

Chevrolet



Monte Carlo



2000

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Product Information

All-New 2000 Chevrolet Monte Carlo Offers More In A Dual Personality Vehicle

DETROIT —The all-new 2000 Chevrolet Monte Carlo offers customers the best of both worlds: sophisticated styling and heart-thumping performance. In fact, Monte Carlo has spent the past 24 years delivering this winning combination and the 2000 model exemplifies the very best of this forward thinking.

"We set out to create a new Monte Carlo that delights your senses and quickens your pulse," said Kurt Ritter, Chevrolet's general manager. "The new Monte Carlo is distinctive from everything else on the road in many ways, from dramatic new styling to interior design and technology, to its heart-pounding approach to the performance experience."

Monte Carlo's dual personality is well known to buyers. The current 1999 model is the best-selling midsize coupe in America.

"Monte Carlo is a very distinctive, personal driving machine that surrounds you with performance in a premium environment," said Ritter. "We call it 'classy with a wild streak.' It can be either, or both. The side you show the world is up to you."

The new Monte Carlo is designed with our exclusive 4-point Driver Interface System™ that maximizes the driving experience between driver and machine. It includes such amenities as newly designed seats and a NASCAR-inspired instrument panel and gauge cluster. It also offers an impressive Total Performance System™ — a carefully engineered combination of vehicle components that inspire performance that's sure to please driving enthusiasts.

The new Monte Carlo is offered in LS and performance-oriented SS models. The LS comes standard with a 3400 SFI (Sequential Fuel Injection) V6 engine and the SS comes standard with the award winning, 3800 SFI V6 engine.

Styling that's "Classy with a Wild Streak"

Beauty is in the eye of the beholder, and potential buyers gave the sleek and classy body of 2000 Monte Carlo a strong thumb's-up in customer clinics.

"Coupe buyers want a car that gets them noticed at the traffic lights," said Don Parkinson, Monte Carlo brand manager. "That's why Monte Carlo is such a great fit for the midsize coupe market. It's a car that you'll recognize instantly on the street, and our research tells us that's what customers want."

At the same time, the 2000 Monte Carlo reflects its classic heritage with a long, sloping hood, short rear deck, athletic-stance, distinctive "C" pillars and elegant interior trim characteristics that have long been the signature of the brand. Designers sculpted bold styling lines into Monte Carlo reminiscent of earlier models from the '70s and '80s. Along with distinctive headlamps and a modern spin-off of the '70s Monte Carlo taillamps, this new Monte Carlo delivers a sporty, aggressive look with strong overtones of sophistication.

Its NASCAR racing version inspired Monte Carlo's aggressive new sheet metal. Its hood, roof and decklid are the same ones that will be used on the new Monte Carlo race cars that run at speeds over two-hundred miles per hour at NASCAR tracks across the country. Racing had a major influence on the 2000 Monte Carlo bold appearance, and wind tunnel testing was a key part of the design process. The close appearance and authentic association allows each Monte Carlo owner to "feel like a champion."

"GM Motorsports was involved in the very early stages of Monte Carlo's development," said Vehicle Line Executive, Gary White. "Their input helped Monte Carlo achieve a look that is attractive and functional. It's a shape that works well on the street and on the racetrack."

The Heart and Soul of a Champion

"The Monte Carlo name deserves great performance and a sporty driving experience," said Chief Engineer Greg Bellopatrick. "That's just what buyers want in a coupe and expect from Chevrolet."

Monte Carlo embodies the spirit of its NASCAR counterpart; that spirit combined with the exclusive Total Performance System™ combine to offer the fun-to-drive performance that coupe buyers crave. This system consists of carefully engineered components that deliver an unparalleled combination of solid structure, excellent engine power and efficiency, and smooth ride and response.

Powertrain

Engine performance has been enhanced for the all-new Monte Carlo LS by a 3400 SFI V6 that delivers 180 horsepower — 20 more than the previously standard 3100 SFI V6. For even more power, the optional 3800 SFI V6 engine, standard on Monte Carlo SS, delivers 200 horsepower and 225 lb.-ft. of torque more torque than the competition. The 3800 V6 has appeared on Ward's Auto World list of "Ten Best Engines" for three consecutive years. It offers ample torque for superb power and performance off the line.

Ride and Handling

The new car also features a wider front and rear track width than its predecessor and all its major competitors for excellent ride and stability. Its precise, sport coupe handling is attributed to a 4-wheel independent suspension, larger front-brake rotors than the previous model, standard 16" wheels and tires, and responsive steering. Monte Carlo SS features standard all-speed Traction Control, an impressive Sport Suspension and responsive performance tires, which provides handling.

Structure

Monte Carlo incorporates an aluminum engine cradle that provides a solid foundation for the powertrain, front suspension steering and front sheet metal. It is lightweight and strong and contributes to the overall satisfying Monte Carlo driving experience.

From the floor pan to the doors and roof, a significant reduction in noise and vibration was achieved by strengthening and stiffening major structural components. An engineering milestone in achieving these low levels of noise and vibration was the development of the MagBeam™, a magnesium beam that spans the width of the instrument panel and helps reduce vibration that can occur over time, especially in the heating, ventilation, air conditioning (HVAC) and audio systems. Attention to noise reduction eliminated the hissing sound that commonly occurs in an AC refrigerant system, and also contributed to improved window and door seals.

Comfort and Safety for Real Life

Monte Carlo represents a "personal reward" for its owner with more than expected amenities.

Even though Monte Carlo offers the roominess of a luxury vehicle, it also lets drivers feel like they are behind the wheel of a race car: a prime example of its dual personality. The cockpit-style dash and ergonomically-designed driver's seat combine to surround the driver as if in a NASCAR race car, while also offering function and comfort in a luxurious environment. Monte Carlo's gauge cluster is both attractive and functional featuring a "multi-layered" appearance. Its new seats were designed by a special Chevrolet Seat Comfort Team that analyzed dozens of competitive seat designs for strengths and weaknesses. The result: exceptional seating achieved by an elusive balance between long-term comfort and excellent lateral support.

Monte Carlo SS features uplevel Sport Cloth bucket seats, a leather-wrapped steering wheel, and a long list of standard features including:

- Separate driver and front-passenger temperature controls.

- Enhanced gauge package
- Steering wheel-mounted radio controls
- Cruise control
- Remote Keyless Entry
- Foglamps
- Luggage area cargo net
- Rear decklid spoiler
- 16" sport aluminum wheels.

Even with its midsize exterior, Monte Carlo has up to seven additional cubic feet of interior space versus some competitors, allowing for a more comfortable, luxurious interior, more cargo room and roomy backseat. In fact, compared to non-GM vehicles, Monte Carlo offers one of the roomiest interiors and trunks in its segment.

Convenience features abound throughout Monte Carlo that just can't be found in any other competitor. To begin with, there's the message center that provides information on 17 important vehicle functions, like when the engine oil needs changing. Its new sound system incorporates Radio Data System (RDS) technology. This new technology, among other features, automatically changes the time on the radio clock at the push of a button when entering into a new time zone, and can interrupt normal broadcasting for weather or traffic bulletins.

When it comes to safety, Monte Carlo leaves very little to chance. Consider its comprehensive list of safety features:

- Monte Carlo meets 2003 model-year Federal standards for enhanced head-impact protection.
- Largest in class 4-wheel disc antilock brake system (ABS)
- Efficient use of heavier gauge steel enhances occupant protection without unnecessary weight
- Driver and right front-passenger air bags*
- Automatic Daytime Running Lamps
- Tire inflation monitor.

Other available features on Monte Carlo include include:

- All-speed Traction Control for better grip on slippery surfaces (standard on SS only)
- Electric sliding sunroof
- 6-way power driver seat
- 6-way power passenger seat
- Dual power heated outside rearview mirrors
- Driver and front- passenger heated seats
- Trap-resistant trunk kit (available as a dealer option)

Chevy Quality, Reliability and Durability

"At the end of the day, none of our efforts would pay off if we couldn't deliver outstanding QRD (quality, reliability and dependability)," Parkinson said. "In this business, a slick design may get you a small measure of success, but if you skimp on QRD, you'll ultimately pay for it in the marketplace. We won't fall into that trap."

The new Monte Carlo will be built at GM's Oshawa, Ontario, manufacturing facility the #1-rated midsize assembly plant for initial product quality.

A one-piece stamping is used to form the door ring and rear quarter panel. This eliminates welds, lowers vehicle weight and enhances fit and finish. And the aluminum engine cradle stiffer and more corrosion-resistant than a steel component allows for better front-end sheet metal fits as well as reducing the negative effects of twisting and shake over time.

Added floorboard reinforcements, tied into the rocker panels, provide further protection against the vehicle-aging process. And two-sided galvanized steel on all body panels (except the roof) provides

2000 Chevrolet Monte Carlo Restoration Kit

excellent corrosion protection, and a four-step basecoat/clearcoat paint process is used to protect against the ravages of sun and acid rain.

Monte Carlo also boasts a simplified electrical system that features multiplexing technology that reduces the number of wires and the number of connections, thus reducing the potential for something to go wrong. And an optional Driver Information Convenience Center that includes HomeLink garage door opener, a trip computer, outside temperature and compass and anti-theft alarm system.

"When you sum it up," Parkinson said, "we've managed to capture all of the attributes that have made the Monte Carlo a great car over the years, in a way that today's customers want. It's a great blend of past, present and future and we're very proud of it."

Living Up to its Name

2000 Monte Carlo made history on May 30, 1999, as the first car to pace two prestigious races in one day: the Indy 500 at Indianapolis Motor Speedway, and the Coca-Cola 600 NASCAR race at Lowe's Motor Speedway in Charlotte, North Carolina. Driving the Monte Carlo pace car at the Indy 500 was comedian Jay Leno, host of NBC's Emmy-winning and top-rated "The Tonight Show with Jay Leno." At the Coca-Cola 600 NASCAR race, it was racing legend and a top NASCAR team owner Richard Childress driving the Monte Carlo pace car. The Monte Carlo pace car is scheduled to pace 12 prestigious events from March to November at top races across the country.

Monte Carlo owners have always been a different breed of drivers. They enjoy their car and the total driving experience, and this all-new Monte Carlo will certainly satisfy their need for a sophisticated ride with a wild streak for fun and performance.

"We created the new Monte Carlo in the original spirit of the brand," said Parkinson. "It truly is classy with a wild streak.' Whether your passion is distinctive looks or spirited performance, Monte Carlo is designed to unleash the driving aficionado in all of us."

* Always use safety belts and proper child restraints even with air bags. Children are safer when properly secured in a rear seat. See the owner's manual for more safety information.

What's New

The 2000 Monte Carlo is all-new, from its stunning new shape down to the brake rotors. Following are only a few of its new features:

Interior

- Newly designed interior with 4-point Driver Interface System™
- Driver Message Center and NASCAR-inspired gauge cluster
- Steering wheel controls for the audio and speed control systems (standard on Monte Carlo SS and optional on Monte Carlo LS)
- Seats feature exceptional comfort and support.

Comfort and Safety for Real Life

The heart of Monte Carlo's interior starts with the exclusive 4-Point Driver Interface System™. This system maximizes the experience between the driver and machine with ergonomically-placed controls, advanced seating technology, optimal visibility and chassis-to-cabin harmony.

Safety and Security

- TheftLock audio theft-deterrent system
- Tire pressure monitoring system (standard on both models)
- Traction Control (standard on SS, not available on LS).

Engine

- 3400 V6 (standard in Monte Carlo LS)
- 3800 V6 (standard in Monte Carlo SS)
- New extruded aluminum engine cradle.

Quality, Reliability and Durability

Monte Carlo benefits from many long life components, a less complex electrical system and a simpler build process, helping to achieve greater overall quality measures.

The Heart and Soul of a Champion

Monte Carlo's fun-to-drive character is enhanced by its Total Performance System™ — a combination of proven V6 powertrains, solid body structure and balanced ride and handling characteristics.

Exterior

- All-New Distinctive Styling
- Designers sculpted deep, bold, styling lines into the all-new Monte Carlo exterior appearance.
- Monte Carlo styling reflects three decades of heritage and is the ultimate evolution of the species.
- Unique headlamps and taillamps
- Rear decklid spoiler on SS model.

Model Summary

- Monte Carlo LS
- Monte Carlo SS

Marketplace

Monte Carlo competes in the midsize coupe segment and attracts young-minded, image-conscious individuals. These buyers enjoy spirited driving and a car that transforms driving into uplifting experience.

Competitors:

Primary Competitors:

- Dodge Avenger
- Chrysler Sebring
- Mercury Cougar

Secondary Competitors:

- Toyota Camry Solara
- Honda Accord Coupe.

