

SECTION 0A

GENERAL INFORMATION

CAUTION: This vehicle is equipped with Supplemental Inflatable Restraint (SIR). Refer to CAUTIONS in Section 9J under "ON-VEHICLE SERVICE" and the SIR Component and Wiring Location view in Section 9J before performing service on or around SIR components or wiring. Failure to follow CAUTIONS could result in possible air bag deployment, personal injury, or otherwise unneeded SIR system repairs.

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SUPPLEMENTAL INFLATABLE RESTRAINT (SIR) HANDLING

Refer to CAUTIONS and the SIR Component and Wiring Location view in Section 9J when performing service on or around SIR components or SIR wiring. SIR equipped vehicles can be identified by:

- Steering wheel hub marked "INFLATABLE RESTRAINT."
- "INFLATABLE RESTRAINT" indicator lamp in instrument cluster.
- Code "2," "3" or "5" for the seventh digit of the vehicle identification number (VIN).

DISCONNECTING THE BATTERY NEGATIVE CABLE ASSEMBLY

CAUTION: Before removing or installing any electrical unit or when a tool or equipment could easily come in contact with "live" exposed electrical terminals, disconnect the battery negative cable assembly to help prevent personal injury and/or damage to the vehicle or components. Unless instructed otherwise, the ignition switch must be in the "OFF" or "LOCK" position.

HANDLING ELECTROSTATIC DISCHARGE (ESD) SENSITIVE PARTS

Figure 1

NOTICE: When handling an electronic part that has an ESD sensitive label (Figure 1) or is identified as ESD sensitive in the list that follows, the service technician should follow these guidelines to reduce any possible electrostatic charge buildup on the service technician's body and the electronic part in the dealership:

1. Do not open package until it is time to install the part.
2. Do not touch electrical terminals of the part or its pigtail connector(s) with a finger or tool.
3. Before removing the part from its package, ground the package to a known good ground on the vehicle.
4. Always touch a known good ground before handling the part. This should be repeated while handling the part and more frequently after sliding across the seat, sitting down from a standing position or walking a distance.

Not all parts that can be damaged by ESD have an ESD label. Components that can be damaged by ESD are:

- Inflatable restraint diagnostic energy reserve module (DERM) and resistor module
- Powertrain control module (PCM)
- Instrument panel cluster

Solid state components also can be damaged if they are bumped or dropped, or if they are laid on a metal work bench or on an electrically operated item such as a radio, a TV or an oscilloscope.

SPECIAL TOOL ORDERING INFORMATION

Special service tools that are shown in this service manual that have tool product numbers beginning with "J" or "BT" are available for worldwide distribution from:

Kent-Moore

SPX Corporation

29784 Little Mack

Roseville, MI 48066-2298

1-800-345-2233

Monday through Friday

8:00 a.m. through 8:00 p.m. EST

Telex: 244040 KMTR VR

Fax: 313-578-7375

General Motors dealers can purchase TECH 1 scan tools and accessories through Kent-Moore at the above address and phone number. Non General Motors dealer repair facilities can purchase TECH 1 scan tools and accessories from Kent-Moore at the above address or:

Sun Electric Corporation

One Sun Parkway

Crystal Lake, IL 60014

1-800-CALLSUN (225-5786)

6:45 a.m. through 7:00 p.m. CST.

BODY IDENTIFICATION

A body identification tag is attached to the vehicle on the center of the radiator tie. The tag gives a schedule number and the last four digits of the vehicle identification number (VIN) sequence number. Refer to "Vehicle Identification Number" in this section.

Paint codes, trim numbers, seat option codes and other body information are included on the Service Parts Identification Label. Refer to "Service Parts Identification Label" in this section.

FEDERAL VEHICLE THEFT PREVENTION STANDARD

Federal law requires General Motors to place a vehicle identification number (VIN) label on certain parts of selected vehicles. The purpose of the standard is to reduce motor vehicle thefts by making parts removed from stolen vehicles easier to trace and recover.

The label is permanently attached to an interior surface of the part and displays the complete VIN. The label on a replacement part contains the letter "R," the manufacturer's logo and the symbol "DOT."

NOTICE



**CONTENTS SENSITIVE
TO
STATIC ELECTRICITY**

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Figure 1 – ESD Sensitive Parts Label



Important

- THESE LABELS ARE NOT TO BE DEFACED, REMOVED OR COVERED. The labels must be shielded from paint, rustproofing and undercoating (dealer preparation included).

The theft deterrent labels are found on the front side door windows.

VEHICLE IDENTIFICATION NUMBER

Figures 2 through 4

The vehicle identification number (VIN) legally identifies the vehicle. A VIN plate is attached to the upper left of the instrument panel and can be seen from outside the vehicle. Each sequential unit number is prefixed by letters and numbers that are explained in Figure 2. The VIN also appears on the Vehicle Certificate of Title and Registration.

A derivative of the VIN is stamped on the engine and transmission. The code gives the model year, plant of manufacture and a sequence number that also indicates the car division. A VIN number is also stamped on the frame.

A bar code VIN is also on the vehicle identification plate.

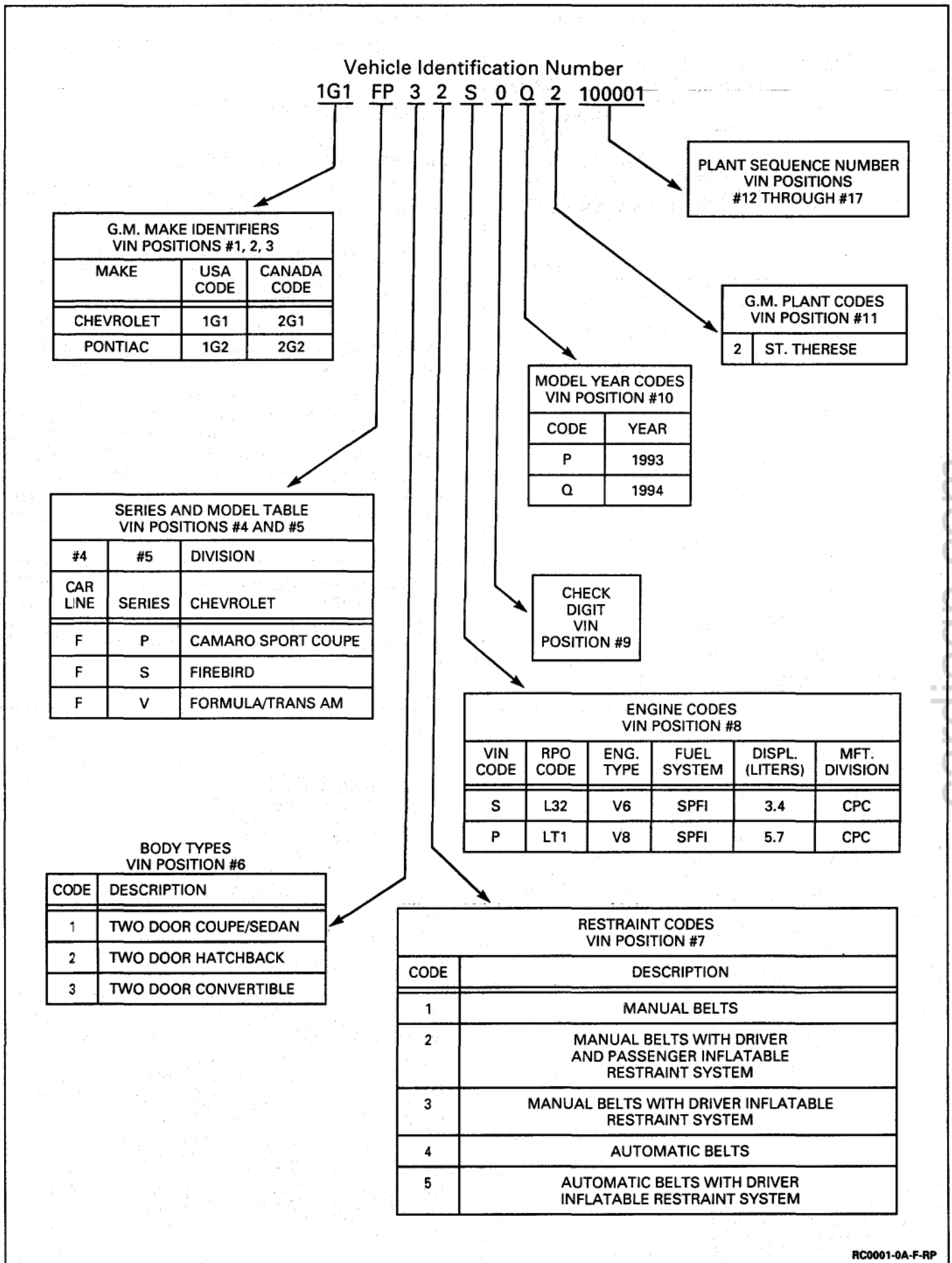


Figure 2 – VIN Codes

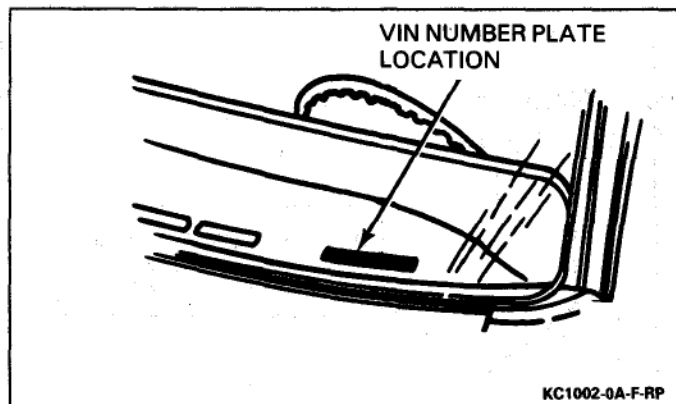


Figure 3 - VIN Plate Location

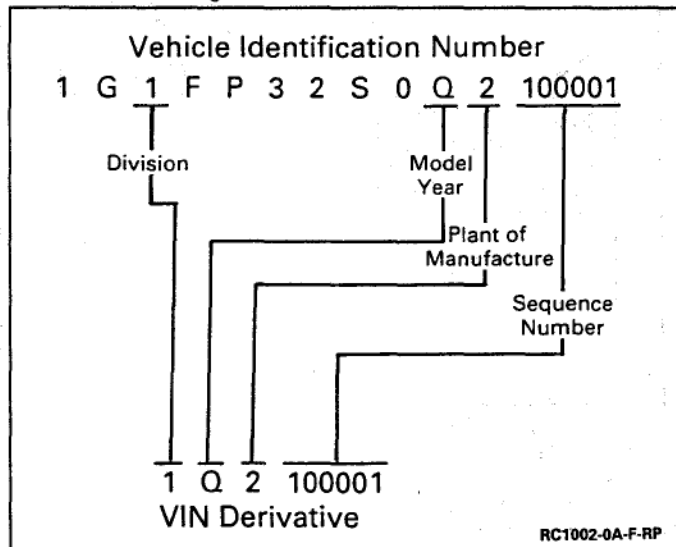


Figure 4 - VIN Derivative (Typical)

MODEL IDENTIFICATION

Models (series) and body styles for the current year are listed in Figure 2.

