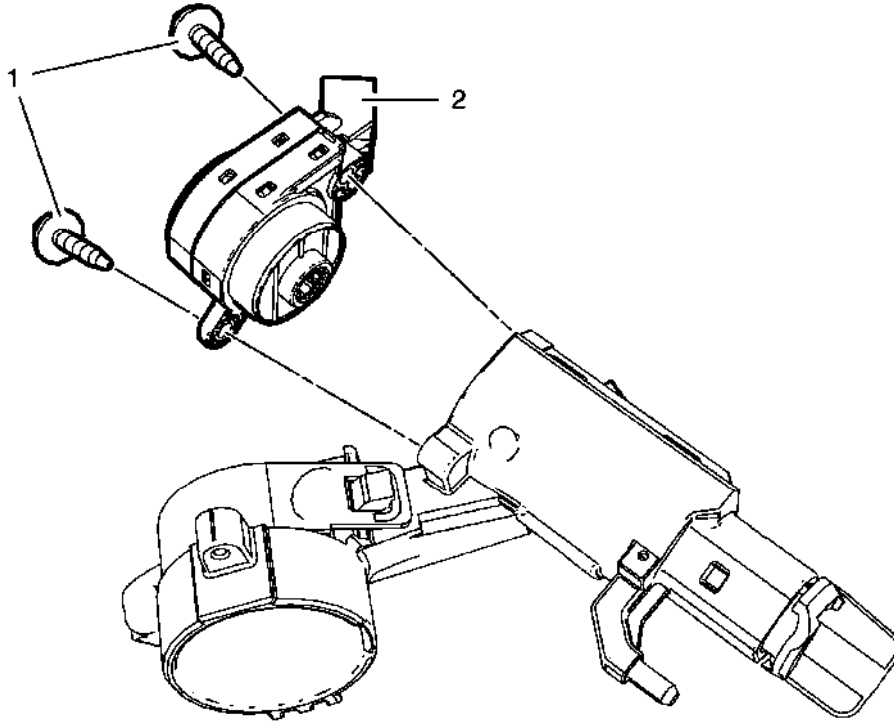


Fig. 33: Key & Ignition Lock Cylinder

Courtesy of GENERAL MOTORS COMPANY

2. Turn the key to the RUN position and insert ignition lock cylinder into the lock housing.
3. Turn the key to the LOCK position and remove the key from the ignition lock cylinder.
4. Install the steering column lower trim cover. Refer to **Steering Column Lower Trim Cover Replacement** .
5. Connect the battery negative cable. Refer to **Battery Negative Cable Disconnection and Connection** .

IGNITION AND START SWITCH REPLACEMENT

**Fig. 34: Ignition Switch And Bolts**

Courtesy of GENERAL MOTORS COMPANY

Ignition and Start Switch Replacement

Callout	Component Name
Preliminary Procedures	
1. Disconnect the battery negative cable. Refer to <u>Battery Negative Cable Disconnection and Connection</u> .	
2. Remove the steering column lower trim cover. Refer to <u>Steering Column Lower Trim Cover Replacement</u>	
1	Ignition and Start Switch Bolt (Qty: 2) CAUTION: Refer to <u>Fastener Caution</u> . Procedure Reposition the steering column wiring harness retainers in order to gain access to the switch bolts.
2	Ignition and Start Switch