Buyer Demographics

Median Age:	43 Years	
Married:	59%	
College Graduate:	32%	
Median Income:	\$57,000	
Purchaser:	Male — 49%	Female — 51%
Principal Driver:	Male — 38%	Female — 62%

Vehicle Overview

Interior Overview

Key Standard Features*

Monte Carlo LS Coupe:

- **NEW** The exclusive 4-Point Driver Interface System™ maximizes the experience between the driver and machine with ergonomically-placed controls, advanced seating technology, optimal visibility and chassis-to-cabin harmony
- Driver and right front-passenger air bags†
- Air conditioning
- Front and rear auxiliary power outlets
- Center console with two front cup holders
- Electric rear window defogger
- Power door locks
- Gauge cluster including speedometer, tachometer, trip odometer, fuel and engine temperature readings
- Message Center with 17 reconfigurable telltales
- ETR AM/FM stereo with cassette player, seek-scan, digital clock, TheftLock, speed-compensated volume, auto tone control and Radio Data System technology
- PASSlock® theft-deterrent system
- Cloth bucket seats with center console and storage armrest
- Split-folding rear-seat
- 3-point front and rear outboard, rear-seat center safety belts
- Five-passenger seating
- Power-rack-and pinion steering
- Driver and passenger extendable sunvisors with covered vanity mirrors
- Low oil level/wear indicator
- Power windows with driver's Express-Down feature.

Monte Carlo SS Coupe Adds The Following Standard Features In Addition To Or Replacing Monte Carlo LS Coupe Standard Features:

- Air conditioning with driver and front-passenger temperature controls
- Cargo net
- Oil pressure and voltmeter gauges in the instrument panel cluster
- Sport Cloth bucket seats
- Cruise control
- Lighted visor vanity mirrors on extendable sunvisors.

* See Feature Availability chart on page 9 for more features.

† Always use safety belts and proper child restraints, even with air bags. Children are safer when properly secured in a rear seat. See the owner's manual for more safety information.

** Front-seat, side-impact air bags help reduce the risk of certain injuries to front-seat occupants in side impacts.

Key Optional Features*

- Driver InformationCenter with reconfigurable telltale
- Self-dimming inside rearview mirror
- 6-way power driver seat (required with leather seating surfaces)
- 6-way power passenger seat (requires power driver seat, not available with cloth seat)
- ETR AM/FM stereo with compact disc and cassette players, auto tone control, RDS, and premium sound system with auxiliary amplifier
- Electric sliding sunroof.

- OnStar Driver Assistance Service helps provide safety, security and convenience 24 hours a day, seven days a week. With the touch of a button, subscribers can communicate with trained OnStar advisors who provide valuable information and meet various assistance needs. These services can range from sending emergency roadside help to helping order concert tickets. For more information, call (248) 269-1395

* See Feature Availability Chart additional features.

Exterior/Structural Overview

Key Standard Features*

Monte Carlo LS Coupe:

Designers sculpted deep, bold, styling lines into the all-new, Monte Carlo exterior appearance. Reminiscent of the Monte Carlos of the '70s and '80s, this new shape provides Monte Carlo owners with a sporty, aggressive look that is hard to overlook

- Automatic Daytime Running Lamps (DRL)
- Dual black remote electric outside mirrors
- Body-side moldings
- Charcoal rocker moldings
- Compact spare tire on steel wheel saves space
- 16" blackwall touring tires
- 16" wheels with bolt-on wheel covers
- Remote power trunk opener
- Intermittent variable windshield wipers
- Power trunk opener
- **NEW** Extruded aluminum engine cradle provides a very stiff, light weight mounting location for the engine, front suspension and steering components as well as the front sheet metal.
- Stiffened body structure is more rigid than last year's model
- MagBeam™ instrument panel utilizes a magnesium beam, spanning the width of the vehicle, to support the instrument panel. The added strength of magnesium helps reduce vibration that can occur over time
- Floorpan structure has five lateral cross bars for support and structural integrity
- Cloth-covered fiberglass headliner with sound-absorbing qualities
- Noise-control patches, between the passenger and engine compartments, help keep engine and road noise from entering the interior.

Monte Carlo SS Coupe Adds The Following Standard Features In Addition To Or Replacing Monte Carlo LS Coupe Standard Features:

- Body-color rocker molding
- Rear deck-lid spoiler
- 16-inch blackwall performance tires
- 16-inch sport aluminum wheels
- Foglamps

Exterior Colors

Standard basecoat/clearcoat paint on Monte Carlo helps resist fading and provides a high gloss shine for long-lasting exterior beauty. The clearcoat system is formulated to reduce the effects of acid rain and other environmental damage. Clearcoat finish is used with all colors — solids and metallics.

Paint Colors

- Galaxy Silver Metallic
- Black

2000 Chevrolet Monte Carlo Restoration Kit

- Medium Regal Blue Metallic
- Navy Blue Metallic
- Light Driftwood Metallic
- Dark Jade Green Metallic
- Dark Carmine Red Metallic
- Torch Red
- Bright White
- Medium Auburn Nightmist Metallic

Functional Overview

Key Standard Features*

Monte Carlo LS Coupe:

- Power 4-wheel disc antilock brakes
- 3400 V6 SFI engine
- 17-gallon capacity fuel tank
- Four-wheel independent suspension
- Ride and Handling Suspension
- 4-speed electronically controlled automatic overdrive transmission.

Monte Carlo SS Coupe Adds The Following Standard Features In Addition To Or Replacing Monte Carlo LS Coupe Standard Features:

- 3800 Series II V6 SFI engine
- Dual tailpipes
- Sport Suspension
- All-Speed Traction Control.

Safety And Security*

Crash Avoidance Features

- 4-wheel disc antilock brake system (ABS) with the largest rotors and calipers in use in the segment today
- Tire pressure monitoring system
- Brake/transmission shift interlock
- Center-mounted horn.

Occupant Protection Features

- Driver and right front-passenger front air bags†
- Three-point safety belt system (outboard positions)
- Rear-seat shoulder belt comfort guides (outboard positions)
- Reinforced safety-cage construction
- Front and rear crush zones
- Energy-absorbing steering column and instrument panel.

Security Features

- Battery-rundown protection
- PASSlock® theft-deterrent system
- Remote hood release
- Laser-etched vehicle identification number (VIN)
- Power trunk opener
- Optional dealer-installed internal trunk release system.

* For additional safety information, see the Chevrolet section of this Guide.

† Always use safety belts and proper child restraints, even with air bags. Children are safer when properly secured in a rear seat. See the owner's manual for more safety information.

Sound Systems

For 2000, Monte Carlo's sound systems are more powerful and they all incorporate Radio Data System (RDS) Technology which adds a variety of functions. For instance, RDS can be programmed to locate radio stations by their call letters or by their listening formats (jazz, rock, talk, news, etc.). The clock allows the driver to change to the correct time with a press of a button after entering a new time zone. And normal programming can be interrupted for important weather or traffic bulletins.

Monte Carlo LS and Monte Carlo SS

Standard

- ETR AM/FM stereo with cassette player seek-scan, digital clock, TheftLock, speed-compensated volume, auto tone control and Radio Data System (RDS).

Optional

- ETR AM/FM stereo with compact disc player seek-scan, digital clock, TheftLock, speed-compensated volume, auto tone control and Radio Data System (RDS) with premium 6-speaker audio system and auxiliary amplifier
- ETR AM/FM stereo with compact disc and cassette players, seek-scan, digital clock, TheftLock, speed-compensated volume, auto tone control and Radio Data System (RDS) with premium 6-speaker audio system and auxiliary amplifier.

Radio Data Systems Technology (RDS)

Standard on every Monte Carlo audio system, RDS permits the transmission of digital signals encoded with multiple levels of information, including text messages. Other RDS features include:

2000 Chevrolet Monte Carlo Restoration Kit

- "Seek by type" feature that will conduct a search based on different types of programming
- Traffic bulletin function automatically interrupts other media to broadcast a current traffic report. At the conclusion of the bulletin, the system will automatically resume the interrupted programming
- Receive and display messages from radio stations
- Receive announcements concerning local and national emergencies.

Seats

Monte Carlo LS

- Standard Custom Cloth bucket front seats with center console, storage armrest and two cup holders.

Monte Carlo SS

- Standard Sport Cloth bucket front seats with center console storage armrest and two cup holders.

Other Options

- Front bucket seats with optional leather seating surfaces includes storage armrest and two cup holders (requires 6-way power driver seat).

Other Seating Features:

- Manual two-way seat adjusters and adjustable head restraints help provide comfortable driver support
- Six-way power driver seat adjuster for added driver convenience (optional on all models)
- French-stitched seams create a clean, uplevel and contemporary appearance on leather seating surfaces.

Interior Colors

Cloth Colors:

- Light Oak
- Dark Pewter
- Ebony.

Leather Seating Surface Colors:

- Light Oak
- Ebony

* Always use safety belts and proper child restraints, even with air bags. Children are safer when properly secured in a rear seat. Front-seat, side impact air bags help reduce the risk of certain injuries to front-seat occupants in side impacts. See owner's manual for more safety information.

Power And Performance

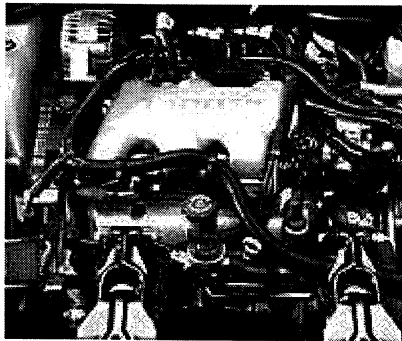
Engineering

Supportive, Comfortable Seats

Monte Carlo's seats are the product of the most extensive research and testing program ever conducted for a midsize GM vehicle. The Chevrolet seat comfort team analyzed dozens of competitive seat designs for strengths and weaknesses. On an internal comfort scale of 1- to-5 a score of four represents a very good seat, with no pain or discomfort issues during a two-hour test. Monte Carlo's seats consistently scored on the average 4.3. Competitive models failed to reach a 4.

Engines

3400 V6 SFI Engine (L82)



Monte Carlo LS models are equipped with a standard 3400 V6 engine with Sequential Fuel Injection (SFI). SFI delivers precise amounts of fuel through injectors at each cylinder, optimizing fuel efficiency, quick start-ups in all weather conditions and smooth acceleration.

Power Ratings For The 3400 V6 Are:

- 180 horsepower at 5200 rpm
- 205 lb.-ft. torque at 4000 rpm.

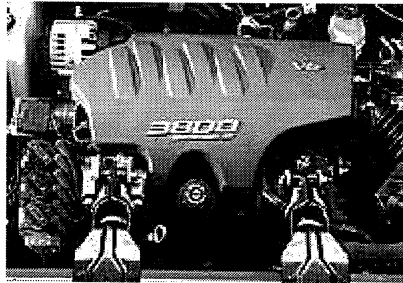
3400 V6 SFI Technical Features Include:

- Roller rocker arms act as roller bearings to reduce noise and friction between camshaft lobes and contacting surfaces of the rocker arms
- Mass airflow sensor helps render precise air metering and control of the air-to-fuel ratio
- High-resolution ignition system helps produce a fast ignition and smooth idle
- Assembled camshaft is made up of individual lobes permanently locked onto a weight-saving tube, yielding a stable idle and impressive durability
- Die-cast aluminum structural oil pan is cross-bolted to the main bearing caps to help supply added strength and rigidity while helping to reduce noise
- "Limp-home" mode helps prevent engine damage caused by a sudden loss of engine coolant. The engine will shut down cylinders in an alternating fashion and will operate as an air-cooled engine allowing Monte Carlo to travel up to 50 miles to the nearest place of service.
- Multec II fuel injectors are lighter in mass and operate more quietly than conventional injectors
- Torque axis engine mount system, the heart of which consists of two fluid-filled engine and transmission mounts that "absorb" or "dampen" engine vibrations help contribute to a solid, stable ride with reduced engine noise and virtually unnoticeable idle
- On-Board Diagnostics Second Generation (OBD II) is combined with the Powertrain Control Module (PCM) to monitor fuel delivery, ignition timing and the emissions system, helping detect deterioration or malfunction

2000 Chevrolet Monte Carlo Restoration Kit

- "Change Oil Soon" indicator illuminates when it's time to change the engine oil. This system also is sensitive to driving habits and conditions. Therefore, the light may come on as early as 2,000 miles or sooner in harsh driving conditions
- Oil level and coolant sensors alert the driver when fluids are low, helping avoid engine damage
- Platinum-tip spark plugs can go up to 100,000 miles before the first scheduled replacement* and extended-life engine coolant is designed to last up to five years or 150,000 miles, whichever comes first.

3800 Series II (SFI) V6 Engine (L36)



The 90-degree 3800 Series II V6 engine is standard in SS. It offers a level of power many wouldn't expect from a midsize coupe.

Power Ratings For The 3800 Series II V6 9SFI) Engine Are:

- 200 horsepower at 5200 rpm
- 225 lb.-ft. of torque at 4000 rpm.