ENGINE IDENTIFICATION

Figures 2 and 4 through 6

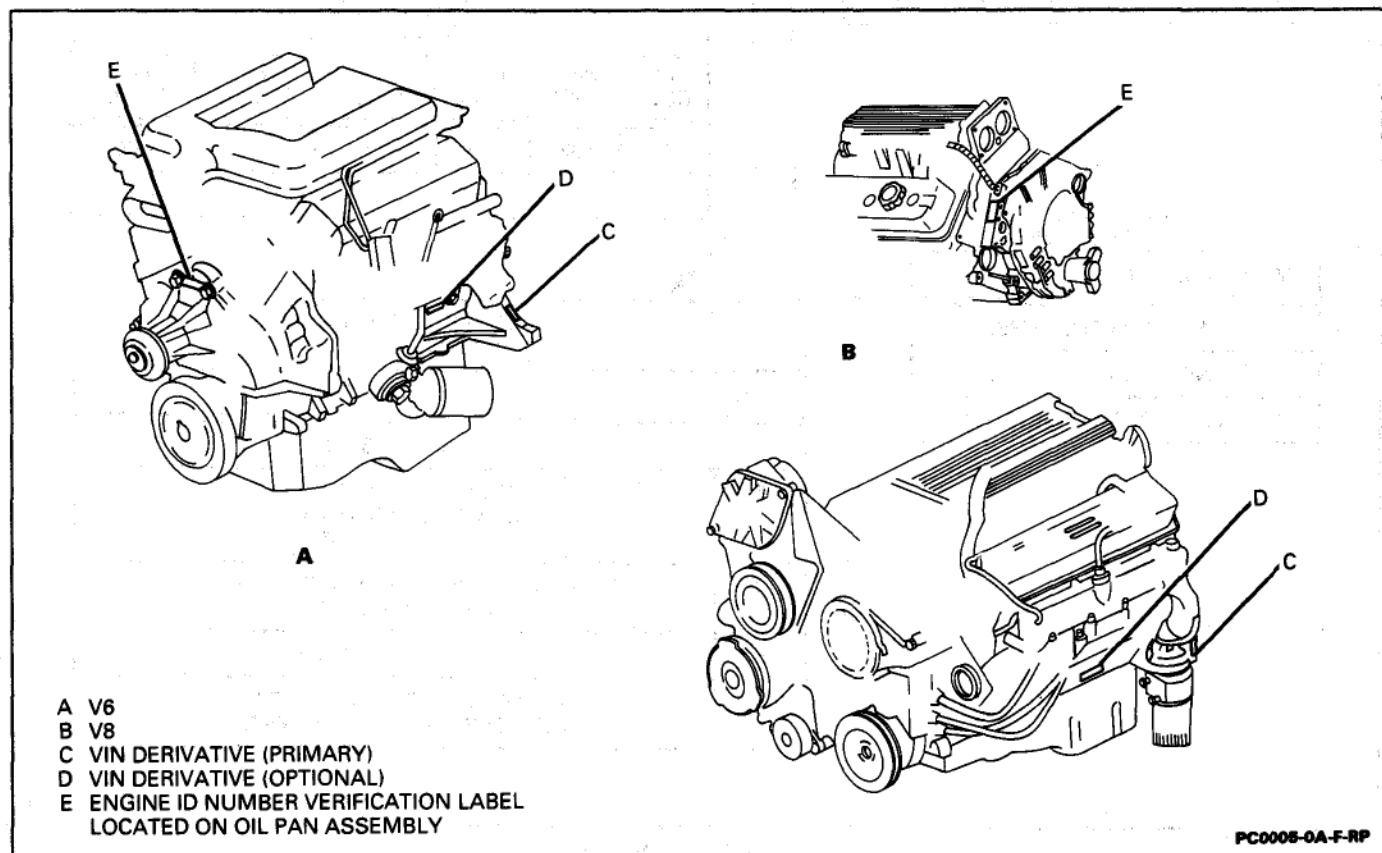
The VIN code (Figure 2) provides detailed engine information by the engine code letter located on the vehicle identification plate.

Stick-on-labels attached to the engine indicate the engine unit number and code. These labels also contain bar codes for in-plant identification.

Engines are stamped with an engine identification number which identifies the assembly plant, the month produced, the day produced and the engine type code.

All engines and transmissions are stamped with a VIN derivative, created from the complete VIN. Refer to "Vehicle Identification Number" in this section. The stamping contains nine positions. Position 1 is the GM car division identifier. Position 2 is the model year code. Position 3 is the car assembly plant code. Positions 4 through 9 contain the assembly plant sequential number of the vehicle (Figure 4).

If the engine in the vehicle is the original engine, information can be derived from the eighth VIN position letter or number (Figure 2). To determine if the engine is original, compare the VIN and the VIN derivative. The VIN derivative should be the same as positions 3 and 10 through 17 of the VIN.



- A V6
- B V8
- C VIN DERIVATIVE (PRIMARY)
- D VIN DERIVATIVE (OPTIONAL)
- E ENGINE ID NUMBER VERIFICATION LABEL LOCATED ON OIL PAN ASSEMBLY

Figure 5 - Engine Identification Locations (Typical)

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TRANSMISSION USAGE

Figure 7

Transmission usage affects axle usage. The transmission usage chart lists each engine with the axles and transmissions used for each.

TRANSMISSION IDENTIFICATION

Figures 8 and 9

The transmission has two identifying stampings: the transmission identification and the VIN derivative. The transmission identification number gives the transmission model and when it was made. On the automatic transmission, the transmission identification number is located on the plate on the automatic transmission case. On the manual transmission, the transmission identification number is located either on the transmission case or the bell housing. The VIN derivative is created from the complete VIN and is stamped in either of 2 places (Figure 8). Refer to "Vehicle Identification Number" in this section. For more information on rear axle differential ratio codes, refer to SECTION 4B.

DIFFERENTIAL RATIOS AND TIRE INFORMATION

For differential ratios, refer to SECTION 4B. For tire information, refer to SECTION 3E.

GENERAL VEHICLE LIFTING AND JACKING

Figure 10

CAUTION: To help avoid personal injury when a vehicle is on a hoist, provide additional support for the vehicle at the opposite end from which components are being removed. The additional support will reduce the possibility of the vehicle's falling off the hoist. When removing major components of the vehicle while the vehicle is on a hoist, the vehicle frame should be chained to the hoist pads at the same end as the removed components to prevent tip-off. Failure to follow these precautionary measures could result in vehicle damage, serious personal injury or death.

NOTICE: When jacking or lifting a vehicle at the frame side rails or other prescribed lift points, be

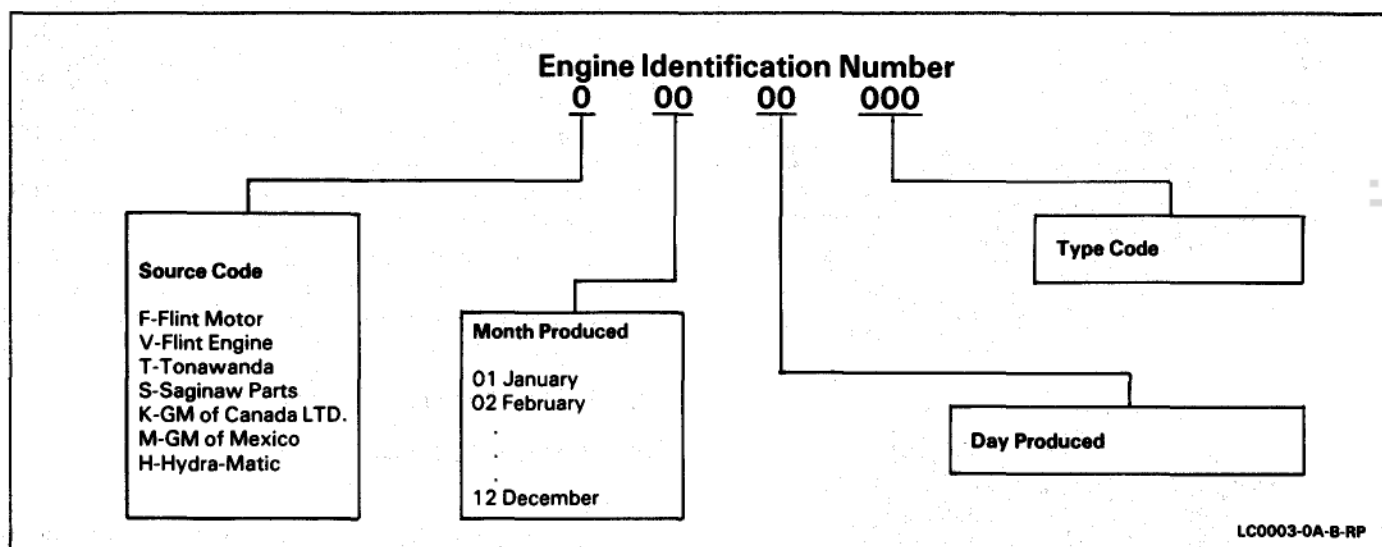


Figure 6 – Engine Identification Number

TRANSMISSION USAGE		
Engine	Axle (RPO-Ratio)	Transmission
3.4L, V6 (VIN S)	GU5 3.23	M49-Borg-Warner Manual 5-speed M30 Hydra-Matic 4L60-E
5.7L, V8 (VIN P)	GU2-2.73 or GU5-3.23	M49 Borg-Warner Manual 5-Speed MM6 Borg-Warner Manual 6-Speed M30 Hydra-Matic 4L60-E

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Figure 7 – Transmission Usage Chart