ENGINE STOP/START MODE CONTROL SWITCH REPLACEMENT

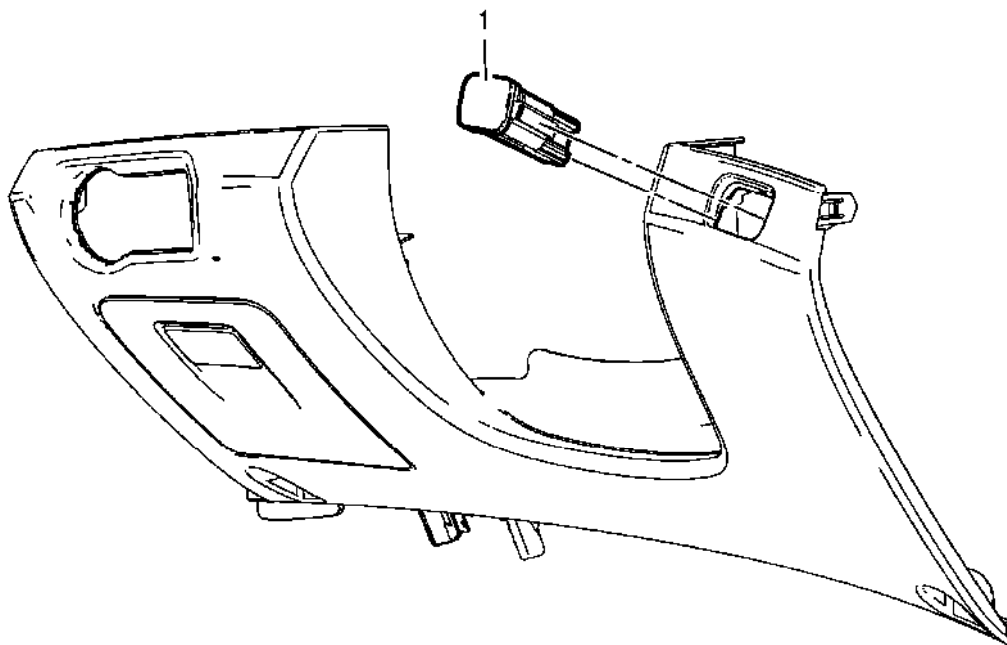


Fig. 35: Engine Stop/Start Mode Control Switch
Courtesy of GENERAL MOTORS COMPANY

Engine Stop/Start Mode Control Switch Replacement

Callout	Component Name
Preliminary Procedure Remove the instrument panel lower trim pad cover. Refer to <u>Instrument Panel Lower Trim Pad Cover Replacement (without Knee Airbag)</u> , <u>Instrument Panel Lower Trim Pad Cover Replacement (with Knee Airbag)</u> .	
1	Engine Stop/Start Mode Control Switch Procedure Unlock the retaining tabs.

IGNITION AND START SWITCH HOUSING REPLACEMENT

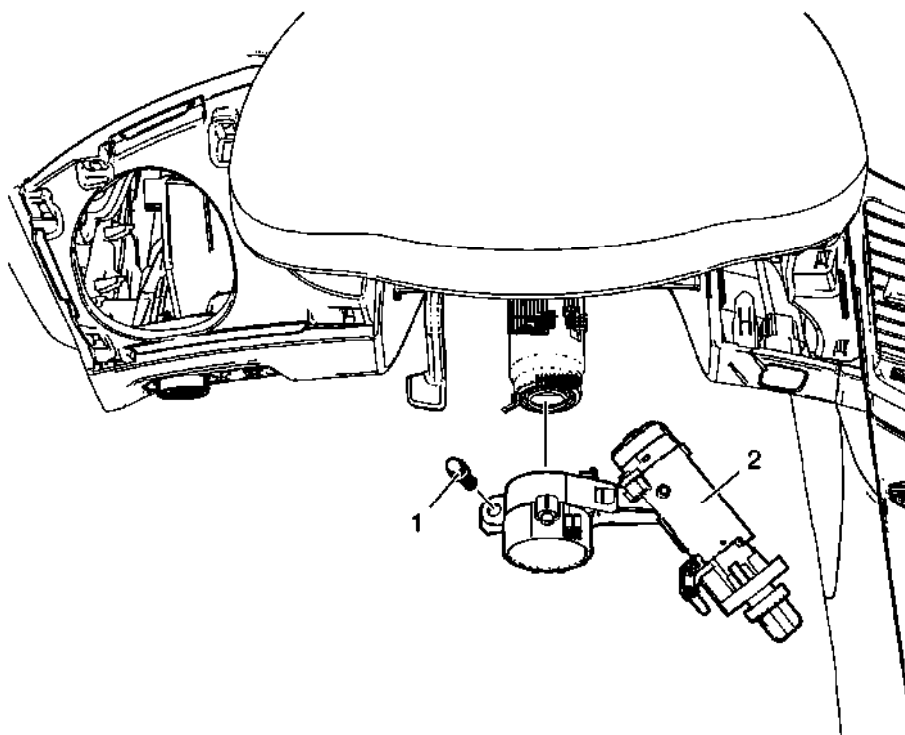


Fig. 36: Ignition And Start Switch Housing
 Courtesy of GENERAL MOTORS COMPANY

Ignition and Start Switch Housing Replacement

Callout	Component Name
Preliminary Procedures	
1. Remove the ignition lock cylinder. Refer to <u>Ignition Lock Cylinder Replacement</u> 2. Remove the turn signal switch bracket. Refer to <u>Turn Signal Switch Bracket Replacement</u>	
1	Ignition Lock Cylinder Bolt CAUTION: Refer to <u>Fastener Caution</u> . Procedure 1. Use a suitable chisel to remove bolt. 2. Install NEW bolt and tighten until head tears off.
2	Ignition and Start Switch Housing Procedure 1. Disconnect the electrical connector. 2. Remove ignition and start switch. Refer to <u>Ignition and Start</u>

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Switch Replacement.