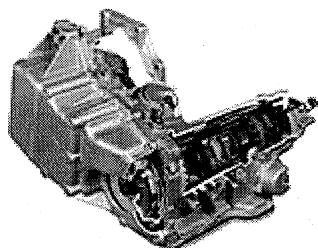
3800 Series II V6 SFI Technical Features (L36) Include:

- Broad torque band for powerful acceleration which is usually desired during stop-and-go driving
- Proven overhead valve (OHV) design helps provide plenty of low-speed and mid-range torque for maneuvering in heavy traffic situations
- High performance pushrod valvetrain allows the 3800 V6 engine to rev to 6000 rpm
- Symmetrical ports and combustion chambers help provide uniform combustion in all cylinders for smooth engine performance
- Sequential Fuel Injection (SFI) delivers exact amounts of fuel through injectors at each cylinder, optimizing fuel efficiency, quick start-ups in all weather conditions and smooth acceleration
- On-Board Diagnostics Second Generation (OBD II) is combined with the Powertrain Control Module (PCM) to monitor fuel delivery, ignition timing and the emissions system, to help detect deterioration or malfunction
- Dual Electronic Spark Control (ESC) sensors help detect "knock" in all cylinders and drive the PCM coolant and instrument panel gauges for greater precision
- Refined air management with a glass-reinforced nylon composite intake manifold and air induction system provides a linear acceleration curve for even performance throughout the driving range
- Tuned-for-performance throttle body features a large inlet and progressive camshaft and cable linkages to help enhance engine airflow and performance
- Direct accessory mounting of the power steering pump, alternator bracket and other brackets and tensioners help reduce engine noise and vibration
- Laminated oil pan is designed with an integrated baffle, a gasket, and rear crankshaft seal carrier to help reduce noise and improve seals
- "Change Oil Soon" indicator illuminates when it's time to change the engine oil
- Easy and clean oil servicing with convenient under-the-hood access and extended funnel-like oil filling cap
- Quiet exhaust system, thanks to a cast-iron left manifold, insulated cross-over pipe and air gap take-down pipe

- Platinum-tip spark plugs can go up to 100,000 miles before the first scheduled replacement* and extended-life engine coolant lasts up to five years or 150,000 miles, whichever comes first.

Transmissions

4T65-E 4-Speed Automatic Overdrive Transmission



The 4T65-E 4-speed electronically controlled automatic transmission is standard on Monte Carlo LS and SS models. Since the 4T65-E is designed to handle high performance levels, it has some special features.

4T65-E Technical Features Include:

- Electronically-controlled capacity clutch EC3, when engaged, maintains a controlled degree of slippage to help avoid transmitting engine torsional vibrations to the interior of the car at low speeds
- Dual-phase sprocket drives two half-width chains, which rotate 180 degrees out of phase, causing the gear noise generated by each chain to "cancel out" one another
- Family of electronic controls that:
 - Helps protect against over-revving the engine in low-range gears
 - Monitor changes in driving conditions and adjust shift quality, when necessary, for overall smooth shifting.

Suspension

Both Monte Carlo LS and SS models feature a standard 4-wheel independent suspension that's specially tuned to help provide a comfortable ride, plus responsive and predictable handling. The suspension also is tuned to maximize the tight, solid body structure. This 4-wheel independent suspension features:

- 30mm front and 17.2mm rear stabilizer bars
- MacPherson struts with specially tuned deflected disc shock valving, at all four corners, for a smooth ride
- Front strut tower brace similar to NASCAR Winston Cup race cars helps improve steering accuracy
- Variable-rate coil springs help maintain comfortable and smooth ride characteristics, even with load variances
- Spring rates increased to help provide enhanced control of body roll during cornering

For a more performance-oriented feel, Monte Carlo SS has a Sport Suspension designed to handle high performance driving characteristics with the 3800 Series II V6 engine. The following are some of its special features:

- Four-stage front strut valving allows a finer degree of ride control over a wide range of suspension movement
- Spring rates increased to help provide enhanced control of body roll during cornering.

Steering

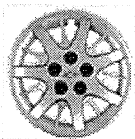
Standard on both LS and SS models, Monte Carlo's standard power rack-and-pinion steering helps inspire confidence with very linear control. With a steering ratio of 14.1:1 and sophisticated structural underpinnings (including the MagBeam™, aluminum engine cradle and strut tower brace), Monte Carlo provides quick, satisfying, steering performance.

Brakes

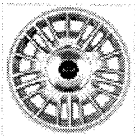
- Standard 4-wheel disc antilock brakes are standard on both models
- Compact brake booster. By packaging large rotors, Monte Carlo's brake engineers were able to use a smaller brake booster, which reacts to the driver's pedal input more quickly than a large booster. The larger brake rotors also contribute to shorter stopping distances
- Large brake components. Monte Carlo's brake rotors and calipers are among the largest in use in the midsize car segment today.
- Their large surface area contributes to their ability to remain cool, even under severe and repeated braking conditions.

Wheels And Tires

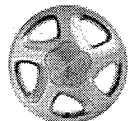
Wheels



16" steel wheel with bolt-on wheel cover standard on Monte Carlo SS



16" styled aluminum wheel optional on LS, not available on SS.



Standard 16" sport aluminum wheel standard on SS, not available on LS.

Tires

- P225/60R-16 blackwall touring tires (standard on Monte Carlo LS)
- P225/60R-16N blackwall performance tires (standard on Monte Carlo SS, not available on Monte Carlo LS).

Feature Availability

	LS Coupe	SS Coupe
Interior		
Air bag – driver and right front-passenger ¹	S	S
Air conditioning – manual	S	NA
Air conditioning – driver and front passenger temperature controls	O	S
Auxiliary lighting – glove box and trunk	S	S
Cargo net – luggage-area	O ²	S
Center console – floor-mounted and overhead storage compartment	S	S
Cup holders– dual center console	S	S
– dual rear in center armrest	S	S
Defogger – electric rear-window	S	S
Driver information/center – includes HomeLink garage door opener, trip computer with outside temperature, compass and anti-theft alarm system	O	O ²
Door locks – power	S	S
Floor mats – carpeted, front and rear	S	S
Gauges – tachometer, engine temperature, odometer, fuel gauge and coolant temperature (oil pressure and voltmeter on SS)	S	S
Glass – tinted, Solar-Ray windshield/rear glass	S	S
Lights, interior – delayed entry/exit with theatre dimming	S	S
Low engine coolant level monitor light	S	S
Low engine oil level and oil wear indicator monitors	S	S
Mirror – inside rearview automatic dimming	O	O ²
Mirrors – illuminated visor vanity (LH and RH)	O ²	S
PASSlock® theft-deterrent system	S	S
Remote Keyless Entry system	O ²	S
Seats – 6-way power driver (required with leather seating surfaces)	O	O
– 6-way power passenger (requires power driver seat) (NA with Cloth seat)	O	O
– Custom Cloth, front buckets	S	NA
– Sport Cloth front buckets	NA	S
– leather seating surfaces, front buckets (requires 6-way power driver seat)	O	O
– split-folding, rear	S	S
– driver and front passenger, heated (requires leather seating surfaces and power passenger seat)	O	O
Cruise control – electronic	O ²	S
Steering column – Tilt-Wheel™	S	S
Steering wheel – leather-wrapped with radio controls	O	S
Stereo– ETR AM/FM stereo with cassette player, auto tone control and RDS	S	S
– ETR AM/FM stereo with compact disc player, auto tone control, RDS and premium sound system with auxiliary amplifier	O	O
– ETR AM/FM stereo with compact disc and cassette players, auto tone control, RDS and premium sound system with auxiliary amplifier	O	O
Sunroof – electric sliding	O	O
Trunk – power opener	S	S
Windows – power with driver's Express-Down feature	S	S
Wipers – intermittent variable windshield	S	S

Exterior		
Exhaust system – stainless-steel (dual outlets on SS)	S	S
Mirrors – outside dual remote electric	S	S
Moldings – body-color, body-side	S	S
Spoiler – rear decklid (with delete option)	NA	S
Tires – inflation monitor system	S	S
Tires– P225/60R -16 Goodyear Eagle Gatouring	S	NA
– P225/60R-16N Goodyear Eagle RS-A performance	NA	S
Wheel covers – 16" bolt-on	S	NA
Wheels – 16" styled aluminum	O	NA
Wheels – 16" sport aluminum	NA	S
Functional		
Brakes– 4-wheel disc antilock (ABS)	S	S
Engine– 3400 V6 SFI	S	NA
– 3800 Series II V6 SFI	NA	S
Fuel Tank – 17.0-gallon capacity (approx.)	S	S
Steering – power rack-and-pinion	S	S
Suspension – 4-wheel independent	S	S
– ride and handling	S	NA
– sport	NA	S
Traction Control – electronic	NA	S
Transmission – 4-speed electronically controlled automatic	S ³	S ³

S — Standard.

O — Optional. (Some options may be available only as part of a Preferred Equipment Group.)

NA — Not available.

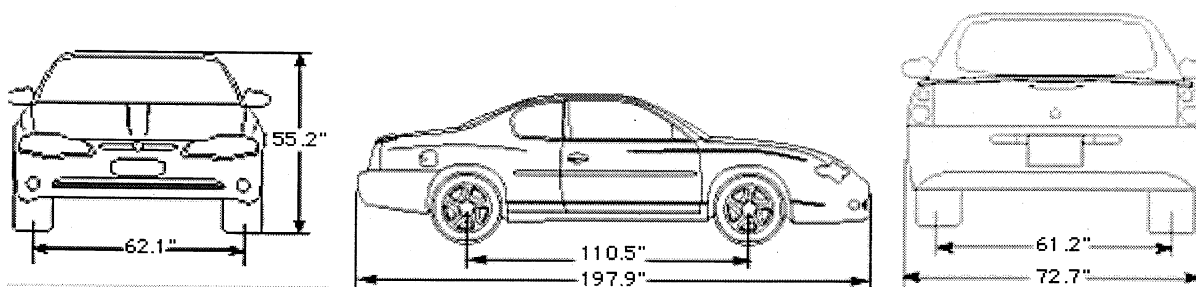
1 Always use safety belts and proper child restraints, even with air bags. Children are safer when properly secured in a rear seat.

See the owner's manual for more safety information.

2 Requires optional PEG ISB

3 4T65-E transmission.

Specifications



Model Availability	
Monte Carlo LS and Monte Carlo SS	
EPA vehicle class	Midsize
Assembly	Oshawa, Ontario, Canada
Dimensions & Capacities (inches/millimeters, unless otherwise noted)	
Exterior Dimensions	
Wheelbase	110.5/2806.7
Length (overall)	197.9/5026.7
Width (overall)	72.7/1846.6
Height (overall)	55.2/1402.1
Tread — front	62.0/1574.8
Tread — rear	61.4/1559.6
Interior Front Dimensions	
Headroom	38.1/967.7
Legroom	42.4/1076.9
Shoulder room	58.3/1480.8
Hip room	55.2/1402.1
Interior Rear Dimensions	
Headroom	36.5/927.1
Legroom	35.8/909.3
Shoulder room	57.8/1468.1
Hip room	55.5/1409.7
Capacities	
Passenger capacity	5
Passenger index (cu. Ft./liters)	98.2/2.78
Cargo index (cu. Ft./liters)	15.8/447.4
Fuel tank capacity (gal./liters)	17.0/64.4
EPA interior index (cu.ft./liters)	114.0/3.2
Curb weight (lbs./kg, est.)	3340/1515.1 (LS) 3391/1538.2 (SS)
Engine oil (quarts/liters)	4.5/4.3 (3400 V6) 4.3/4.1 (3800 V6)
Engine coolant (quarts/liters)	11.3/10.7 (3400 V6) 11.7/11.1 (3800 V6)

Steering		
Type	Power rack-and-pinion	
Ratio (overall)	14.1:1	
Turns stop-to-stop	2.60/2.26 with 16" tires	
Turning diameter curb-to-curb (ft./m)	36.7/11.2 (LS) 38.0/11.59 (SS)	
Turning diameter wall-to-wall (ft./m)	42.4/12.9 (LS) 44.5/13.6 (Z34)	
Brakes		
4-wheel ABS, power 4-wheel disc (standard on both LS and SS models)		
	U. S. Standard	Metric
Gross lining, front/rear	26.0/61.4 (18.4 w/SS) sq. in.	167.8/396.0 (116.1 w/SS) sq. cm
Front disc rotor outer diam. X thickness	11.93 x 1.26 in.	303 x 32 mm
Rear drum/rear disc diam. X width	10.94 x .43 (LS) /11.0 x .43 (SS) in.	278.0 x 11 (LS) /278.0 x 11 (SS) mm
Total swept area, front/rear	180.6/98.6 (160.3 w/ SS) sq. in.	1165.2/636.2 (1034.3 w/SS) sq. cm
Engines		
Model	LS	SS
Type	3400 V6 SFI	3800 V6 SFI
Block	Cast iron	Cast iron
Cylinder Head	Cast aluminum	Cast iron
Hydraulic lifters	Roller	Roller
Bore & Stroke		
(in.)	3.62 x 3.31	3.80 x 3.40
(mm)	92.0 x 84.0	96.5 x 86.4
Cam drive	Chain	Chain
Redline	6000	6000
Displacement (liters/CID)	3.4/205	3.8/231
Compression ratio	9.6:1	9.4:1
Fuel induction	SFI	SFI
Horsepower/kW @ engine RPM	180 @ 5200/119 kW @ 5200	200 @ 5200/149 kW @ 5200
Torque/N-m (lb.-ft. @ engine RPM)	205 @ 4000/251N-m @ 4000	225 @ 4000/305 N-m @ 4000
Exhaust system	Stainless steel	Stainless steel
Tailpipe(s)	Single	Dual
Ignition system	Direct ignition system	Direct ignition system
Delcotrom alternator rating(amps) (amps)	100	105
Battery (SAE capacity rating,cca)	600	690
Recommended fuel (unleaded)	87 octane	87 octane

Transmissions				
Model	4-speed automatic (4T65-E)		4-speed automatic (4T65-E)	
Engine	3400 V6		3800 V6	
Type	FWD		FWD	
Layout	Transverse		Transverse	
Gear ratios:				
1st	2.92		2.92	
2nd	1.56		1.56	
3rd	1.00		1.00	
4th	0.70		0.70	
Reverse	2.38		2.38	
Final drive ratios	2.86		3.29	
Chassis				
Chassis				
Structure/frame		unitized body frame		
Body material		steel		
Suspension — front				
Type		independent MacPherson strut with coil springs and stabilizer bar, one-piece "A" arms		
Stabilizer bar design/diameter (mm)		hollow/30		
Suspension — rear				
Type		independent MacPherson strut with coil spring and stabilizer bar, lateral links attached to body cross member, trailing arms		
Stabilizer bar design/diameter (mm)		hollow /17.2		
Mileage/Performance*				
Powertrain	3400 V6 SFI		3800 V6 SFI	
Mileage:	MPG	liters/100km	MPG	liters/100km
City	20	11.8	19	12.4
Highway	32	7.4	29	7.8
Combined	27.2	8.6	26	9.0
Estimated Cruising Range:	mi.	km	mi.	km
City	320	515	304	489
Highway	512	824	464	747
Combined	435	700	416	669

* Based on 2000 GM Engineering estimates. 2000 EPA estimates not available at time of publication.