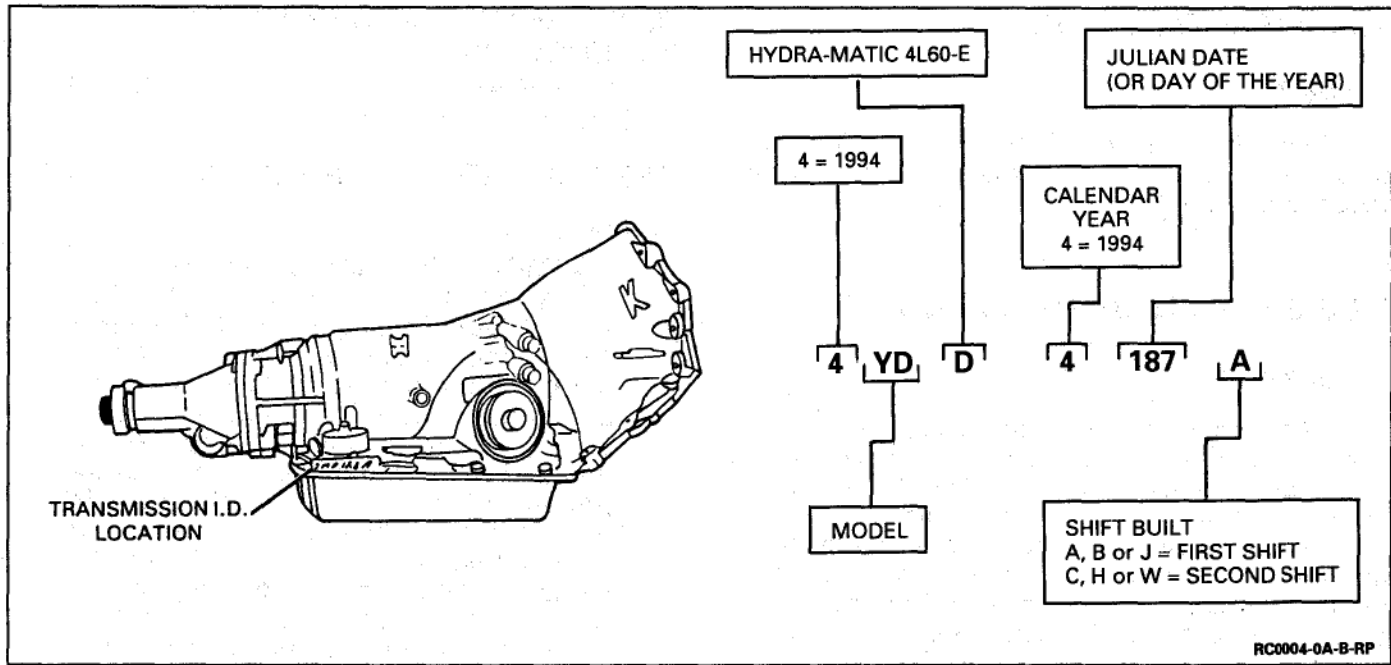


Figure 8 – Hydra-Matic 4L60-E Transmission I.D. Location

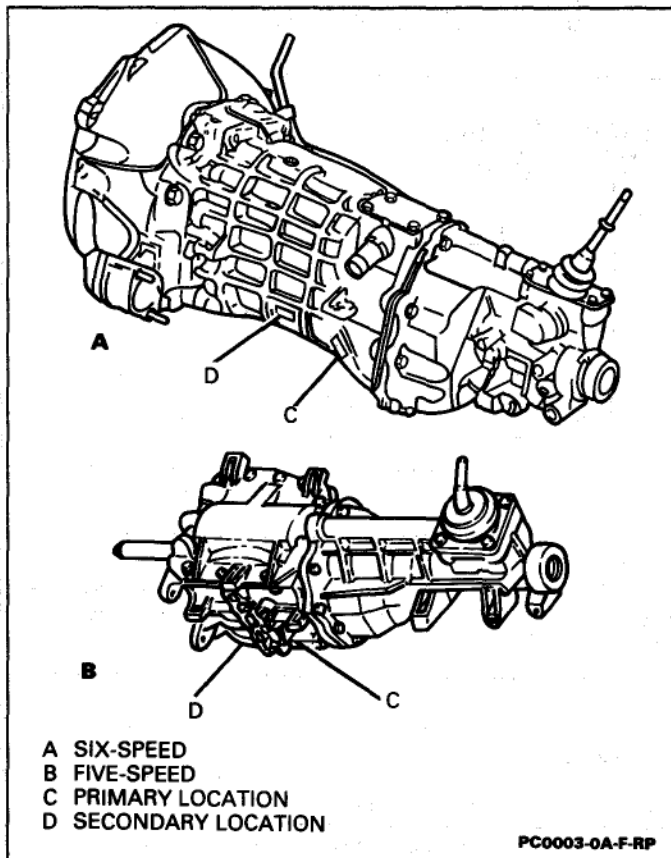


Figure 9 – Manual Transmission Identification

certain that lift pads do not contact the catalytic converter, brake pipes or fuel lines. Such contact may result in damage or unsatisfactory vehicle performance.

When a vehicle is lifted with a vehicle jack or floor jack, the wheels at the opposite end should be blocked.

Jackstands should be used to provide additional support. Jackstands should be placed under either the frame, the front suspension crossmember or the axle.

The vehicle should be on a clean, hard, level surface before any lifting procedure begins. All lifting equipment must meet weight standards and be in good working order. Make sure all vehicle loads are equally distributed and secure. If the only support for the vehicle is at the frame side rails, make sure the lifting equipment does not put too much stress on or weaken the frame side rails.

Recommended vehicle lifting points are shown in Figure 10. If any other hoist methods are used, take special care not to damage the fuel tank, filler neck, exhaust system or underbody.

LOCK CYLINDER CODING

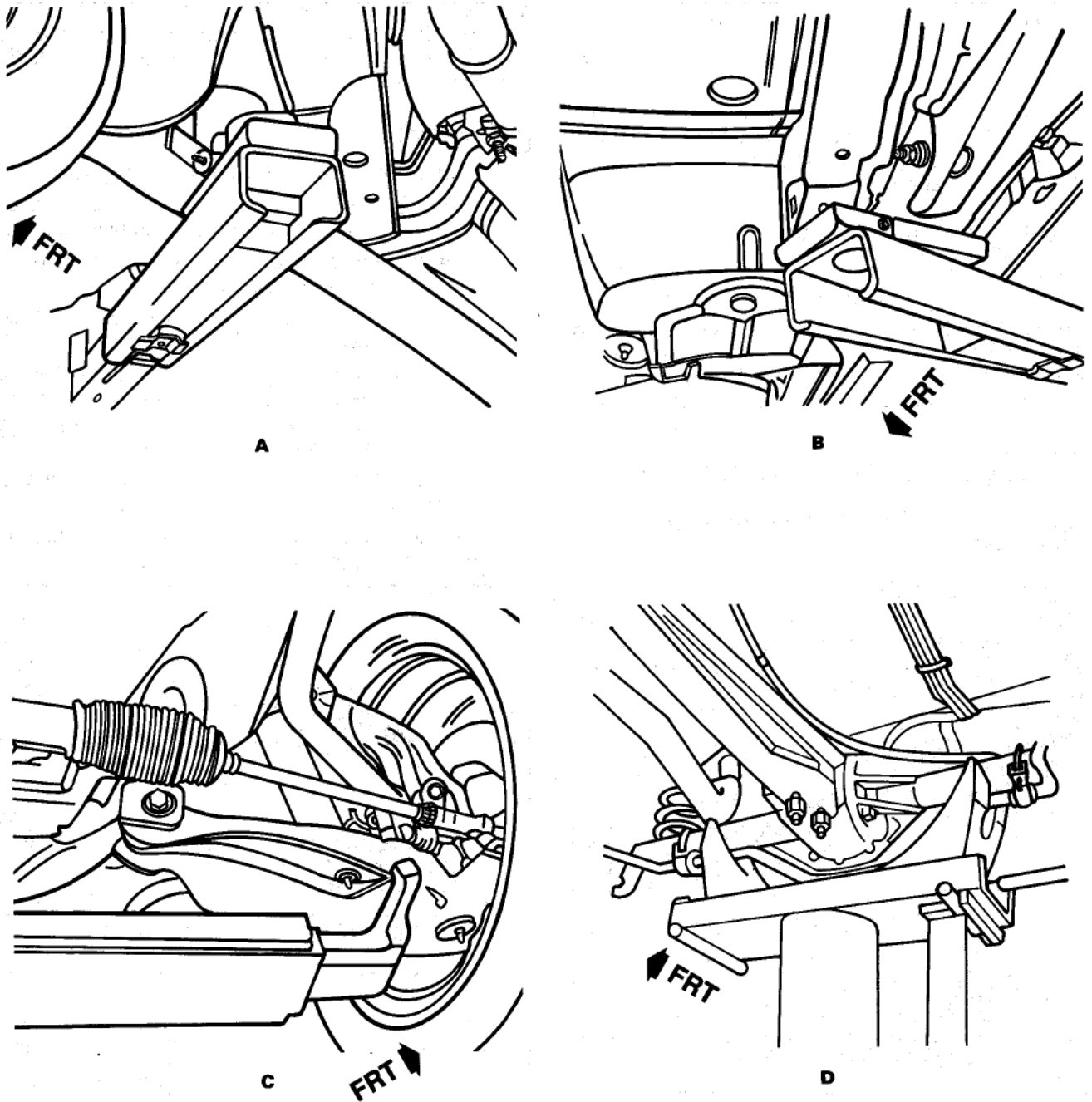
Key Identification and Usage

Figure 11

The lock cylinder keyway is designed so that other model keys will not enter a current model lock cylinder. Two noninterchangeable keys are used.

- Square-headed key is used in the ignition lock cylinder.
- Oval-headed key is used in all other lock cylinders.

Key identification is obtained from the four-character key code stamped on the knockout portion of the key head and from an identification letter stamped on the key shank. After the code number has been recorded by the owner, the plugs should be knocked out of the key head. Using these numbers, owners of key-cutting equipment can determine the lock combination by consulting a code list available from equipment suppliers. If the key code numbers are not available from records or from the knockout plug, the lock combination (tumbler numbers and position) can be determined by laying the key on the diagram (Figure 11). For information on the square-



- A USING FRAME CONTACT HOIST REARWARD OF FRONT TIRE
- B USING FRAME CONTACT HOIST FORWARD OF REAR TIRE
- C USING SUSPENSION CONTACT HOIST UNDER FRONT LOWER CONTROL ARM ASSEMBLY
- D USING SUSPENSION CONTACT HOIST LIFTING ON REAR AXLE ASSEMBLY

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Figure 10 – Vehicle Lifting Points

headed ignition key and lock cylinder, refer to SECTION 9D.

Cutting Keys

Figure 11

1. Determine special code from the code list or key code diagram.
2. Cut a blank key to proper level for each of six tumbler positions or according to directions supplied by the key-cutting equipment manufacturer.
3. Check key operation in lock cylinder.

Replacement Lock Cylinders

Figure 12

Lock cylinders (3) are available from service parts warehouses completely coded and with a new key. The new lock cylinder (3) has a locking bar staked in place. Tumblers (1) and springs are also available and must be assembled into the lock cylinder (3) according to the key code.

Assembling and Coding Lock Cylinders

All Lock Cylinders Except Rear Stowage Compartment

Figures 11 through 14

Tumblers (1) for all locks are shaped exactly alike, with the exception of the notch position on one side. As the key is inserted in the lock cylinder (3), tumblers (1) are

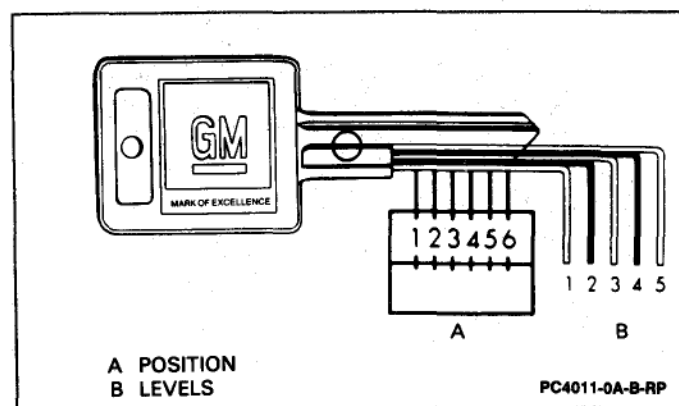


Figure 11 - Key Code Diagram

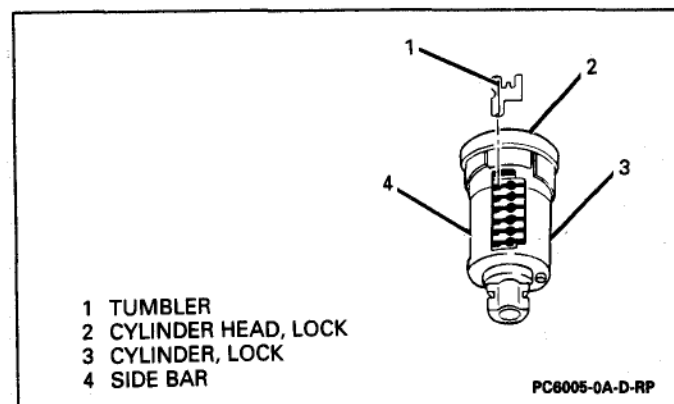


Figure 12 - Lock Cylinder Components

lowered to the correct height so that notches on each tumbler (1) are at the same level. When the notches on all six tumblers line up, the side bar (4) is pushed into the notches by two small springs. This allows the lock cylinder (3) to turn in its bore. Five types of tumblers (1) are used to make the various lock combinations. Each tumbler (1) is coded according to a number, one through five, stamped on its side.



Assemble

1. Determine tumbler numbers and arrangement.
 - With the numerical key code, use code list provided by the key cutting equipment supplier.
 - Without the numerical key code or without the code list, refer to Figure 11.
 - A. Lay key on the key code diagram. Be sure key is outlined by the diagram.
 - B. Start with position number one. Find and record the lowest level (tumbler number) that is visible. Repeat for each of the remaining five positions.
2. Tumblers (1) in their proper slots in the order called for by the code (Figure 12).
 - Start with position number one, nearest open end or lock cylinder head (2).