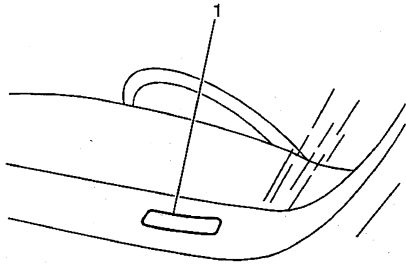
Trailer Information	
Trailer Classification	Light
Gross trailer weight(lbs/kg., up to)	1000/454
Max tongue load(lbs./kg)	100/46

Wheels & Tires	
Wheel type/size	16-inch steel with plastic bolt-on cover (LS), 16-inch styled cast aluminum (optional on LS), 16-inch five-spoke sport cast aluminum (standard on SS)
Tire type	Blackwall touring (LS), blackwall performance (SS)
Tire size	P225/60R16 (LS), P225/60R16N (SS)
Spare size	Compact spare

All specifications are preliminary and subject to change. Chevrolet Motor Division, June 1999.

Vehicle Identification

Vehicle Identification Number (VIN)



The vehicle identification number (VIN) plate is the legal identifier of the vehicle. The VIN plate is located on the upper LH corner of the Instrument Panel and can be seen through the windshield from the outside of the vehicle:

Position	Definition	Character	Description
1	Country of Origin	2	Canada
2	Manufacturer	G	General Motors
3	Make	1	Chevrolet
4	Car Line	W	Impala, Monte Carlo
5	Series	F H W X	Impala Impala LS Monte Carlo LS Monte Carlo SS
6	Body Style	1	2 Door Coupe (GM Style 27)
		5	4 Door Sedan (GM Style 19)
7	Restraint System	2	Active (Manual) Belts with Driver and Passenger Supplemental Inflatable Restraint
8	Engine Type	E	6 Cylinder MFI High Output 3400 (RPO Code LA1)
		K	6 Cylinder MFI High Output 3800 (RPO Code L36)
9	Check Digit	--	--
10	Model Year	Y	2000
11	Plant Location	1	Oshawa #2
		9	Oshawa #1
12-17	Plant Sequence Number	--	--

VIN Derivative

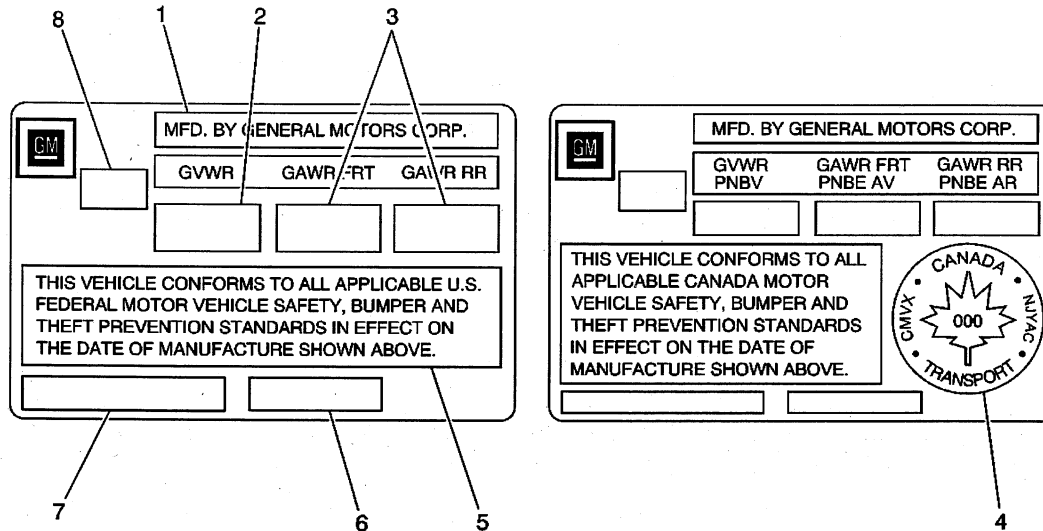
All engines and transmissions are stamped or laser etched with a partial vehicle identification number (VIN), which was derived from the complete VIN. A VIN derivative contains the following nine positions:

Position	Definition	Character	Description
1	GM Division Identifier	1	Chevrolet
2	Model Year	Y	2000
3	Assembly Plant	1	Oshawa #2
		9	Oshawa #1
4-9	Plant Sequence Number	--	--

A VIN derivative can be used to determine if a vehicle contains the original engine or transmission, by matching the VIN derivative positions to their accompanying positions in the complete VIN:

VIN Derivative Position	Equivalent VIN Position
1	3
2	10
3	11
4-9	12-17

Vehicle Certification Label



- (1) Name of Manufacturer
- (2) Gross Vehicle Weight-Rating
- (3) Gross Axle Weight-Rating, Front, Rear
- (4) Canadian Safety Mark (w/RPO Z49)
- (5) Certification Statement
- (6) Vehicle Class Type (Pass Car, etc.)
- (7) Vehicle Identification Number
- (8) Date of Manufacture (Mo/Yr)

The vehicle certification label is permanently located on the edge of the driver's door. Refer to this label in order to obtain the following information:

- The Gross Vehicle Weight Rating (GVWR)
- The Gross Axle Weight Rating (GAWR), front and rear

The Gross Vehicle Weight (GVW) must not exceed the Gross Vehicle Weight Rating (GVWR).

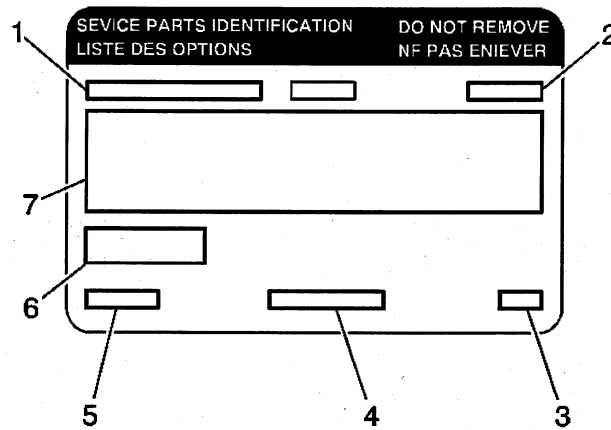
The GVW is the weight of the vehicle and everything the vehicle carries. Include the following items when figuring the GVW:

- The base vehicle weight (factory weight)
- The weight of any added vehicle accessories
- The weight of the driver and the passenger
- The weight of any cargo being carried

The front and rear Gross Axle Weights (GAW) must not exceed the Gross Axle Weight Ratings (GAWR), front and rear.

The GAW is the weight exerted on one of the axles (front or rear).

Service Parts Identification Label (SPID)



- (1) Vehicle Identification Number
- (2) Engineering Model Number (Vehicle Division, Vehicle Line and Body Style)
- (3) Interior Trim and Decor Level
- (4) Exterior (Paint Color) WA Number
- (5) Paint Technology
- (6) Special Order Paint Colors and Numbers
- (7) Vehicle Option Content

The service parts identification label is used to identify the original equipment options built into the specific vehicle being serviced. The option content of a vehicle is very important information to properly service the vehicle.

Tire Placard

The diagram shows a rectangular tire placard with the following layout:

- Top Section:** TIRE-LOADING INFORMATION. It includes a box for OCCUPANTS (with sub-labels FRT, C/R, RR, TOTAL) and a box for VEHICLE CAP. WT. (with sub-labels LBS. and KG).
- Second Section:** MAX. LOADING @ GVWR SAME AS VEHICLE CAPACITY WEIGHT.
- Third Section:** MODEL (with a box for ENGINEERING MODEL MINUS FIRST CHARACTER), TIRE SIZE (with boxes for FRT, RR, and SPA), and SPEED RTG. (with boxes for FRT, RR, and SPA).
- Fourth Section:** COLD TIRE PRESSURE PSI/KPa (with boxes for FRT, RR, and SPA).
- Fifth Section:** IF TIRES ARE HOT AND 4 PSI/28 KPa SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION.

Numbered callouts point to the following fields:

- 1: Specified Occupant Seating Positions (OCCUPANTS box)
- 2: Total Occupant Seating (TOTAL box)
- 3: Maximum Vehicle Capacity Weight (VEHICLE CAP. WT. box)
- 4: Tire Pressures, Front, Rear, and Spare (COLD TIRE PRESSURE boxes)
- 5: Tire Speed Rating, Front, Rear, and Spare (SPEED RTG. boxes)
- 6: Tire Label Code (TIRE SIZE boxes)
- 7: Engineering Model Minus First Character (MODEL box)
- 8: Tire Sizes, Front, Rear, and Spare (TIRE SIZE boxes)
- 9: Vehicle Identification Number (MODEL box)

- (1) Specified Occupant Seating Positions
- (2) Total Occupant Seating
- (3) Maximum Vehicle Capacity Weight
- (4) Tire Pressures, Front, Rear, and Spare
- (5) Tire Speed Rating, Front, Rear, and Spare
- (6) Tire Label Code
- (7) Engineering Model Minus First Character
- (8) Tire Sizes, Front, Rear, and Spare
- (9) Vehicle Identification Number

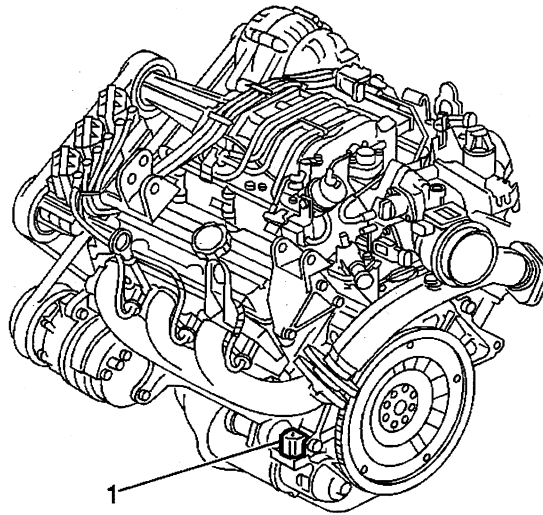
The Tire Placard is permanently located on the edge of the driver's door. Refer to the placard to obtain:

- The maximum vehicle capacity weight
- The cold tire inflation pressures
- The tire sizes (original equipment tires)
- The tire speed ratings (original equipment tires)

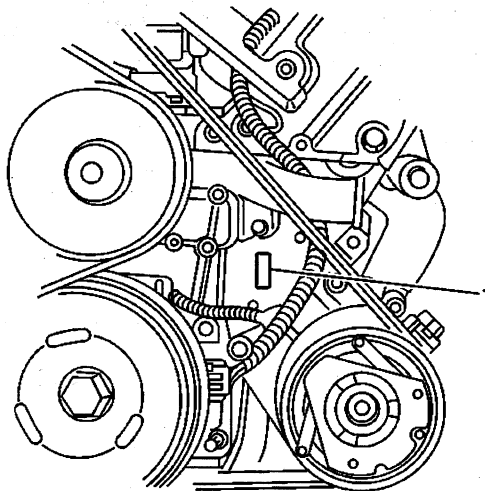
Engine ID and VIN Derivative Location

The eighth character in the Vehicle Identification Number (VIN) identifies the engine. Adhesive-backed labels attached to the engine, laser etching or stampings on the engine block indicate the engine unit number/date code. All engines are stamped with a VIN derivative. For more information on the VIN derivative, refer to VIN Derivative above.