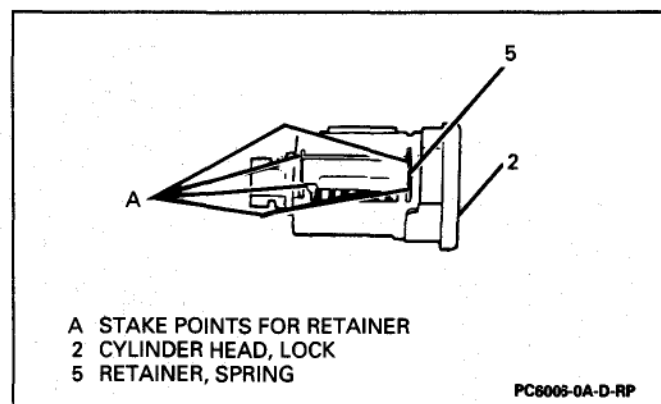


Figure 13 - Installing Spring Retainer

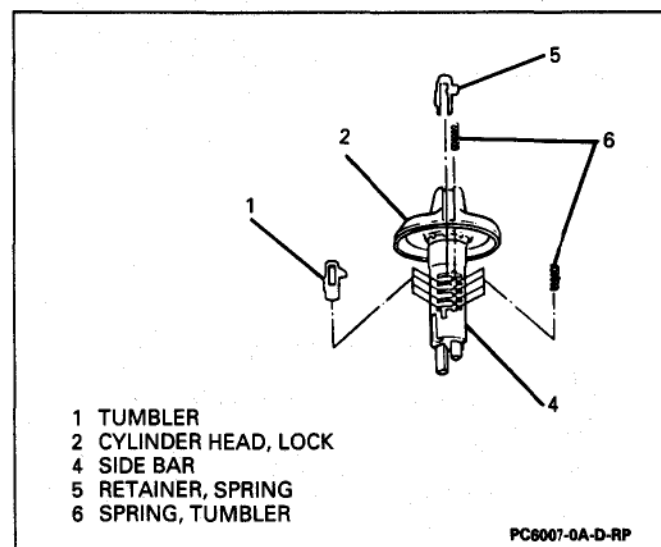


Figure 14 - Installing Tumblers

3. Tumblers (1) by pulling side bar (4) out with fingers.
4. One tumbler spring (6) above each tumbler (1).
5. Spring retainer (5) so that end prongs slide into slots at each end of lock cylinder (3).

- Press spring retainer (5) down (Figure 13).

6. Insert key into lock cylinder (3) to check for proper installation.

- Side bar (4) will drop down if tumblers (1) are installed properly. If incorrectly assembled, take apart and assemble correctly.

NOTICE: Use leather or wood at each vise jaw to prevent damage to the cylinder.

7. Remove key and secure lock cylinder (3) in a vise with spring retainer (5) exposed.

- A. Stake spring retainer (5) securely in place at each end. Use a suitable staking tool and stake cylinder metal over the spring retainer (5).

- B. Black lock cylinders should be lubricated with Multi-Purpose Lubricant (GM P/N 12345120 or equivalent) or light machine oil. All other lock cylinders should be lubricated with a general purpose silicone lubricant.

Rear Stowage Compartment Lock Cylinder

Figures 12, 14 and 15

A lock cylinder with snap-in tumblers (1) is used for the rear stowage compartment lock. The lock cylinder has four or five tumbler positions. The number one or two position (closest to the lock cylinder head (2)) is a brass retainer tumbler. The two through five positions or three through five positions are standard tumbler positions depending upon cylinder type. Therefore, only the last four or five tumbler combinations are required.



Assemble

1. Determine tumbler numbers and arrangement as previously described and install tumblers (1).
2. After installation, tap tumblers (1) flush with the cylinder.

METRIC FASTENERS

Figure 16

NOTICE: When fasteners are removed, always reinstall them at the same location from which they were removed. If a fastener needs to be replaced, use the correct part number fastener for that application. If the correct part number fastener is not available, a fastener of equal size and strength (or stronger) may be used. Fasteners that are not reused, and those requiring thread locking compound will be called out. The correct torque value must be used when installing fasteners that require it. If the above conditions are not followed, parts or system damage could result.

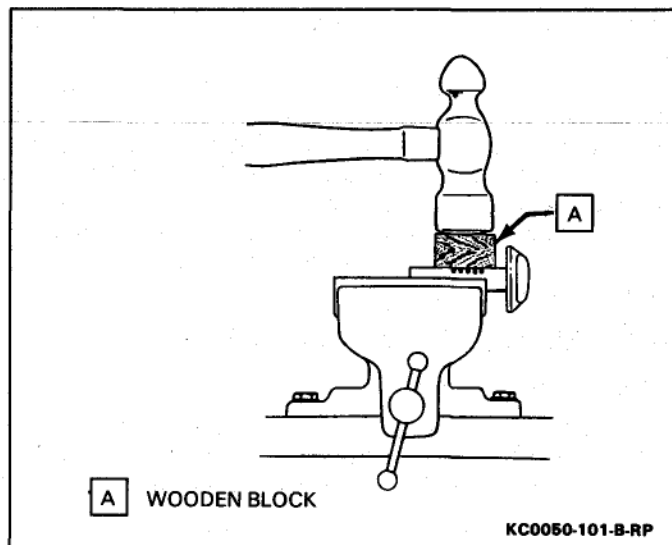


Figure 15 – Locking Tumblers in Place

Many fasteners are metric. Metric fasteners may be close in dimension to well-known customary fasteners in the inch system. Replacement fasteners must be the correct nominal diameter, thread pitch and strength.

Original equipment metric fasteners, except for exposed bumper bolts and other beauty bolts and cross-recess head screws, have numbers on their heads that identify them as metric. Cross-recess head screws can be identified by a Posidriv or a Type 1A cross-recess. Either type of cross-recess screwdriver can be used to remove Posidriv recess head screws, but Type 1A will perform better.

NOTICE: Most metric fasteners have a blue color coating. This coating should not be used to positively identify fasteners because not all metric fasteners are color-coated. Damage to the fastener or part could result if a customary fastener is incorrectly used to replace a metric fastener.

Metric and customary thread notations differ slightly. For example, the thread major diameter of a 1/4-20 bolt/screw is 1/4 inch, and the bolt/screw has 20 threads per inch. The thread major diameter of an M6.0x1 bolt/screw is 6.0 mm, and the bolt/screw has 1 mm between threads.

FASTENER STRENGTH IDENTIFICATION

Figure 17

Most commonly used metric fastener strength property classes are 9.8 and 10.9. The class identification is embossed on the head of each bolt/screw. Customary fastener strength property classes range from grade 2 to 8. Radial lines are embossed on the head of each bolt/screw to identify the strength class. Some metric nuts are marked with strength identification numbers on the nut face (Figure 17).

When replacing fasteners, be careful to use bolts/screws and nuts of a strength class equal to, or higher than, the original fasteners (the same number marking or higher). Also select replacement fasteners of the correct size. Correct replacement bolts/screws and nuts are avail-

able through General Motors Service Parts Operation (GMSPO).

Many metric fasteners available in the aftermarket parts channels were designed to metric standards of countries other than the United States. The fasteners may have different strength or thread pitch and may not have the numbered head marking system. The metric fasteners used on GM products are designed to new international standards that might not be used by some nondomestic bolt/screw and nut suppliers.

PREVAILING TORQUE FASTENERS

Figures 18 and 19

A prevailing torque nut is designed to develop an interference between the nut and bolt/screw threads. This interference is usually created by distortion of the top of

an all-metal nut or by a nylon patch in the threads in the middle of a hex flat. In other cases, a nylon insert may be used (Figure 18).

A prevailing torque bolt/screw is designed to develop an interference between the bolt/screw and nut threads or between the bolt/screw and tapped hole threads. This interference is created by distorting some of the threads or by using a nylon patch or adhesive (Figure 18).

Rusty or damaged bolts/screws and nuts should be replaced with new parts of the same strength class or higher. Clean, unrusty bolts/screws and nuts can be reused. Be sure to use the following recommendations:

1. Clean dirt and other foreign material from nut or bolt/screw.

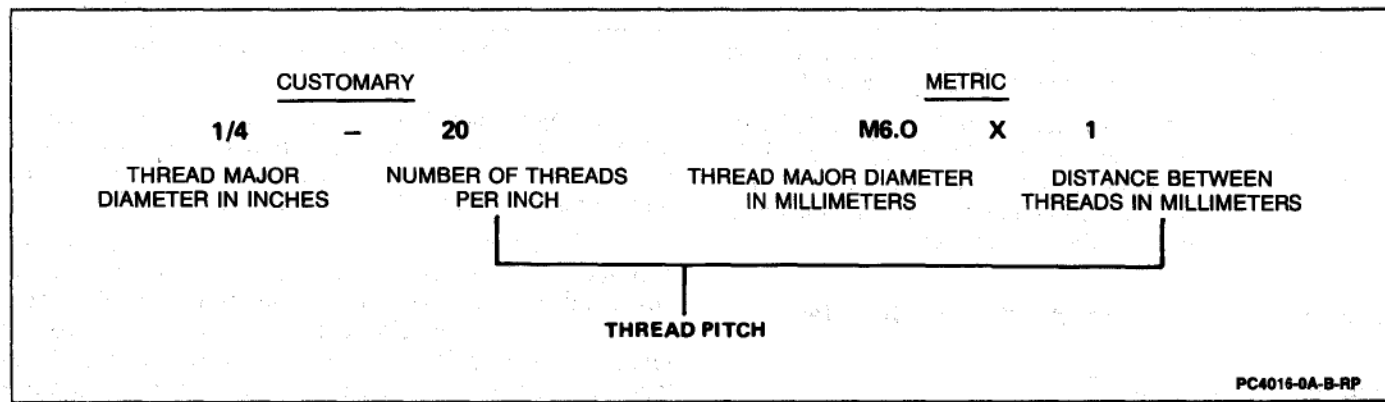


Figure 16 - Thread Notation

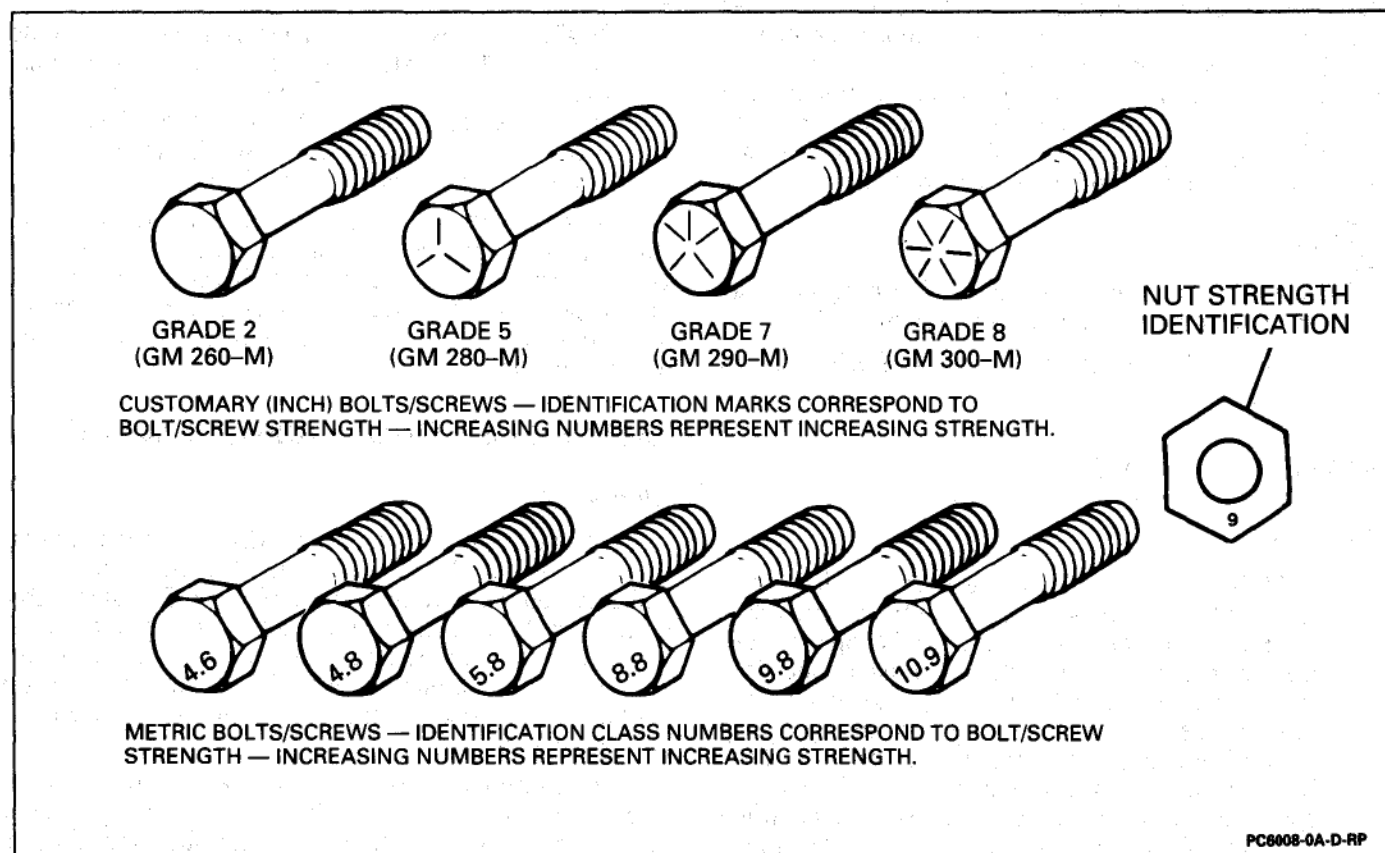


Figure 17 - Fastener Strength Markings

2. Inspect nut or bolt/screw for cracks, elongation or other signs of abuse or overtightening.
 - If nut or bolt/screw is worn in any way, replace with a nut or bolt/screw of the same strength class or higher.
3. Assemble the parts and hand-start nut or bolt/screw.
4. Check that nut or bolt/screw develops the proper torque before it seats (Figure 19).
 - If nut or bolt/screw fails to develop torque correctly, replace with a nut or bolt/screw of the same strength class or higher.
5. Tighten fastener to the torque specified in the appropriate installation procedure in this manual.

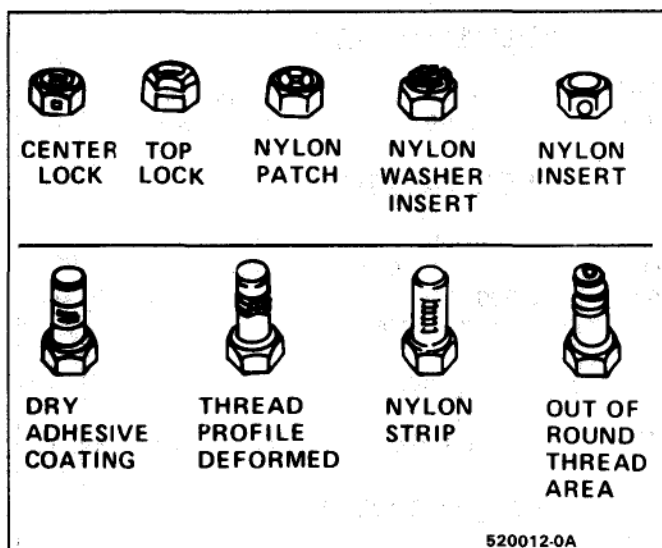


Figure 18 – Prevailing Torque Nuts and Bolts/Screws

ENGLISH-METRIC CONVERSIONS

Figure 20

To convert customary units to metric units, multiply the customary units by the conversion factor shown in Figure 20. To convert metric units to customary units, divide the metric units by the conversion factor shown in Figure 20.

DECIMAL AND METRIC EQUIVALENTS

Figure 21

Inch-to-millimeter decimal equivalents are shown in Figure 21.

STANDARD NOMENCLATURE FOR ELECTRICAL/ELECTRONIC COMPONENTS AND SYSTEMS

Figures 22 and 23

Starting with the 1993 model, General Motors will be complying with the Society of Automotive Engineers (SAE) Recommended Practice J1930. J1930, an industry-wide standard that was adopted into government regulations, requires identical nomenclature for certain electrical/electronic components and systems that have the same function. The standard is also being applied to abbreviations and acronyms and is being used in all 1993 GM service publications.

To make this standard work, some names and abbreviations are being replaced with those recommended by the SAE Standard. Figures 22 and 23 are a listing of former GM names and abbreviations beside the new J1930 name and abbreviations.

FASTENER TYPE	TORQUE UNITS	METRIC-SIZE FASTENERS							
		6	6.3	8	10	12	14	16	20
Nuts and All Metal Bolts/Screws	N•m	0.4	0.4	0.8	1.4	2.2	3.0	4.2	7.0
	Lb. In.	4	4	7	12	19	27	37	62
Adhesive or Nylon Coated Bolts/Screws	N•m	0.4	0.4	0.6	1.2	1.6	2.4	3.4	5.6
	Lb. In.	4	4	5	11	14	21	30	50
FASTENER TYPE	TORQUE UNITS	INCH-SIZE FASTENERS							
		.250	.312	.375	.437	.500	.562	.625	.750
Nuts and All Metal Bolts/Screws	N•m	0.4	0.6	1.4	1.8	2.4	3.2	4.2	6.2
	Lb. In.	4	5	12	16	21	28	37	55
Adhesive Nylon Coated Bolts/Screws	N•m	0.4	0.6	1.0	1.4	1.8	2.6	3.4	5.2
	Lb. In.	4	5	9	12	16	23	30	49

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Figure 19 – Prevailing Torque Fastener Specifications

Multiply	by	to get equivalent number of:	Multiply	by	to get equivalent number of:
<u>LENGTH</u>			<u>ACCELERATION</u>		
Inch	25.4	millimeters (mm)	Foot/sec ²	0.304 8	meter/sec ² (m/s ²)
Foot	0.304 8	meters (m)	Inch/sec ²	0.025 4	meter/sec ²
Yard	0.914 4	meters			
Mile	1.609	kilometers (km)	<u>TORQUE</u>		
<u>AREA</u>			Pound-inch	0.112 98	newton-meters (N.m)
Inch ²	645.2	millimeters ² (mm ²)	Pound-foot	1.355 8	newton-meters
	6.45	centimeters ² (cm ²)			
Foot ²	0.092 9	meters ² (m ²)	<u>POWER</u>		
Yard ²	0.836 1	meters ²	Horsepower	0.746	kilowatts (kW)
<u>VOLUME</u>			<u>PRESSURE OR STRESS</u>		
Inch ³	16387.	mm ³	Inches of water	0.249 1	kilopascals (kPa)
	16.387	cm ³	Pounds/sq. in.	6.895	kilopascals
	0.016 4	liters (l)			
Quart	0.946 4	liters	<u>ENERGY OR WORK</u>		
Gallon	3.785 4	liters	BTU	1 055.	joules (J)
Yard ³	0.764 6	meters ³ (m ³)	Pound-foot	1.355 8	joules
<u>MASS</u>			Kilowatt-hour	3 600 000.	joules (J = one W.s)
				or 3.6 x 10 ⁶	
Pound	0.453 6	kilograms (kg)	<u>LIGHT</u>		
Ton	907.18	kilograms (kg)	Foot candle	10.76 4	lumens/meter ² (lm/m ²)
Ton	0.907	tonne (t)			
<u>FORCE</u>			<u>FUEL PERFORMANCE</u>		
Kilogram	9.807	newtons (N)	Miles/gal	0.425 1	kilometers/liter (km/l)
Ounce	0.278 0	newtons	Gal/mile	2.352 7	liter/kilometer (l/km)
Pound	4.448	newtons			
			<u>VELOCITY</u>		
			Miles/hour	1.609 3	kilometers/hr. (km/h)

TEMPERATURE

To convert Fahrenheit temperature
to Celsius temperature, use formula:
 $C = \frac{5}{9} (F - 32)$

To convert Celsius temperature
to Fahrenheit temperature, use formula:
 $F = \frac{9}{5} C + 32$

Figure 20 – English-Metric Conversion Chart

DECIMAL AND METRIC EQUIVALENTS

Fractions	Decimal In.	Metric MM.	Fractions	Decimal In.	Metric MM.
1/64	.015625	.39688	33/64	.515625	13.09687
1/32	.03125	.79375	17/32	.53125	13.49375
3/64	.046875	1.19062	35/64	.546875	13.89062
1/16	.0625	1.58750	9/16	.5625	14.28750
5/64	.078125	1.98437	37/64	.578125	14.68437
3/32	.09375	2.38125	19/32	.59375	15.08125
7/64	.109375	2.77812	39/64	.609375	15.47812
1/8	.125	3.1750	5/8	.625	15.87500
9/64	.140625	3.57187	41/64	.640625	16.27187
5/32	.15625	3.96875	21/32	.65625	16.66875
11/64	.171875	4.36562	43/64	.671875	17.06562
3/16	.1875	4.76250	11/16	.6875	17.46250
13/64	.203125	5.15937	45/64	.703125	17.85937
7/32	.21875	5.55625	23/32	.71875	18.25625
15/64	.234375	5.95312	47/64	.734375	18.65312
1/4	.250	6.35000	3/4	.750	19.05000
17/64	.265625	6.74687	49/64	.765625	19.44687
9/32	.28125	7.14375	25/32	.78125	19.84375
19/64	.296875	7.54062	51/64	.796875	20.24062
5/16	.3125	7.93750	13/16	.8125	20.63750
21/64	.328125	8.33437	53/64	.828125	21.03437
11/32	.34375	8.73125	27/32	.84375	21.43125
23/64	.359375	9.12812	55/64	.859375	21.82812
3/8	.375	9.52500	7/8	.875	22.22500
25/64	.390625	9.92187	57/64	.890625	22.62187
13/32	.40625	10.31875	29/32	.90625	23.01875
27/64	.421875	10.71562	59/64	.921875	23.41562
7/16	.4375	11.11250	15/16	.9375	23.81250
29/64	.453125	11.50937	61/64	.953125	24.20937
15/32	.46875	11.90625	31/32	.96875	24.60625
31/64	.484375	12.30312	63/64	.984375	25.00312
1/2	.500	12.70000	1	1.00	25.40000