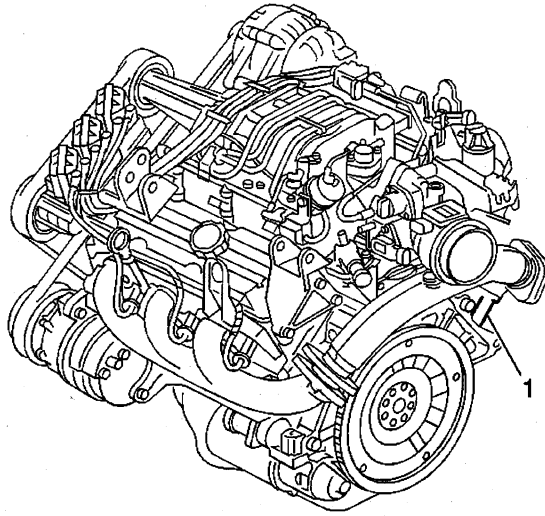
3.8L Engine VIN Derivative Location(c)



The primary location (1) of the VIN derivative for the 3800 L36 engine is on the engine block above the starter motor.

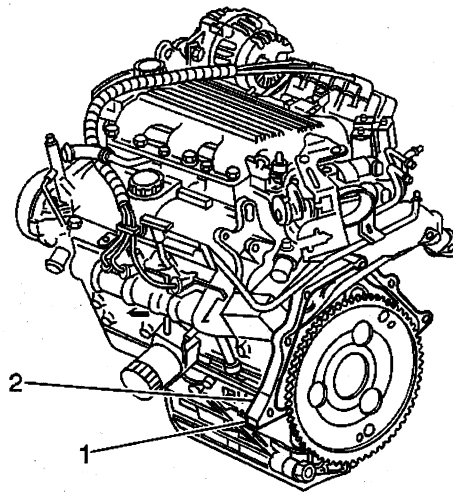


The secondary location (1) of the VIN derivative for the 3800 L36 engine is on the engine block below the water pump.

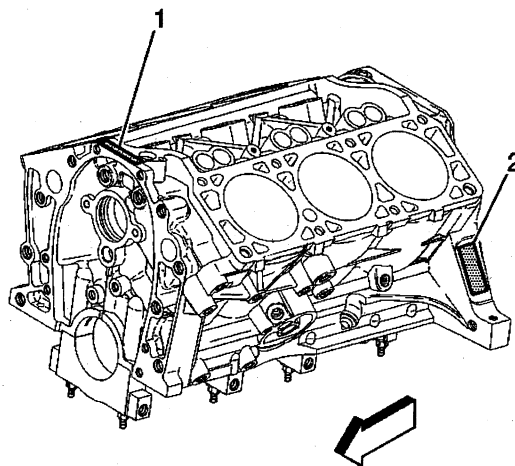


The primary location (1) of the Engine ID for the 3800 L36 engine is in the center of the LH rocker arm or LH side of the engine in the oil pan rail area of the engine.

3400 VIN E Engine



The primary (1) and optional (2) location of the VIN derivative for the 3400 LA1 engine is on the lower left front transaxle mounting surface.



The eighth digit of the Vehicle Identification Number (VIN) identifies the engine. The adhesive-backed labels attached to the engine, laser etching or stampings on the engine block indicate the engine unit number/date code. All engines are stamped with a VIN derivative.

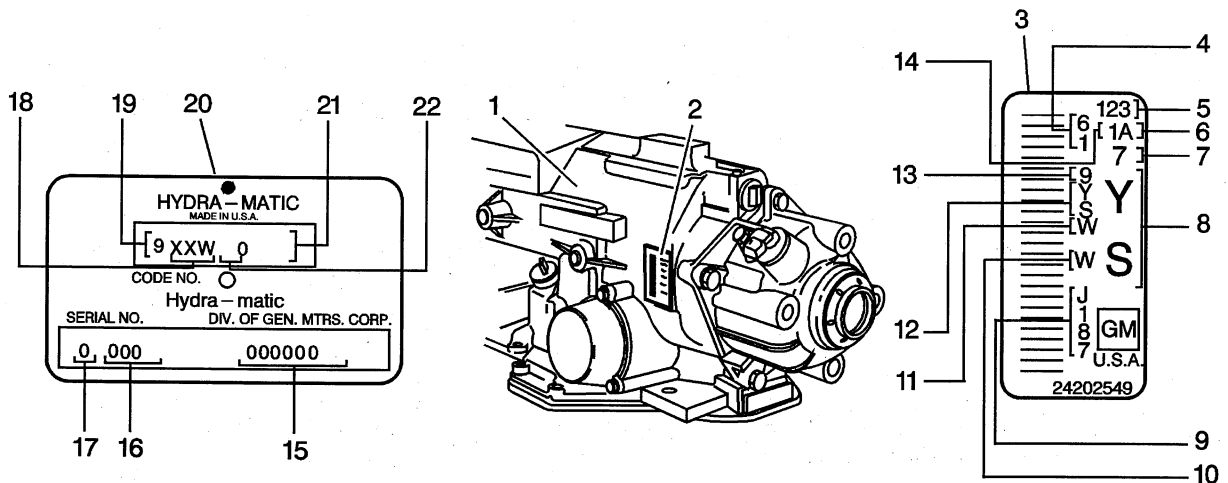
The primary location (1) of the Engine ID for the 3400 (LA1) engine on top of the RH rocker arm cover or front of RH oil pan rail. The secondary location (2) of the VIN derivative for the 3400 (LA1) engine is above the starter motor on the engine block. For additional information, refer to VIN Derivative above.

Engine and Transmission Usage

Body Type	Car Line (Division)	Engine	Fuel System	Engine Rpo	Transmission	Transmission Rpo
W	Monte Carlo LS/ Impala (Base)	3.4L V6	MFI	LA1	4T65E	M15
W	Monte Carlo SS/ Impala (Optional)/ Impala LS	3.8L V6	MFI	L36	4T65E	M15

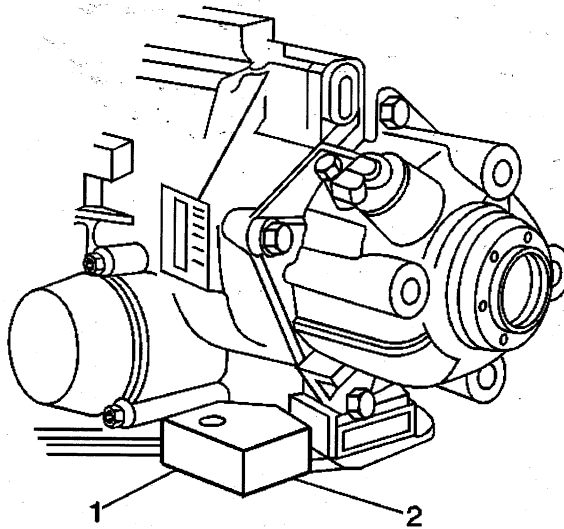
Transmission ID and VIN Derivative Location

Transmission ID and VIN Derivative Location 4T60-E/4T65-E(c)



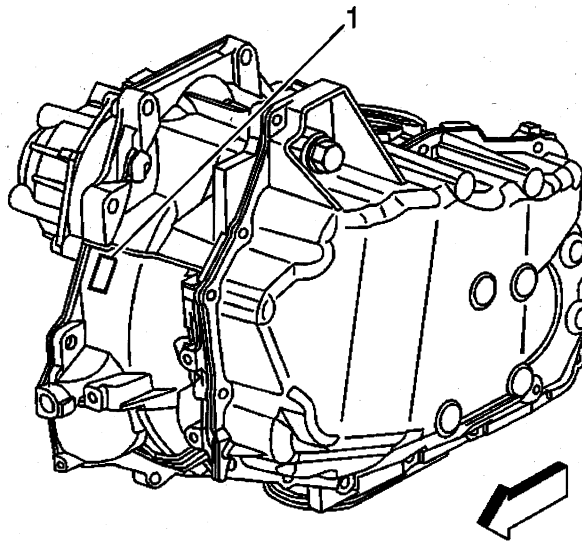
- (1) Goodwrench® Tag Location
 - (2) Year
 - (3) Not Used
 - (4) Remanufacturing Site Code
 - (5) Serial Number
 - (6) Julian Date
 - (7) Year Remanufactured
 - (8) Model
 - (9) Transmission Identification Plate Location
 - (10) Model Year
 - (11) Line Build
 - (12) GM Production Code
 - (13) Julian Date
 - (14) Shift
 - (15) Model
 - (16) Serial Number in Base Code 31
 - (17) W = Warren Assembly Plant
 - (18) 4T65-E
 - (19) Model
 - (20) Vehicle Identification Number (VIN) Derivative Stamping Location
- All automatic transmissions have a metal identification (ID) nameplate (9) attached to the case exterior.

Transmission VIN Location 4T65-E, M15/MN3/MN7(c)



The primary (1) and secondary (2) Manual Tooling VIN Derivative Locations are on the casting of the transmission housing.

Transaxle VIN Derivative Stamping(c)



The location for the Semi-Automatic VIN derivative (1) is on the transmission housing.

Labeling - Anti-Theft

Notice

The anti-theft label found on some major body panels **MUST** be covered before performing any painting, rustproofing or undercoating procedures. The mask must also be removed following those procedures. Failure to follow these precautionary steps may result in liability for violation of the Federal Vehicle Theft Prevention Standard, and subject the vehicle owner to possible suspicion that the part was stolen.

Federal law requires General Motors (GM) to affix a label to certain parts on selected vehicles with the Vehicle Identification Number (VIN). The purpose of this law is to reduce the number of motor vehicle thefts by helping in the tracing and recovery of parts from stolen vehicles. The certification label on the driver's door qualifies as a theft deterrent label.

The theft deterrent label will be permanently affixed to an interior surface of the part and will contain the complete VIN. The label on replacement parts will contain the letter R, the manufacturer's logo, and the acronym for the Department of Transportation (DOT). **DO NOT** deface, or remove these labels.

RPO Code List

The production/process codes provide the description of the Regular Production Options (RPOs) used on the vehicle. The RPO list is printed on the Service Parts Identification Label. The following is a list of the RPO abbreviations and the description of each:

RPO	Description
AG1	Adjuster Front Seat Power
AG2	Adjuster Seat, Power, 6-Way, Lumbar 4 Way, Driver
AK5	Restraint System, Front Seat Inflatable Driver and Passenger
AM6	Seat, Front Split Bench
AM9	Seat Right Rear Split Back, Folding
AN4	Restraint Provisions Child
AP9	Net Convenience
AR9	Seat, Front Bucket Deluxe
AU0	Lock Control, Remote Entry
AW6	Restraint System Seat, Inflatable, Driver and Pass FR, Inflatable Driver Side
A75	Seat Cushion Back Front, HD
A76	Seat Cushion Back Rear, HD
A90	Lock Control, Rear Compartment Lid Remote Control Electric Release
A98	Ignition Powered Trunk Release
BAG	Export Parts Package
BF9	Covering FRT Floor Mats
B18	Ornamentation INTR, Deluxe
B3V	Test Water
B34	Covering, FRT Floor Mats, Carpeted Insert
B35	Covering, Rear Floor Mats, Carpeted Insert
B42	Covering, Floor Mats, Luggage Compartment, Fitted
CD5	Wiper System Windshield, High Speed Antilift
CF5	Roof, Sliding Electric Glass Sun
CJ3	HVAC System, Air Conditioner Front, MAN TEMP CONT, Auxiliary Temperature Control
CV3	Country Mexico
CW7	Country Puerto Rico/US Virgin Island
CW9	Country Miscellaneous Unregulated
C49	Defogger Rear Window, Electric
C60	HVAC System Air Conditioner Front Manual Control
C79	Lamp Interior, Roof Rail, Courtesy and Single Reading
DD6	Mirror Inside R/V Light Sensitive, Dual Reading Lamps
DG7	Mirror Outside Left Hand and Right Hand Remote Control, Electric, Color
DH6	Mirror Inside Front Vanity Left Hand and Right Hand, Sunshade, Illuminated
DK5	Mirror Outside LH and RH, Remote Control, Electric, Heated, Color
DK6	Console Roof Interior
DL5	Decal Roadside Service Information
D55	Console Front Compartment, Floor
D58	Spoiler Rear
D60	Color Override Trim & Paint Compatibility
D81	Spoiler, Rear Aero Wing
EXP	Export
E28	Handle Assist
FE1	Suspension System Soft Ride
FE2	Suspension System Ride, Handling
FE3	Suspension System Sport
FE9	Certification Emission, Federal

2000 Chevrolet Monte Carlo Restoration Kit

FQ3	Ratio Transaxle Final Drive 2.86 (LA1 Only)
FR9	Ratio Transaxle Final Drive, 3.29
F83	Ratio Transaxle Final Drive 3.05
JA9	Brake Heavy Weight, Disc/Disc
JB9	Brake Light Weight, Disc/Disc
JL9	Brake System Power, Front and Rear Disc, Antilock, Front and Rear Wheel
J65	Power System Power, Front and Rear Disc
KA1	Heater Seat Front
KG7	Generator 125 Amp
K05	Heater Engine Block
K11	Filter Air, Cowl Mounted
K20	Module Electronic Control
K29	Module, Powertrain Control
K34	Cruise Control Automatic, Electronic
K43	Generator 102 AMP
LA1	Engine Gas, 6 Cylinder, 3.4L, MFI, V6, HO, GM
L36	Engine Gas, 6 Cylinder, 3.8L MFI, V6, HO, GM
MAU	Marketing Area Unregulated (Export)
MXO	Merchandised Trans Auto Provisions, O/D
M15	Transmission, Automatic 4-Speed HMD 4T65-E, Enhanced Electronic
NB8	Emission System California System
NC1	Emission System California, LEV
NC7	Emission Override Federal System
NC8	Emission System California, ULEV
NF2	Emission System Federal, Tier 1
NG1	Certification Emission, Geographically Restricted Registration
NK5	Steering Wheel Standard
NP5	Steering Wheel Leather-Wrapped
NW9	Traction Control Electronic
NX5	Wheel 16 x 6.5, Aluminum Sport
N05	Lock Control Fuel Filler Cap
N81	Tire Spare Full Size
N99	Wheel Heavy Duty
OSH	Plant Code Oshawa 1, ONT, Canada
OS2	Plant Code Oshawa 2, ONT, Canada
PY0	Wheel 16 x 6.5, Aluminum
P01	Trim Discs Wheel, Variation 1
QB5	Wheel 16 x 6.5, Steel
QD1	Wheel 16 x 6.5, Aluminum
QNX	Tire All P225/60R16/N BL R/PE ST TL AL2
QPX	Tire All P225/60R16-97S BW R/PE ST TL ALS
QTI	Tire All P225/60R16-97H BW R/PE ST TL AL3 (Police Usage)
QVG	Tire All P225/60R16-97H BL R/PE ST TL AL3
T53	Lamp Package, Emergency Vehicle Rear Compartment Lid
T62	Lamp System Daytime Running
UA6	Theft Deterrent System
UB3	Instrument Cluster, Oil, Coolant Temperature, Volts, Trip Odometer, Tachometer
UG1	Universal Garage Door Opener
UH8	Instrument Cluster, Cool Temperature, Trip Odometer, Tachometer
UJ6	Indicator Low Tire Pressure
UK3	Control Steering Wheel , Accessory
UL0	Radio, AM/FM Stereo, Seek/Scan, Automatic Reverse Music Search Cassette, Automatic Tone, Clock, ETR
UL2	Frequencies European Radio

2000 Chevrolet Monte Carlo Restoration Kit

UM7	Radio, AM/FM Stereo, Seek/Scan, Clock, ETR
UN0	Radio, AM/FM Stereo, Seek/Scan, Compact Disc, Automatic Tone, Clock, ETR
UP0	Radio AM/FM Stereo, Seek/Scan, Auto Reverse Music Search Cassette, CD, Auto Tone, Clock, ETR
UQ3	Speaker System Performance Enhanced Audio
UW6	4-Speaker System , Dual Front Door Tweet and Woof, Dual Extended Range Shelf
UX7	Speaker System 4, Dual Front Door-Mounted, Dual Extended Range Package Shelf
U11	Cluster INST, Police, Certified Speedo
U19	Speedometer, Instrument Cluster, Kilometer and Miles, Kilometer Odometer
U2E	Cluster Instrument, Cool Temperature, Trip Odometer
U62	Speaker System 4, Dual Coax Front, Dual Coax Package Shelf
U68	Display Driver Information Center
U77	Antenna, Rear Window Radio
VC1	Label Price/Fuel ECON, Courtesy Delivery
VG1	Protector Underhood Compound, Corrosion Preventive, Water-Based Clear
VG2	Credit Full Fuel Fill
VG4	Protector, Under Vehicle Compound Corrosion Preventive, Water-Based Black
VG9	Protector Wax, Exterior Body
VH9	Envelope, Owner Information Manual
VK3	License Plate Mounting Package, Front
VR6	Hook, Tie-Down
V08	Cooling System Heavy Duty
V2G	Credit Full Fuel Fill
V73	Vehicle Statement US/Canada
V78	Vehicle Statement
WU1	Switch Instrumentation Lighting Shutoff
WX7	Wiring Provisions
WX9	Wiring Provisions Remote CD
YF5	Certification Emission, California
Z49	Export, Canadian Modification Mandatory Base Equipment
1Z1	Rustproofing Outside Source, Meets MIL Standard 1223
12U	Primary Color Exterior, Galaxy Silver Metallic (99)
16U	Primary Color Exterior, Bright White (96)
19B	Trim Combination Cloth, Ebony (B) (00)
19C	Trim Combination Cloth, Ebony (C) (00)
19I	Trim Combination Cloth, Ebony (C) (00)
193	Trim Combination Leather, Ebony (3) (00)
194	Trim Combination Leather, Ebony (4) (96)
27B	Trim combination Regal Blue (B) (98)
27C	Trim Combination Regal Blue (C) (98)
27E	Trim Combination Cloth Regal Blue (E) (00)
27G	Trim Combination Regal Blue (G) (98)
27I	Interior Trim Regal Blue (I) (98)
27N	Trim Combination Vinyl. Regal Blue (N) (00)
27U	Primary Color Exterior, Regal Blue (98)
28U	Primary Color Exterior, Navy Blue Metallic (98)
33U	Primary Color Exterior, Light Driftwood Metallic (95)
41U	Primary Color, Exterior, Black (94)
51U	Primary Color Exterior, Toreador Red Metallic (96)
52U	Primary Color Exterior, Auburn Nightmist Metallic (99)
BAG	Export Parts Package
56U	Primary Color, Exterior, Jasper Green (97)
6B2	Handle RR Door, Inoperative
6F5	Wiring Provisions, Roof

2000 Chevrolet Monte Carlo Restoration Kit

6H7	Lock Control RR CMPT Automatic Trunk, Release, LH
6N5	Handle Inoperative, RR Window
6N6	Lock Control RR Door, Inoperative
60U	Primary Color Exterior, Gold Metallic (98)
67B	Trim Combination Cloth, Oak (B) (98)
67C	Trim Combination Cloth, Oak (C) (98)
67D	Trim Combination Cloth, Oak (98)
67E	Trim Combination Cloth, Oak (E) (98)
67G	Trim Combination Cloth, Oak (E) (00)
67I	Interior Trim Oak (98)
67N	Trim Combination Vinyl, Oak (N) (00)
672	Trim Combination Leather, Oak (2) (98)
673	Trim Combination Leather Oak (3) (98)
7Y6	Switch, Dome Lamp Door Jamb Inoperative
70U	Primary Color, Exterior, Torch Red (95)
9C6	Special Equipment Option Vehicle, Taxi Cab
92B	Trim Combination, Cloth, Pewter (B) (97)
92C	Trim Combination, Cloth, Pewter (C) (97)
92D	Trim Combination, Cloth, Pewter (D) (97)
92I	Interior Trim, Pewter (97)
922	Trim Combination Leather, Pewter (2) (97)
923	Trim Combination Leather, Pewter (3) (97)

Technical Information

Maintenance and Lubrication

Capacities - Approximate Fluid

Application	Specification	
	Metric	English
Automatic Transmission		
• Pan Removal	7.0 liters	7.4 quarts
• Complete Overhaul	9.5 liters	10.0 quarts
Engine Cooling System		
• 3.4L (LA1)	10.7 liters	11.3 quarts
• 3.8L (L36)	11.0 liters	11.7 quarts
Engine Oil		
• 3.4L (LA1)		
• with filter change	4.25 liters	4.5 quarts
• without filter change	3.75 liters	4.0 quarts
• 3.8L (L36)		
• with filter change	4.25 liters	4.5 quarts
• without filter change	3.75 liters	4.0 quarts
Fuel Tank	64.3 liters	17.0 gallons

Maintenance Items

Item	Type/Part Number
Passenger Compartment Air Filter	GM P/N 10406026
Engine Oil Filter	
• 3.4L (LA1)	AC Type PF47
• 3.8L (L36)	AC Type PF47
Spark Plugs and Gap	
• 3.4L (LA1)	AC Type 41-940; 1.52 mm (0.060 in) Gap
• 3.8L (L36)	AC Type 41-921; 1.52 mm (0.060 in) Gap
Windshield Wiper Blades	GM P/N 10418004 - Hook Type, 56.0 cm (22 in)

Tire Inflation Pressure Specifications

Application	Specification	
	Metric	English
Front and rear tires	210 kPa	30 psi
Compact spare	420 kPa	60 psi
Police Vehicle	240 kPa	35 psi

Fluid and Lubricant Recommendations

Usage	Fluid/Lubricant
Automatic Transaxle	DEXRON®-III Automatic Transaxle Fluid
Engine Oil	Engine oil with the American Petroleum Institute Certified For Gasoline Engines Starburst symbol of the proper viscosity.
Engine Oil (Export)	In areas of the world other than North America, it may be difficult to find oils that display the API STARBURST, look for oils that meet the API Service SJ and ACEA requirements.
Engine Coolant	50/50 mixture of clean, drinkable water and GM Goodwrench® DEX-COOL® or Havoline® DEX-COOL® (silicate-free) coolant
Hood and Door Hinges	Multi-Purpose Lubricant, Superlube® (GM P/N 12346241 or equivalent)
Hood Latch Assembly, Secondary Latch, Pivots, Spring Anchor and Release Pawl	Lubriplate® Lubricant Aerosol (GM P/N 12346293 or equivalent) or lubricant meeting requirements of NLGI #2 Category LB or GC-LB
Hydraulic Brake System	Delco Supreme 11® Brake Fluid (GM P/N 12377967 or equivalent DOT-3 brake fluid)
Key Lock Cylinders	Multi-Purpose Lubricant, Superlube® (GM P/N 12346241 or equivalent)
Power Steering System	GM Power Steering Fluid (GM P/N 1052884 - 1 pint or 1050017 - 1 quart, or equivalent)
Weatherstrip Conditioning	Dielectric Silicone Grease (GM P/N 12345579 or equivalent)
Windshield Washer Solvent	GM Optikleen® Washer Solvent (GM Part No. 1051515) or equivalent.

Descriptions and Operations

Power Steering System Description

Power Steering Pump Description

The power steering pump is a vane-type pump which provides hydraulic pressure for the system. The power steering system consists of the following components:

- The driveshaft
- The pump housing
- The pump ring
- The pressure plate
- The thrust plate
- The flow control valve
- The rotor
- The vanes

The opening at the rear of the pump housing contains the following components:

- The pump ring
- The pressure plate
- The thrust plate
- The rotor
- The vanes
- The end plate

The small opening on the side of the housing contains the following components:

- The pressure line fitting
- The flow control valve
- The spring

The flow control orifice is a component of the pressure line fitting. A pressure relief valve inside the flow control valve limits the pump pressure.

Power Steering Gear Description

The movement of the steering wheel has the following results:

1. The movement of the steering wheel transfers to the pinion.
2. The movement of the pinion transfers through the pinion teeth.
3. The pinion teeth mesh with the teeth on the rack.
4. This action causes the rack to move.

The power rack and pinion steering system has a rotary control valve. The rotary control valve directs the hydraulic fluid that flows from the hydraulic pump to either side of the rack piston.

The integral pick piston attaches to the rack.

The integral rack piston has the following effects:

1. The rack piston converts hydraulic pressure to linear force.
2. The linear force moves the rack left or right.
3. The linear force transmits to the inner and outer tie rods to the steering knuckles.
4. The steering knuckles turn the wheels.

The system will require more steering effort if hydraulic assist is not available. If hydraulic assist is not available, the system will maintain manual control.

Steering Wheel and Column - Standard Description and Operation

The steering wheel and column has 4 primary functions:

- Vehicle steering
- Vehicle security
- Driver convenience
- Driver safety

Vehicle Steering

The steering wheel is the first link between the driver and the vehicle. The steering wheel is fastened to a steering shaft within the column. At the lower end of the column, the intermediate shaft connects the column to the steering gear.

Vehicle Security

Theft deterrent components are mounted and designed into the steering column. The following components allow the column to be locked in order to minimize theft:

- The ignition switch
- The steering column lock
- The ignition cylinder

Driver Convenience

The steering wheel and column may also have driver controls attached for convenience and comfort. The following controls may be mounted on or near the steering wheel or column.

- The turn signal switch
- The hazard switch
- The headlamp dimmer switch
- The wiper/washer switch
- The horn pad/cruise control switch
- The redundant radio/entertainment system controls
- The tilt or tilt/telescoping functions
- The HVAC controls

Driver Safety

The energy-absorbing steering column compresses in the event of a front-end collision, which reduces the chance of injury to the driver. The mounting capsules break away from the mounting bracket in the event of an accident.

Suspension Description and Operation

Front Suspension

The front suspension has 2 primary purposes:

- Isolate the driver from irregularities in the road surface.
- Define the ride and handling characteristics of the vehicle.

The front suspension allows each wheel to compensate for changes in the road surface without affecting the opposite wheel. Each wheel independently connects to the frame with a steering knuckle, ball joint assemblies, and upper and lower control arms.

The control specifically allow the steering knuckles to move in a three-dimensional arc. Two tie rods connect to steering arms on the knuckles and an intermediate rod. These operate the front wheels.