520014-0A

Figure 21 – Inch-to-Millimeter Decimal Equivalents

Former GM Name	New SAE Name Term
Absolute Pressure Sensor Aps – APS	Manifold Absolute Pressure Sensor – MAP Sensor
Air Cleaner Assembly	Air Cleaner – ACL
Air Cleaner Filter Element	Air Cleaner Filter – ACL Filter
Air Injection Reaction System – A.I.R. System	Secondary Air Injection System – AIR System
Assembly Line Communication Link – ALCL	Data Link Connector – DLC
Assembly Line Data Link – ALDL	Data Link Connector – DLC
Barometric Pressure Sensor – BARO Sensor	Barometric Pressure Sensor – BARO Sensor
BCM-PCM Data Problem	BCM-PCM Data Link
Calibration Pack – CAL-PAK	Electronically Erasable Programmable Read Only Memory – EEPROM
Calibration Pack – CAL-PAK	Erasable Programmable Read Only Memory – EPROM
Calibration Pack – CAL-PAK	Programmable Read Only Memory – PROM
Camshaft Sensor	Camshaft Position Sensor – CMP Sensor
Canister Purge – CP	Evaporator Emission Canister Purge – EVAP Canister Purge
Catalytic Converter – Cat. Conv.	Oxidation Catalytic Converter – OC
Catalytic Converter – Cat. Conv.	Three Way + Oxidation Catalytic Converter – TWC + OC
Catalytic Converter – Cat. Conv.	Three Way Catalytic Converter – TWC
Catalytic Converter – Cat. Conv.	Warm Up Oxidation Catalytic Converter – WU-OC
Catalytic Converter – Cat. Conv.	Warm Up Three Way Catalytic Converter – WU-TWC
Check Engine Indicator Code	Malfunction Indicator Lamp – MIL
Computer Command Control – CCC	Diagnostic Trouble Code – DTC
Computer Controlled Coil Ignition – C3I	Engine Control Module – ECM
Controlled Canister Purge – CCP	Electronic Ignition – EI
Coolant Temperature Sensor – CTS	Evaporative Emission Canister Purge – EVAP Canister Purge
Coolant Temperature Switch – CTS	Engine Coolant Temperature Sensor – ECT Sensor
Detonation Sensor	Engine Coolant Temperature Switch – ECT Switch
Diagnostic Circuit Check	Knock Sensor – KS
Digital Electronic Fuel Injection – DEFI	On-Board Diagnostic System Check – OBD System Check
Digital Electronic Fuel Injection – DEFI	Multipoint Fuel Injection – MFI
Digital Fuel Injection – DFI	Sequential Multipoint Fuel Injection – SFI
Digital Fuel Injection – DFI	Multipoint Fuel Injection – MFI
Digital Fuel Injection – DFI	Sequential Multipoint Fuel Injection – SFI
Direct Ignition System – DIS	Electronic Ignition System – EI System
Distributor HEI Module	Distributor Ignition Control Module – DI Control Module
Distributorless Ignition System – DIS	Electronic Ignition System – EI System
Dual Bed Monolith – DBM	Oxidation Catalytic Converter – OC
Dual Bed Monolith – DBM	Three Way Catalytic Converter – TWC
Electronic Air Control – EAC	Secondary Air Injection Bypass Valve – AIR Bypass Valve
Electronic Air Switching – EAS	Secondary Air Injection Switching Valve – AIR Switching Valve
Electronic Control Module – ECM	Powertrain Control Module – PCM
Electronic Fuel Injection – EFI	Multipoint Fuel Injection – MFI
Electronic Fuel Injection – EFI	Sequential Multipoint Fuel Injection – SFI
Electronic Fuel Injection – EFI	Throttle Body Fuel Injection – TBI
Electronic Spark Control Circuit – ESC Circuit	Knock Sensor Circuit – KS Circuit
Electronic Spark Control System – ESC System	Knock Sensor System – KS System

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Figure 22 – Standard Nomenclature for Electrical/Electronic Components and Systems (1 of 2)

Former GM Name	New SAE Name Term
Electronic Spark Timing – EST Electronic Spark Timing Circuit – EST Circuit Electronic Vacuum Regulator Valve – EVRV	Ignition Control – IC Ignition Control Circuit – IC Circuit Exhaust Gas Recirculation Electronic Vacuum Regulator Solenoid Valve – EGR Electronic Vacuum Regulator Solenoid Valve
Engine Calibration Unit – ECU Evaporative Emission Control System – EECS Exhaust Gas Recirculation/Thermostatic Vacuum Switch – EGR/TVS	Programmable Read Only Memory – PROM Evaporative Emission System – EVAP System Exhaust Gas Recirculation Thermal Vacuum Valve – EGR TVV
Fuel CAL-PAK Missing	Programmable Read Only Memory Missing – PROM Missing
High Energy Ignition – HEI	Distributor Ignition – DI
Lean Exhaust Lean Exhaust	Lean Heated Oxygen Sensor Signal – Lean HO ₂ S Lean Oxygen Sensor Signal – Lean O ₂ S Signal
Manifold Air Temperature Sensor – MAT Sensor MEM-CAL Error	Intake Air Temperature Sensor – IAT Sensor Erasable Programmable Read Only – Only Memory Error – EPROM Error
MEM-CAL Error	Programmable Read Only Memory Error – PROM Error
Memory and Calibration Unit – MEM-CAL Memory and Calibration Unit – MEM-CAL Multi-Port Fuel Injection – MPFI	Erasable Programmable Read Only Memory – EPROM Programmable Read Only Memory – PROM Multiport Fuel Injection – MFI
Oxygen Sensor – O ₂ Oxygen Sensor – O ₂	Heated Oxygen Sensor – HO ₂ S Oxygen Sensor – O ₂ S
Park/Neutral Switch – P/N Switch Port Fuel Injection – PFI Pulse Air Injection System – PAIR	Park/Neutral Position Switch – PNP Switch Multiport Fuel Injection – MFI Pulsed Secondary Air Injection System – PAIR System
Revolutions Per Minute – rpm Rich Exhaust Rich Exhaust	Engine Speed – RPM Rich Heated Oxygen Sensor Signal – Rich HO ₂ S Signal Rich Oxygen Sensor Signal – Rich O ₂ S Signal
"Scan" Data Service Engine Soon Indicator – SES Indicator	Scan Tool Data – ST Data Malfunction Indicator Lamp – MIL
Thermal Vacuum Switch – TVS Thermostatic Air Cleaner – TAC Throttle Body Injection – TBI Throttle Position Sensor – TPS Throttle Position Switch – TPS Throttle Switch Throttle Switch Tuned Port Injection – TPI	Thermal Vacuum Valve – TVV Air Cleaner – ACL Throttle Body Fuel Injection – TBI Throttle Position Sensor – TP Sensor Closed Throttle Position Switch – CTP Switch Closed Throttle Position Switch – CTP Switch Wide Open Throttle Switch – WOT Switch Multiport Fuel Injection – MFI
Viscous Converter Clutch – VCC	Torque Converter Clutch – TCC

PC6012-0A-D-RP

Figure 23 – Standard Nomenclature for Electrical/Electronic Components and Systems (2 of 2)

ABBREVIATIONS

The following abbreviations may appear in this manual.

A

A-6	Axial 6 Cylinder A/C Compressor
A/C	Air Conditioning
A/F	Air/Fuel (A/F Ratio)
ABDC	After Bottom Dead Center
ABS	(Body) Acrylonitrile-Butadiene-Styrene (Brake) Antilock Brake System
ac	alternating current
AC	A GM Division
ACC	Automatic Climate Control
ACL	Air Cleaner
A/D	Analog-to-Digital
ADF	Air Deflector Valve
AIR	Air Injection Reaction
Al	Aluminum
ALC	Automatic Level Control
AM/FM	Amplitude Modulation/ Frequency Modulation
amp	amperes
API-GL	American Petroleum Institute-Gear Lubricant
APT	Adjustable Part Throttle
ARS	Automatic Restraint System
ASM	Assembly
ASR	Acceleration Slip Regulation
A/T	Automatic Transmission
ATC	Automatic Temperature Control
ATDC	After Top Dead Center
ATS	Air Temperature Sensor
Auto	Automatic
avg	average
AWD	All Wheel Drive
AWG	American Wire Gage

B

BARO	Barometric Absolute Pressure Sensor
batt	battery
BAT +	battery positive
BBDC	Before Bottom Dead Center
BCM	Body Computer Module
BHP	Brake Horsepower
BLM	Block Learn Multiplier
BP	Back Pressure
BTDC	Before Top Dead Center
Btu	British thermal units

C

C	Celsius
C LOOP	Closed Loop
C-4	Computer Controlled Catalytic Converter
CAD	Computer Aided Design
CAM	Computer Aided Manufacturing

CCM

CCOT	Cycling Clutch Orifice Tube
Cd	Cadmium
CD	Compact Disc
CDRV	Crankcase Depression Regulator Valve
CEAB	Cold Engine Airbleed
CEMF	Counter Electromotive Force
cfm	cubic feet per minute
cg	center of gravity
CHA	Carburetor Hot Air
CID	Cubic Inch Displacement
ckt	circuit
CLCC	Closed Loop Carburetor Control
CLTBI	Closed Loop Throttle Body Injection
cm ³	cubic centimeter
CMP	Camshaft Position
CO	Carbon monoxide
COA	Carburetor Outside Air
CPA	Connector Position Assurance
CPS	Central Power Supply
CPU	Central Processing Unit
CRT	Cathode Ray Tube
CRTC	Cathode Ray Tube Controller
CTP	Closed Throttle Position
CTS	Cold Trapped Spark
cu ft or ft ³	cubic foot, or feet
cu in or in ³	cubic inch, or inches
CV	constant velocity
CYL	Cylinder(s)

D

dB	decibels
dBA	decibels on A-weighted scale
DBB	Dual Bed Bead
dc	direct current
DEC	Digital Electronic Controller
DERM	Diagnostic Energy Reserve Module
DI	Distributor Ignition
dia	diameter
DIFF	Differential
DIS	Distributorless Ignition System
DLC	Data Link Connector
DRL	Daytime Running Lamps
DTC	Diagnostic Trouble Code
DVM	Digital Volt Meter (10 Megaohm)

E

E/P	Ethylene/Propylene
EBTCM	Electronic Brake Traction Control Module
ECC	Electronic Climate Control

ECI	Extended Compressor at Idle	HD	Heavy Duty
ECM	Engine Control Module	HDC	Heavy Duty Cooling
ECS	Emission Control System	hex	hexagon
ECT	Engine Coolant Temperature Sensor, Engine Coolant Temperature Switch	Hg	mercury
EDES	Electric Divert/Electric Air Switching Valve	Hi Alt	High Altitude
EEC	Evaporative Emission Control	HIC	High Idle Compensator
EEPROM	Electronically Erasable Programmable Read Only Memory	HO ₂ S	Heated Oxygen Sensor
EES	Evaporative Emission System	hp	horsepower
EE-VIR	Evacuator Equalized Values-In-Receiver	HPCA	Housing Pressure Cold Advance
EEVIR	Evaporator Equalized Values in Receiver	HPL	High Pressure Liquid
EFE	Early Fuel Evaporation	HPV	High Pressure Vapor
EGR	Exhaust Gas Recirculation	HVAC	Heater-Vent-Air Conditioning
EGR TVV	Exhaust Gas Recirculation Thermal Vacuum Valve	HVACM	Heater-Vent-Air Conditioning Module
EI	Electronic Ignition	HVM	Heater Vent Module
ELC	Electronic Level Control	Hz	hertz
EMF	Electromotive Force		
EOS	Exhaust Oxygen Sensor	I	
EPR	Exhaust Pressure Regulator	IAC	Idle Air Control
EPROM	Erasable Programmable Read Only Memory	IAT	Intake Air Temperature
ESD	Electrostatic Discharge	IC	Integrated Circuit, Ignition Control
ETC	Electronic Temperature Control	ID	Inside Diameter, identification
ETCC	Electronic Touch Comfort Control, Electronic Touch Climate Control	IDI	Integrated Direct Ignition
ETR	Electronically Tuned Receiver	ign	ignition
EVAP	Evaporator Emmission	ILC	Idle Load Compensator
		INJ	Injection
		I/P	Instrument Panel
		ISC	Idle Speed Control
		K	
F		KAM	Keep Alive Memory
F	Fahrenheit	kg	kilogram
FDC	Fuel Data Center	kHz	kilohertz
FEC	Fuel Evaporator Control	km/h	kilometers per hour
Fed	Federal (all states except California)	km/l	kilometers per liter
FI	Fuel Injection	kPa	kilopascals
FICD	Fast Idle Control Diaphragm	KS	Knock Sensor
4WAL	Four Wheel Antilock	kv	kilovolts
ft	foot, feet	L	
FWD	Front Wheel Drive, Four Wheel Drive	l	liter
G		L4	Four Cylinder, In-Line Engine
g	gravitational acceleration, grams	L6	Six Cylinder, In-Line Engine
GA	gage	lb. ft.	pound feet (torque)
gal	gallon	lb. in	pound inch (torque)
gas	gasoline	LCD	Liquid Crystal Display
GCW	Gross Combination Weight	LF	Left Front
Gen	Generator	LH	Left Hand
GM	General Motors	LR	Left Rear
gnd	ground	lt	left
H		M	
H ₂ O	water	M/C	Mixture Control
H/CMPR	High Compression	MAF	Mass Air Flow
HC	hydrocarbons	Man	Manual
		MAP	Manifold Absolute Pressure