The rear wheel drive vehicles have coil chassis springs. These springs are mounted between the spring housings on the frame and the lower control arms. Shock absorbers are mounted inside the coil springs. The coil springs attach to the lower control arms with bolts and nuts.

The upper part of each shock absorber extends through the upper control arm frame bracket, and the shock absorber secures with two grommets, two retainers, and a nut.

A spring stabilizer shaft controls the side roll of the front suspension. This shaft is mounted in rubber insulators that are held by brackets to the frame side rails. The ends of the stabilizer shaft connect to the lower control arms with link bolts. Rubber insulators isolate these link bolts.

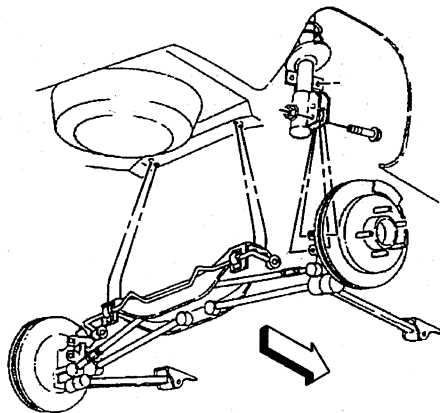
A ball joint assembly is riveted and bolted to the outer end of the upper control arm. A castellated nut and a cotter pin join the steering knuckle to the upper ball joint.

The inner ends of the lower control arm have pressed-in bushings. The bolts pass through the bushings and join the arm to the frame. The lower ball joint assembly is a press fit in the lower control arm and attaches to the steering knuckle with a castellated nut and a cotter pin.

Ball socket assemblies have rubber grease seals. These seals prevent entry of moisture and dirt, and these seals prevent damage to the bearing surfaces.

Rear Suspension

The rear suspension utilizes coil springs over struts and lightweight aluminum knuckles. Each wheel is mounted to a tri-link independent suspension system. The three links are identified as the inverted U channel trailing arm and the tubular front and rear rods.



Parallel links allow the rear wheels to reflect upward when the rear wheels hit a road hazard, without moving the toe angle in a positive direction. An advantage of this suspension system is the reduction of unsprung and overall weight. Handling is improved with the independent action of each rear wheel. The rods control the lateral wheel deflection.

Several techniques are employed to achieve this independent wheel movement. The tri-link design may be compared to a right angle. The wheel is located at the right angle formed by the rods and the trailing arm. The ends of the tri-links hinge in order to provide vertical wheel travel. The solid links force the wheel to travel through a controlled arc whose fore-aft position is determined by the trailing arm, and whose lateral position is determined by the rods.

Aside from maintaining geometric wheel location, each portion of the suspension has additional functions. The knuckle supports the brake caliper. All brake torque and braking forces are transmitted through the tri-links and the strut. The final duty of the rods is to maintain the camber angle of the wheel throughout the wheel's travel, and to allow for setting the toe. The overall result of this rear suspension geometry is to maintain the rear wheels in a near vertical position at all times.

The stabilizer shaft attaches to the stabilizer bar drop link and extends rearward, where the stabilizer connects to the rear suspension support by two rubber bushings and mounting brackets.

A non-serviceable unit hub and bearing bolts to the knuckle. This hub and bearing is a sealed, maintenance-free unit.

Check the suspension system periodically for the following conditions:

- Shock absorbency
- Bushing durability
- Tightness of attaching bolts
- Visible damage
- Misalignment
- Excessive wear

Wheels and Tires

General Description

The factory installed tires are designed to operate satisfactorily with loads up to and including the full rated load capacity when these tires are inflated to the recommended pressures.

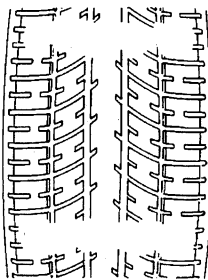
The following factors have an important influence on tire life:

- Correct tire pressures
- Correct wheel alignment
- Proper driving techniques
- Tire rotation

The following factors increase tire wear:

- Heavy cornering
- Excessively rapid acceleration
- Heavy braking

Tread Wear Indicators Description



The original equipment tires have tread wear indicators that show when you should replace the tires.

The location of these indicators are at 72 degree intervals around the outer diameter of the tire. The indicators appear as a 6 mm (0.25 in) wide band when the tire tread depth becomes 1.6 mm (2/32 in).

Metric Wheel Nuts and Bolts Description

Metric wheel/nuts and bolts are identified in the following way:

- The wheel/nut has the word Metric stamped on the face.
- The letter M is stamped on the end of the wheel bolt.

The thread sizes of metric wheel/nuts and the bolts are indicated by the following example: M12 x 1.5.

- M = Metric
- 12 = Diameter in millimeters
- 1.5 = Millimeters gap per thread

Tire Inflation Description

When you inflate the tires to the recommended inflation pressures, the factory-installed wheels and tires are designed in order to handle loads to the tire's rated load capacity. Incorrect tire pressures, or under-inflated tires, can cause the following conditions:

- Vehicle handling concerns
- Poor fuel economy
- Shortened tire life
- Tire overloading

Inspect the tire pressure when the following conditions apply:

- The vehicle has been sitting at least 3 hours.
- The vehicle has not been driven for more than 1.6 km (1 mi).
- The tires are cool.

Inspect the tires monthly or before any extended trip. Adjust the tire pressure to the specifications on the tire label. Install the valve caps or the extensions on the valves. The caps or the extensions keep out dust and water.

The kilopascal (kPa) is the metric term for pressure. The tire pressure may be printed in both kilopascal (kPa) and psi. One psi equals 6.9 kPa.

Inflation Pressure Conversion (Kilopascals to PSI)

kPa	psi	kPa	psi
140	20	215	31
145	21	220	32
155	22	230	33
160	23	235	34
165	24	240	35
170	25	250	36
180	26	275	40
185	27	310	45
190	28	345	50
200	29	380	55
205	30	415	60
Conversion: 6.9 kPa = 1 psi			

Tires with a higher than recommended pressure can cause the following conditions:

- A hard ride
- Tire bruising
- Rapid tread wear at the center of the tire

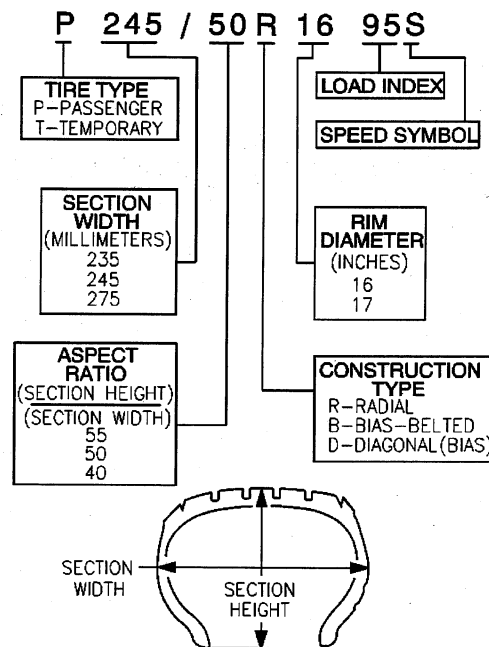
Tires with a lower than recommended pressure can cause the following conditions:

- A tire squeal on turns
- Hard steering
- Rapid wear and uneven wear on the edge of the tread
- Tire rim bruises and tire rim rupture
- Tire cord breakage
- High tire temperatures
- Reduced vehicle handling
- High fuel consumption
- Soft riding

Unequal pressure on the same axle can cause the following conditions:

- Uneven braking
- Steering lead
- Reduced vehicle handling

P-Metric Sized Tires Description



Most P-metric tire sizes do not have exact corresponding alphanumeric tire sizes. Replacement tires should be of the same tire performance criteria (TPC) specification number including the same size, the same load range, and the same construction as those originally installed on the vehicle. Consult a tire dealer if you must replace the P-metric tire with other sizes. Tire companies can best recommend the closest match of alphanumeric to P-metric sizes within their own tire lines.

Tire Inflation Monitoring System Operation

The tire pressure monitor (TPM) system alerts the driver when the pressure changes in one of the tires. The system only detects a low pressure condition while the vehicle is being driven. Once a low tire pressure condition is detected, the system informs the driver whenever the ignition is ON.

The LOW TIRE PRESSURE indicator illuminates if the tire pressure in one or more tires become at least 82 kPa (12 psi) lower or higher than the other tires. The message does not appear if the system is not calibrated properly. The system does not inform the driver which tire is low. To clear this message, set the tire pressures in all four tires to the proper pressures and perform the system reset procedure

The Tire Pressure Monitor software requires approximately one half hour of straight line driving to complete the TPM autolearn. There are several speed ranges that the EBCM needs to learn the tire inflation configuration in order to have the full capability of detecting a low tire condition. The speed detection ranges are the following:

- 24-64 km/h (15-40 mph)
- 64-113 km/h (40-70 mph)
- 113-145 km/h (70-90 mph)

Each speed range has 2 modes of low tire detection.

- Monitor Mode 1
- Monitor Mode 2

The EBCM learns the tire inflation configuration for each speed range independently. In Monitor Mode 1, the EBCM has only partially learned the tire inflation configuration for the speed range and has limited detection capability for a low tire condition. In Monitor Mode 2, the EBCM has fully learned the tire inflation configuration for the speed range and has full detection capability for a low tire condition. If the EBCM is not in Monitor Mode 1 or Monitor Mode 2, a low tire condition cannot be detected because the EBCM has not learned the tire inflation configuration of the vehicle.

Driveline System Description and Operation

Wheel Drive Shafts

Front wheel drive axles are flexible assemblies.

Front wheel drive axles consist of the following components:

- A front wheel drive shaft tri-pot joint (inner joint)
- A front wheel drive shaft constant velocity joint (outer joint)
- A front wheel drive shaft The front wheel drive shaft connects the front wheel drive shaft tri-pot joint and the front wheel drive shaft constant velocity joint.

The front wheel drive shaft tri-pot joint is completely flexible. The front wheel drive shaft tri-pot joint can move in and out.

The front wheel drive shaft constant velocity joint is flexible, but the front wheel drive shaft constant velocity joint cannot move in and out.

Boots (Seals) And Clamps

The front wheel drive shaft constant velocity joint and the front wheel drive shaft tri-pot joint boots (seals) in the front wheel drive axle are made of a thermoplastic material.

The clamps in front wheel drive axle are made of stainless steel.

The boot (seal) provides the following functions:

- Protection of the internal parts of the front wheel drive shaft constant velocity joint and the front wheel drive shaft tri-pot joint. The boot (seal) protects the grease from the following sources of damage:
 - Harmful atmospheric conditions (such as extreme temperatures or ozone gas)
 - Foreign material (such as dirt or water)
- Allows angular movement and the axial movement of the front wheel drive shaft tri-pot joint.
- Allows angular movement of the front wheel drive shaft constant velocity joint.

Important

Protect the boots (seals) from sharp tools and from the sharp edges of the surrounding components.

Any damage to the boots (seals) or the clamps will result in leakage. Leakage will allow water to leak into the front wheel drive shaft tri-pot joint and the front wheel drive shaft constant velocity joints. Leakage will also allow grease to leak out of the front wheel drive shaft tri-pot joints and the front wheel drive shaft constant velocity joints.

Leakage may cause noisy front wheel drive axle operation and eventual failure of the internal components.

The clamps provide a leak proof connection for the front wheel drive shaft tri-pot joint and the front wheel drive shaft constant velocity joint at the following locations:

- The housing
- The front wheel drive shaft

The thermoplastic material performs well under normal conditions and normal operation. However, the material is not strong enough to withstand the following conditions:

- Abusive handling
- Damage from sharp objects (such as sharp tools or any sharp edges of the surrounding components in the vehicle).

Front Wheel Drive Shaft Tri-pot Joint (Inner Joint)

The front wheel drive shaft tri-pot joint is made with the tri-pot design without an over-extension limitation retainer.

The joint is constructed as follows for vehicles that are equipped with an automatic transmission:

- The left front wheel drive axle has a female spline. The female spline installs over a stub shaft that protrudes from the transaxle.
- The right front wheel drive axle has a male spline. The right front wheel drive axle uses barrel type snap rings in order to interlock with the transaxle gears.

Front Wheel Drive Shaft Constant Velocity Joint (Outer Joint)

The front wheel drive shaft constant velocity joint is made with the Rzeppa joint design.

The shaft end (which mates with the knuckle/hub) has a helical spline. The helical spline ensures a tight, press-type fit.

This design prevents end play between the hub bearing and the front wheel drive axle.

Braking System Description and Operation

Hydraulic Brake System Description and Operation

System Component Description

The hydraulic brake system consists of the following:

Hydraulic Brake Master Cylinder Fluid Reservoir

Contains supply of brake fluid for the hydraulic brake system.

Hydraulic Brake Master Cylinder

Converts mechanical input force into hydraulic output pressure.

Hydraulic output pressure is distributed from the master cylinder through two hydraulic circuits, supplying diagonally-opposed wheel apply circuits.

Hydraulic Brake Pressure Balance Control System

Regulates brake fluid pressure delivered to hydraulic brake wheel circuits, in order to control the distribution of braking force.