Max	Maximum
MDP	Manifold Differential Pressure
MFI	Multi-port Fuel Injection
mgd	million gallons per day
mi	miles
MIL	Malfunction Indicator Lamp
min	minimum
ml	milliliters
mm	millimeters
MFI	Multiport Fuel Injection
mpg	miles per gallon
mph	miles per hour
ms	millisecond
M/T	Manual Transmission
MV	megavolt
mv	millivolt
MVS	Metering Valve Sensor
MVSS	Motor Vehicle Safety Standards

N

NC	Normally Closed
NEG	Negative
NEU	neutral
NLGI	National Lubricating Grease Institute
Ni	nickel
N•m	Newton-meters (torque)
NO	Normally Open
NO ₃	oxides of nitrogen
NPTC	National Pipe Thread Coarse
NPTF	National Pipe Thread Fine

O

O ₂ S	Oxygen Sensor
OBD	On-Board Diagnostic
OC	Oxidation Catalytic Converter
OD	Outside Diameter
OEM	Original Equipment Manufacturer
ORC	Oxidizing Reducer Converter
oz	ounce(s)

P

P/N	Part Number
PA	polyamide
PAIR	
PBT	polybutylene terephthalate
PC	polycarbonate
PCM	Powertrain Control Module
PCV	Positive Crankcase Ventilation
PE	polyethylene
PECV	Power Enrichment Control Valve
PEDESV	Pressure Operated Electric Divert/Air Electric Switching Valve
PF	phenol-formaldehyde
PFI	Port Fuel Injection
PM	Permanent Magnet (Generator)
PNP	Park/Neutral Position
POA	Pilot Operated Absolute Valve
POLYE	polyethylene
POLYF	polyfoam

POLYP	polypropylene
POLYU	polyurethane
POS	Positive
POT	Potentiometer (Variable Resistor)
POM	polyoxymethylene
PP	polypropylene
PPE	polyphenylene ether
ppm	parts per million
PROM	Programmable Read Only Memory
PS	Power Steering
PSPS	Power Steering Pressure Switch
psi	pounds per square inch
psia	pounds per square inch absolute
psig	pounds per square inch gage
pt	pint
PTO	Power Take Off
PUR	polyurethane (thermoset)
PWM	Pulse Width Modulated

Q

qt	quart(s)
----	----------

R

R-4	Radial Four Cylinder Air Compressor
R-12	Refrigerant-12
R-134A	Refrigerant-R134A
RAM	Random Access Memory
RAP	Retained Accessory Power
Ref	Reference
RF	Right Front
RFI	Radio Frequency Interference
RH	Right Hand
RIM	Reaction Injection Molded Urethane
RPM	Engine Speed
RPO	Regular Production Option
RR	Right Rear
RRIM	Reinforced Reaction Injection Molded Urethane
rt	right
RTV	Room Temperature Vulcanizing (sealer)
RVB	Rear Vacuum Brake
RVR	Response Vacuum Reducer
RWAL	Rear Wheel Antilock
RWD	Rear Wheel Drive

S

SAE	Society of Automotive Engineers
sec	second(s)
SEO	Special Equipment Option
SES	Service Engine Soon
SFI	Sequential Multiport Fuel Injection
SI	System International
Si	silicone
SIR	Supplemental Inflatable Restraint
SLA	short/long arm
SMC	Sheet Molded Compound
SO ₂	sulfur dioxide
sq ft, ft ²	square foot(feet)

sq in, in ²	square inch(es)	V4	Four Cylinder Engine
ST	Scan Tool	V6	Six Cylinder Engine
		V8	Eight Cylinder Engine
T		Vac	vacuum
		VATS	Vehicle Anti-Theft System
TBI	Throttle Body Fuel Injection	VDV	Vacuum Delay Valve
TCC	Torque Converter Clutch, Transmission Converter Clutch	vel	velocity
TCCTVMV	Torque Converter Clutch Trim Vacuum Modulator Valve	VF	Vacuum Fluorescent
TDC	Top Dead Center	VIN	Vehicle Identification Number
TEMP	Temperature	VIR	Valves In Receiver
THM	Turbo Hydra-Matic	VLV	Vacuum Limiting Valve
THERMAC	Thermostatic Air Cleaner	VLVMV	Vacuum Limiting Vacuum Modulator Valve
TP	Throttle Position	VMV	Vacuum Modulator Valve
TPE	Thermo Plastic Elastomer	VRV	Vacuum Reducer Valve
TPI	Tuned Port Injection	VSS	Vehicle Speed Sensor
TPO	Thermo Plastic Olefin		
TPU	Polyurethane (thermoplastic)	W	
TRANS	Transmission	W/S	Windshield
TRC	Throttle Return Control	WOT	Wide Open Throttle
Turbo	Turbocharger	WSS	Wheel Speed Sensor
TV	Throttle Valve	WU-OC	Warm Up Oxidation Catalytic Converter
TVBV	Turbocharger Vacuum Bleed Valve	WU-TWC	Warm Up Three Way Catalytic Converter
TVRS	Television and Radio Suppression		
TVV	Thermal Vacuum Valve	X	
TWC	Three Way Catalytic Converter	X-valve	expansion valve
TWC+OC	Three Way + Oxidation Catalytic Converter		
TXV	Thermal Expansion Valve	Y	
		yd	yard
U		Z	
U-joint	universal joint	Zn	zinc
V			
v	volt(s), voltage		

REPLACEMENT LABELS

Replacement labels are available through GM Service Parts Operations for the following:

Vehicle Emission Control Information (Exhaust Emission Tune Up)

Spare Wheel Caution

Superlight® Shock Absorber Information

Jacking

Spare Tire Storage

Serpentine Belt Routing (when it is a separate label)

Engine Fan Caution

IRS/SIR Service Caution

Odometer Reset

These and other labels will be found in the Standard Parts Catalog.

The Vehicle Certification Label, Tire Pressure Placard and Service Parts Identification Label are **NOT** available as service parts.

SERVICE PARTS IDENTIFICATION LABEL

Figure 24

The Service Parts Identification Label has been developed and placed on the vehicle to aid service and parts personnel in identifying parts and options originally installed on the vehicle. The label is attached to the inside of the instrument panel compartment.

OPTION CODES

Vehicle options are identified on the Service Parts Identification Label by option codes. Option codes are three-digit combinations of letters and numbers. They identify equipment installed on the vehicle, and trim and paint colors. Refer to "Option and Process Codes" in this section.

OPTION AND PROCESS CODES

AAA	Standard Equipment	JIF	Brake Provisions, Special to Suit
ACM	Lead Units		Foreign Regulations
AC3	Adjuster, 6-Way Power, Driver Seat	J41	Brake System, Power, Front Disc, Rear
AH3	Adjuster, 4-Way Manual, Driver Seat		Drum, Cast Iron
AK5	Restraint System Front Seat, Inflatable, Driver and Passenger	J65	Brake System, Power, Front and Rear Disc
AN4	Restraint Provisions, Child	KC4	Cooling System, Engine Oil
AQ9	Seat, Passenger and Driver, Recline	KG7	Generator, 125 Amp
AR9	Seat, Passenger and Driver, Recline (European Style)	K05	Heater, Engine Block
AU0	Lock Control, Remote Entry	K34	Cruise Control, Automatic Electronic
AU3	Lock, Side Door, Electric	K68	Generator, 105 AmpEXP
AX4	Restraint Conversion Seat, Manual, European	LT1	Engine, 5.7L (V8) MFI
		L32	Engine, 3.4L (V6) MFI
A26	Window, European Glazing, All	MM5	Transmission - 5-Speed Manual (Merchandising Option)
A31	Window, Power Operated, Side	MM6	Transmission, Manual, 6-Speed, Borg Warner, 85 mm, 2.66 1st, 0.50 6th, O/D
A90	Lock, Rear Compartment Lid, Remote Control, Electric	MN6	Transmission - 6-Speed Manual (Merchandising Option)
BF9	Delete Floor Mats	MX0	Transmission - Automatic O/D (Merchandising Option)
B3E	Noise Control	M30	Transmission - Automatic, 4-Speed, 4L60-E, Electronic
B35	Floor Mats, Rear, Carpeted Insert	M49	Transmission, Manual, 5-Speed, Borg Warner, 77 mm, 3.75 1st, 0.76 5th, O/D
B71	25th Anniversary Trans Am	NA5	Emission System - Federal Requirements
B84	Ornamentation Exterior Molding, Body Side	NB2	Emission System - California Requirements
CC1	Roof Hatch, Removable Glass Panels	NB8	Emission System - Override California
C41	HVAC System, Heater	NC3	Tailpipe Modifications
C49	Defogger, Rear Window Electric	NK3	Steering Wheel, Sport, Soft Rim, Simulated Leather
C60	HVAC System, Air Conditioner, Manual Control	NM8	Leaded Fuel System Compatible
C9C	Paint Special (Black)	NP5	Steering Wheel, Leather Wrapped
DD9	Mirror, Outside, LH and RH, Remote Control, Electric, Breakaway, Painted	NW9	ASR-Traction Control
DE4	Sunshade, Removable Hatch Roof	N36	Steering Wheel, 4 Spokes, Sport
DG7	Mirror, Outside LH & RH, Remote Control, Electric, Painted	N96	Wheel, 16 x 8, Cast Aluminum
D3W	Speedometer Driven Gear	PW7	Wheel, 16 x 8, Aluminum Styled
D35	Mirror, Outside LH Remote, RH Manual, Painted	QA7	Wheel, 16 x 7.5, Aluminum
D5R	Speedometer Driven Gear	QB3	Wheel, 16 x 7.5, Steel
D5X	Speedometer Driven Gear	QII	Tire, P215/60R16 BW R/PE ST TL AL3 94H
D8I	Sensor, Vehicle Speed	QLC	Tire, P245/50ZR16/N BL R/PE ST TL HW4
D8M	Sensor, Vehicle Speed	QMT	Tire, P235/55R16/N BL R/PE ST TL AL2
D8N	Sensor, Vehicle Speed	QPE	Tire, P215/60R16/N BL R/PE ST TL AL2
D9Z	Speedometer Driven Gear	STE	Plant Code-St. Therese, PQ, GM of Canada
EXP	Export I.E.S.	TR7	Headlamps, Automatic Control
E7Z	Sensor, Vehicle Speed - Delete	TUB	Leveling System
FE2	Suspension System, Ride Handling	T2H	Lamp, Interior, Stop, High Level - Delete
F41	Suspensions System, Firm Ride Handling, Front and Rear	T2J	Ornamentation, Exterior, Export
GU2	Axle, Rear 2.73 Ratio	T39	Ornamentation, Interior, Export
GU5	Axle, Rear 3.23 Ratio	T61	Lamp Turn Signal, Auxiliary
GU6	Axle, Rear 3.42 Ratio		Lighting - Daytime Running
G80	Axle, Rear Positraction (Limited Slip)		
G92	Axle, Rear Ratio Performance		
ILD	Trim, Interior Design		
IL2	Trim, Interior Design		
IPB	Trim, Interior Design		
IP2	Seat, Leather Sport Front Bucket, Driver and Passenger, Reclining		

T72	Headlamps, Left Hand Rule of Road, Export	VL5	License Plate, Front Mounting Package, Export
T79	Lamps, Fog, Rear	VP6	Noise Control
T84	Headlamps, RH Rule Of Road	VR7	Hook Tow, Rear, Second
T90	Lamp Signaling and Marker, Export	V73	Vehicle Statement, US/Canada
T96	Lamp, Fog	V76	Hook, Tow
UB3	Instrument Cluster, Oil, Coolant, Temperature, Volts, Trip Odometer, Tachometer	V78	Vehicle Statement - Delete
UD4	Alarm Vehicle Speed, 120 km/h	WS9	Model Conversion Formula
UD6	Alarm, Exhaust Temperature	WX7	Wiring Provisions
UK1	Japanese Radio Frequencies	W66	Merchandised Package - Formula
UK2	Lever, Directional Signal, Multifunction	YA7	Emission Test - California Assembly Line
UK3	Electronic System Accessory Control	YE8	Vehicle Test, Engineering
UL2	European Radio Frequencies	YF5	Emission Certification - California
UM6	Radio, AM/FM Stereo, Seek/Scan, Auto Reverse Cassette, Clock, ETR	Y81	Merchandised Package - Firebird
UN6	Radio, AM/FM Stereo, Seek/Scan, Auto Reverse Music Search Cassette, Clock, ETR	Y83	Merchandised Package - Trans Am
UP3	Radio, AM Stereo and FM Stereo, Seek/Scan, Compact Disc, Equalizer, Clock, ETR	Z28	Merchandised Package - Special Performance
UQ0	Speaker System 4, Dual Front Door Mounted, Standard Range Quarter/Shelf	Z49	Canadian Modifications
UT6	Radio AM Stereo and FM Stereo, Seek/Scan, Auto Reverse Music Search Cassette, Equalizer, Clock, ETR	01U	Primary Color Exterior, Special
UU8	Radio, AM/FM Stereo, Seek/Scan, Auto Reverse Music Search Cassette, HPS, Clock, ETR	05P	Wheel Color Argent
UW2	Speaker System 10, Quad Front Door Mounted, Dual Rear Sail Panel, Amplifier	1SA	Package Option 01
UW6	Premium 6 Speaker System	1SB	Package Option 02
UX1	Radio, AM Stereo and FM Stereo, Seek/Scan, Auto Reverse Music Search Cassette, Equalizer, Clock, ETR	1SC	Package Option 03
U1C	Radio, AM/FM Stereo, Seek/Scan, Compact Disc, Clock, ETR	1SD	Package Option 04
U1T	Radio, AM/FM Stereo, Seek/Scan, Compact Disc, HPS, Clock, ETR	1SE	Package Option 05
U18	Speedometer Instrument, Kilometers	1SF	Package Option 06
U19	Speedometer Instrument, Kilometers and Miles, Kilometer Odometer	10Q	Molding Color - Arctic White
U73	Antenna, Fixed	10U	Primary Color - Exterior, Arctic White
U75	Antenna, Power	12B	Trim Combination - Cloth, Graphite
U82	Speaker System 3, Dual Door Mounted, Rear Package Shelf	12D	Trim Combination - Cloth, Graphite
VA5	Language Label, English	12I	Interior Trim - Graphite
VB1	Shipping Label, Japan	122	Trim Combination - Leather, Graphite
VC1	Label, Price/Fuel Economy	14B	Trim Combination - Cloth, Lt. Gray
VC3	Label, Price/Fuel Economy, US Territories	14D	Trim Combination - Cloth, Lt. Gray
VC4	Label, Price/Fuel Economy, Puerto Rico	14I	Interior Trim - Lt. Gray
VG8	Vehicle Buyer Notice Label	142	Trim Combination - Leather, Lt. Gray
VG9	Protector Wax, Exterior Body, Export	17P	Wheel Color - Silver
VH5	Plate, Vehicle Identification	18U	Primary Color - Exterior, Dark Green
VK3	License Plate, Front Mounting Package	40P	Gray Metallic
VK4	License Plate, Front Mounting Package, EEC	41Q	Wheel Color - White
VL4	License Plate, Front Mounting Package, EEC, Export	41U	Molding Color - Black
		48Q	Primary Color - Exterior, Black
		48U	Molding Color - Dark Yellow Green Metallic
		54Q	Primary Color - Exterior, Dark Yellow Green Metallic
		54U	Molding Color - Sunfire Yellow
		6DN	Primary Color - Exterior, Sunfire Yellow
		6DR	Suspension - Computer Selected, FRT, LH
		6DS	Suspension - Computer Selected, FRT, LH
		6DT	Suspension - Computer Selected, FRT, LH
		6DV	Suspension - Computer Selected, FRT, LH
		6DX	Suspension - Computer Selected, FRT, LH

6DY	Suspension – Computer Selected, FRT, LH	7EB	Suspension – Computer Selected, FRT, RH
6EA	Suspension – Computer Selected, FRT, LH	7ED	Suspension – Computer Selected, FRT, RH
6EB	Suspension – Computer Selected, FRT, LH	7EG	Suspension – Computer Selected, FRT, RH
6ED	Suspension – Computer Selected, FRT, LH	7EH	Suspension – Computer Selected, FRT, RH
6EG	Suspension – Computer Selected, FRT, LH	7EJ	Suspension – Computer Selected, FRT, RH
6EH	Suspension – Computer Selected, FRT, LH	7EK	Suspension – Computer Selected, FRT, RH
6EJ	Suspension – Computer Selected, FRT, LH	7EL	Suspension – Computer Selected, FRT, RH
6EK	Suspension – Computer Selected, FRT, LH	7EV	Suspension – Computer Selected, FRT, RH
6EL	Suspension – Computer Selected, FRT, LH	7EW	Suspension – Computer Selected, FRT, RH
6EV	Suspension – Computer Selected, FRT, LH	7EX	Suspension – Computer Selected, FRT, RH
6EW	Suspension – Computer Selected, FRT, LH	7EY	Suspension – Computer Selected, FRT, RH
6EX	Suspension – Computer Selected, FRT, LH	7GA	Suspension – Computer Selected, FRT, RH
6EY	Suspension – Computer Selected, FRT, LH	7GB	Suspension – Computer Selected, FRT, RH
6GA	Suspension – Computer Selected, FRT, LH	7GD	Suspension – Computer Selected, FRT, RH
6GB	Suspension – Computer Selected, FRT, LH	7GE	Suspension – Computer Selected, FRT, RH
6GD	Suspension – Computer Selected, FRT, LH	7GG	Suspension – Computer Selected, FRT, RH
6GE	Suspension – Computer Selected, FRT, LH	7GH	Suspension – Computer Selected, FRT, RH
6GG	Suspension – Computer Selected, FRT, LH	7GJ	Suspension – Computer Selected, FRT, RH
6GH	Suspension – Computer Selected, FRT, LH	7GK	Suspension – Computer Selected, FRT, RH
6GJ	Suspension – Computer Selected, FRT, LH	7IQ	Molding Color – Red
6GK	Suspension – Computer Selected, FRT, LH	7IU	Primary Color – Exterior, Medium Patriot Red
6Z3	Speed Recorder	8TA	Suspension – Computer Selected, RR, LH
64B	Trim Combination – Cloth, Lt. Beige	8TB	Suspension – Computer Selected, RR, LH
64D	Trim Combination – Cloth, Lt. Beige	8TC	Suspension – Computer Selected, RR, LH
64I	Interior Trim – Lt. Beige	8TD	Suspension – Computer Selected, RR, LH
642	Trim Combination – Leather, Lt. Beige	8TF	Suspension – Computer Selected, RR, LH
7DN	Suspension – Computer Selected, FRT, RH	8TH	Suspension – Computer Selected, RR, LH
7DR	Suspension – Computer Selected, FRT, RH	8TJ	Suspension – Computer Selected, RR, LH
7DS	Suspension – Computer Selected, FRT, RH	8TK	Molding Color – Medium Quasar Blue Metallic
7DT	Suspension – Computer Selected, FRT, RH	8TM	Primary Color – Exterior, Medium Quasar Blue Metallic
7DV	Suspension – Computer Selected, FRT, RH	80Q	Molding Color – Bright Red
7DX	Suspension – Computer Selected, FRT, RH	80U	Primary Color – Exterior, Bright Red
7DY	Suspension – Computer Selected, FRT, RH		Suspension – Computer Selected, RR, RH
7EA	Suspension – Computer Selected, FRT, RH		

81Q	Suspension – Computer Selected, RR, RH	9TF	Suspension – Computer Selected, RR, RH
81U	Suspension – Computer Selected RR, RH	9TH	Suspension – Computer Selected, RR, RH
9TA	Suspension – Computer Selected, RR, RH	9TJ	Suspension – Computer Selected, RR, RH
9TB	Suspension – Computer Selected, RR, RH	9TK	Suspension – Computer Selected, RR, RH
9TC	Suspension – Computer Selected, RR, RH	9TM	Suspension – Computer Selected, RR, RH
9TD	Suspension – Computer Selected, RR, RH	91Q	Molding Color – Purple Pearl
		91U	Primary Color – Exterior, Purple Pearl

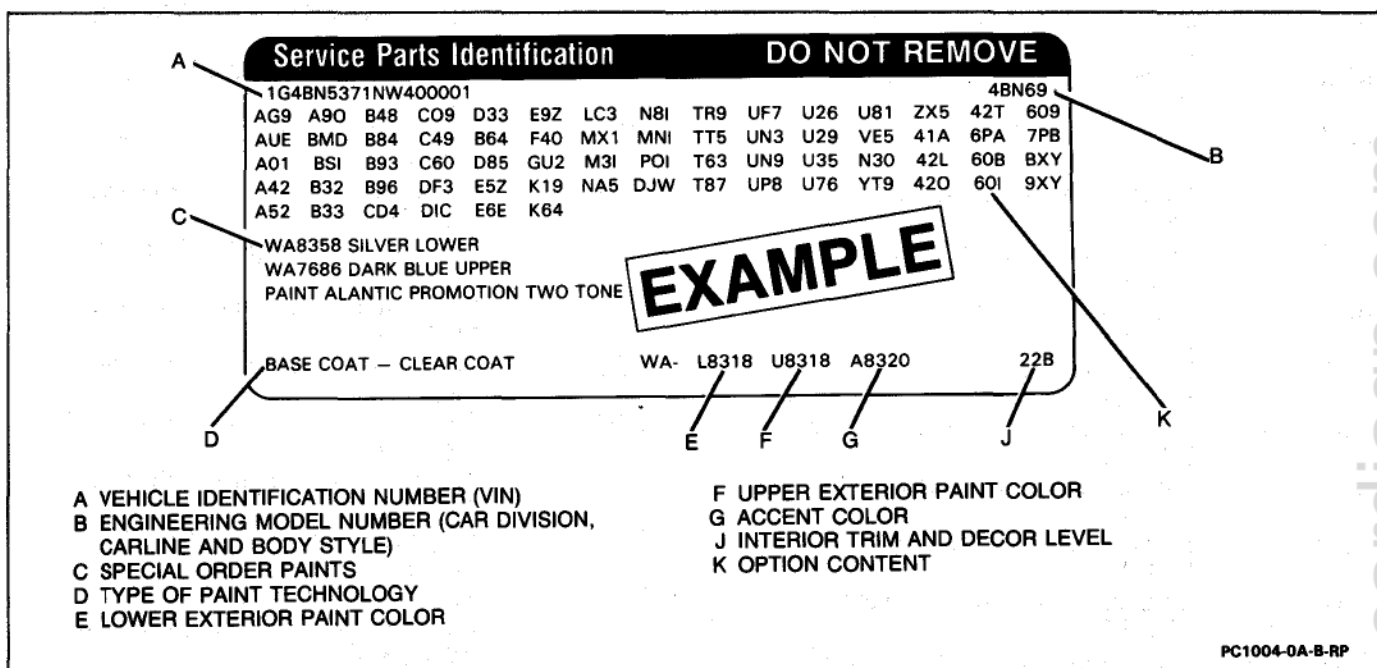


Figure 24 – Service Parts Identification Label