Pressure balance control is achieved through dynamic rear proportioning (DRP), which is a function of the ABS modulator.

Hydraulic Brake Pipes and Flexible Brake Hoses

Carries brake fluid to and from hydraulic brake system components.

Hydraulic Brake Wheel Apply Components

Converts hydraulic input pressure into mechanical output force.

System Operation

Mechanical force is converted into hydraulic pressure by the master cylinder, regulated to meet braking system demands by the pressure balance control system, and delivered to the hydraulic brake wheel circuits by the pipes and flexible hoses. The wheel apply components then convert the hydraulic pressure back into mechanical force which presses linings against rotating brake system components.

Brake Assist System Description and Operation

System Component Description

The brake assist system consists of the following:

Brake Pedal

Receives, multiplies and transfers brake system input force from driver.

Brake Pedal Pushrod

Transfers multiplied input force received from brake pedal to brake booster.

Vacuum Brake Booster

Uses source vacuum to decrease effort required by driver when applying brake system input force.

When brake system input force is applied, air at atmospheric pressure is admitted to the rear of both vacuum diaphragms, providing a decrease in brake pedal effort required. When input force is removed, vacuum replaces atmospheric pressure within the booster.

Vacuum Source

Supplies force used by vacuum brake booster to decrease brake pedal effort.

Vacuum Source Delivery System

Enables delivery and retention of source vacuum for vacuum brake booster.

System Operation

Brake system input force is multiplied by the brake pedal and transferred by the pedal pushrod to the hydraulic brake master cylinder. Effort required to apply the brake system is reduced by the vacuum brake booster.

Disc Brake System Description and Operation

System Component Description

The disc brake system consists of the following components:

Disc Brake Pads

Applies mechanical output force from the hydraulic brake calipers to friction surfaces of brake rotors.

Disc Brake Rotors

Uses mechanical output force applied to friction surfaces from the disc brake pads to slow speed of tire and wheel assembly rotation.

Disc Brake Pad Hardware

Secures disc brake pads firmly in proper relationship to the hydraulic brake calipers. Enables a sliding motion of brake pads when mechanical output force is applied.

Disc Brake Caliper Hardware

Provides mounting for hydraulic brake caliper and secures the caliper firmly in proper relationship to caliper bracket. Enables a sliding motion of the brake caliper to the brake pads when mechanical output force is applied.

System Operation

Mechanical output force is applied from the hydraulic brake caliper pistons to the inner brake pads. As the pistons press the inner brake pads outward, the caliper housings draw the outer brake pads inward. This allows the output force to be equally distributed. The brake pads apply the output force to the friction surfaces on both sides of the brake rotors, which slows the rotation of the tire and wheel assemblies. The correct function of both the brake pad and brake caliper hardware is essential for even distribution of braking force.

Park Brake System Description and Operation

System Component Description

The parking brake pedal is located on the dash panel to the left of the service brake pedal. The parking brake is a push-to-release the mechanism. The parking brake applies by depressing the pedal once. The parking brake releases when the pedal depresses again. The parking brake does not have a release handle.

ABS Description and Operation

Antilock Brake System

When wheel slip is detected during a brake application, the ABS enters antilock mode. During antilock braking, hydraulic pressure in the individual wheel circuits is controlled to prevent any wheel from slipping. A separate hydraulic line and specific solenoid valves are provided for each wheel. The ABS can decrease, hold, or increase hydraulic pressure to each wheel brake. The ABS cannot, however, increase hydraulic pressure above the amount which is transmitted by the master cylinder during braking.

During antilock braking, a series of rapid pulsations is felt in the brake pedal. These pulsations are caused by the rapid changes in position of the individual solenoid valves as the EBCM responds to wheel speed sensor inputs and attempts to prevent wheel slip. These pedal pulsations are present only during antilock braking and stop when normal braking is resumed or when the vehicle comes to a stop. A ticking or popping noise may also be heard as the solenoid valves cycle rapidly. During antilock braking on dry pavement, intermittent chirping noises may be heard as the tires approach slipping. These noises and pedal pulsations are considered normal during antilock operation.

Vehicles equipped with ABS may be stopped by applying normal force to the brake pedal. Brake pedal operation during normal braking is no different than that of previous non-ABS systems. Maintaining a constant force on the brake pedal provides the shortest stopping distance while maintaining vehicle stability.

Engine Description and Operation

Engine Mechanical – 3.4L

Mechanical Specifications

Application	Specification	
	Metric	English
General Data		
• Engine Type	60° V-6	
• Displacement	3.4L	240 cu in
• RPO (VIN Code)	LA1 (E)	
• Bore	92 mm	3.62 in
• Stroke	84 mm	3.31 in
• Compression Ratio	9.5:1	
• Firing Order	1-2-3-4-5-6	
• Oil Pressure - Warm	103 kPa	15 psi @ 1100 RPM

Fastener Tightening Specifications

Application	Specification	
	Metric	English
Accelerator Control Cable Bracket Bolt/Nut	10 N·m	89 lb in
Air Injection Check Valve (with NC1 California Emissions)	20 N·m	15 lb ft
Air Injection Check Valve Front Bracket Bolt and Nut (with NC1 California Emissions)	25 N·m	18 lb ft
Air Injection Check Valve Nut (with NC1 California Emissions)	10 N·m	89 lb in
Air Injection Check Valve Pipe Adapter (with NC1 California Emissions)	30 N·m	22 lb ft
Air Injection check Valve Rear Bracket Nuts (with NC1 California Emissions)	25 N·m	18 lb ft
Air Injection Solenoid Bolt (with NC1 California Emissions)	10 N·m	89 lb in
Camshaft Position Sensor Bolt	10 N·m	89 lb in
Camshaft Sprocket Bolt	140 N·m	103 lb ft
Camshaft Thrust Plate Screw	10 N·m	89 lb in
Connecting Rod Bearing Cap Nut	20 N·m + 75°	15 lb ft + 75°
Coolant Drain Plug	19 N·m	14 lb ft
Coolant Temperature Sensor	23 N·m	17 lb ft
Crankshaft Balancer Bolt	103 N·m	76 lb ft
Crankshaft Main Bearing Cap Bolt/Stud	50 N·m + 77°	37 lb ft + 77°
Crankshaft Oil Deflector Nut	25 N·m	18 lb ft
Crankshaft Position Sensor Bolt -- Front Cover	10 N·m	89 lb in
Crankshaft Position Sensor Stud -- Side of Engine Block	11 N·m	98 lb in
Crankshaft Position Sensor Wiring Bracket Bolt	50 N·m	37 lb ft
Cylinder Head Bolt	60 N·m + 95°	44 lb ft + 95°
Drive Belt Shield Bolt	10 N·m	89 lb in
Drive Belt Tensioner Bolt	50 N·m	37 lb ft
EGR Valve to EGR Valve Pipe Bolt	25 N·m	18 lb ft
EGR Valve Adapter Pipe to Exhaust Manifold Nut	25 N·m	18 lb ft
Engine Flywheel Bolt	71 N·m	52 lb ft
Engine Front Cover Bolt -- Large	55 N·m	41 lb ft
Engine Front Cover Bolt -- Medium	47 N·m	35 lb ft
Engine Front Cover Bolt -- Small	21 N·m	15 lb ft
Engine Mount Bracket Bolt	58 N·m	43 lb ft
Engine Mount Lower Nut	43 N·m	32 lb ft

Engine Mount Strut and Lift Bracket Bolt -- Engine Left Rear	70 N·m	52 lb ft
Engine Mount Strut Bolt/Nut	48 N·m	35 lb ft
Engine Mount Strut Bracket Bolt -- Upper Radiator Support	28 N·m	21 lb ft
Engine Mount Strut Bracket Bolt -- Vehicle Right Side	50 N·m	37 lb ft
Engine Mount Upper Nut	47 N·m	35 lb ft
Engine Oil Pressure Indicator Switch	13 N·m	115 lb in
Engine Wiring Harness Bracket Bolt	13 N·m	115 lb in
Exhaust Crossover Pipe Heat Shield Bolt	10 N·m	89 lb in
Exhaust Crossover Pipe Nut/Stud	25 N·m	18 lb ft
Exhaust Manifold Heat Shield Bolt	10 N·m	89 lb in
Exhaust Manifold Nut	16 N·m	12 lb ft
Exhaust Manifold Stud	18 N·m	13 lb ft
Fuel Feed Pipe to Fuel Injector Rail Nut	17 N·m	13 lb ft
Fuel Injector Rail Bolt	10 N·m	89 lb in
Fuel Pipe Bracket Bolt/Stud	50 N·m	37 lb ft
Fuel Pipe Clip Bolt	8 N·m	71 lb in
Fuel Return Pipe to Fuel Injector Rail Nut	17 N·m	13 lb ft
Generator Bracket and Front Engine Lift Hook Bolt	50 N·m	37 lb ft
Heated Oxygen Sensor	42 N·m	31 lb ft
Heater Inlet Pipe Nut	25 N·m	18 lb ft
Ignition Coil Bracket Bolt/Nut/Stud	25 N·m	18 lb ft
Intake Manifold Coolant Pipe Bolt	10 N·m	89 lb in
Knock Sensor	19 N·m	14 lb ft
Lower Intake Manifold Bolt - Center		
• First Pass	7 N·m	62 lb in
• Final Pass	13 N·m	115 lb in
Lower Intake Manifold Bolt - Corner		
• First Pass	13 N·m	115 lb in
• Final Pass	25 N·m	18 lb ft
MAP Sensor Bolt	5 N·m	44 lb in
Oil Cooler Connector	50 N·m	37 lb ft
Oil Cooler Hose Fitting	19 N·m	14 lb ft
Oil Cooler Pipe Bracket Bolt	10 N·m	89 lb in
Oil Filter	13 N·m	115 lb in
Oil Filter Bypass Hole Plug	19 N·m	14 lb ft
Oil Filter Fitting	39 N·m	29 lb ft
Oil Gallery Plug -- 1/4 inch	19 N·m	14 lb ft
Oil Gallery Plug -- 3/8 inch	33 N·m	24 lb ft
Oil Level Indicator Tube Bolt	25 N·m	18 lb ft
Oil Level Sensor Bolt	10 N·m	89 lb in
Oil Pan Bolt	25 N·m	18 lb ft
Oil Pan Drain Plug	25 N·m	18 lb ft
Oil Pan Side Bolt	50 N·m	37 lb ft
Oil Pump Cover Bolt	10 N·m	89 lb in
Oil Pump Drive Clamp Bolt	36 N·m	27 lb ft
Oil Pump Mounting Bolt	41 N·m	30 lb ft
Spark Plug		
• Spark Plug - Initial Installation	20 N·m	15 lb ft
• Spark Plug - Reinstallation	15 N·m	11 lb ft
Thermostat Bypass Pipe to Cylinder Head Nut	25 N·m	18 lb ft
Thermostat Bypass Pipe to Engine Front Cover Bolt	12 N·m	106 lb in
Thermostat Bypass Pipe to Throttle Body Nut	25 N·m	18 lb ft
Throttle Body Bolt/Stud	25 N·m	18 lb ft

Timing Chain Dampener Bolt	21 N·m	15 lb ft
Transaxle-to-Engine Bolts	75 N·m	55 lb ft
Upper Intake Manifold Bolt/Stud	25 N·m	18 lb ft
Valve Lifter Guide Bolt	10 N·m	89 lb in
Valve Rocker Arm Bolt	19 N·m + 30°	14 lb ft + 30°
Valve Rocker Arm Cover Bolt	10 N·m	89 lb in
Water Outlet Bolt	25 N·m	18 lb ft
Water Pump Bolt	10 N·m	89 lb in
Water Pump Pulley Bolt	25 N·m	18 lb ft

Engine Component Description

The cylinder block is made of cast alloy iron. The cylinder block has 6 cylinders that are arranged in a V shape. There are 3 cylinders in each bank. The cylinder banks are set at a 60 degree angle from each other.

Starting from the front of the engine, the left bank cylinders are 1, 3, 5. The right bank cylinders are 2, 4, 6.

Four main bearings support the crankshaft. The crankshaft is retained by the bearing caps. The bearing caps are machined with the block for proper alignment and clearances. The main bearing caps are drilled and tapped for the structural oil pan side bolts.

The aluminum cylinder heads have individual intake and exhaust ports for each cylinder. The valve guides are pressed in. The roller rocker arms are located on a pedestal in a slot in the cylinder head. The roller rocker arms are retained on individual threaded bolts.

The crankshaft is cast nodular iron with deep rolled fillets on all 6 crankpins and all 4 main journals. Four steel-backed aluminum bearings are used. The #3 bearing is the end-thrust bearing.

The camshaft is made from a new metal composite design. The camshaft profile is a hydraulic roller design. The camshaft is supported by 4 journals. The camshaft includes an oil pump drive gear.

The pistons are cast aluminum using 2 compression rings and 1 oil control ring. The piston pin is offset 0.8 mm (0.031 in) towards the major thrust side. This placement allows for a gradual change in thrust pressure against the cylinder wall as the piston travels its path. The pins are chromium steel. The pins have a floating fit in the pistons. The pins are retained in the connecting rods by a press fit.

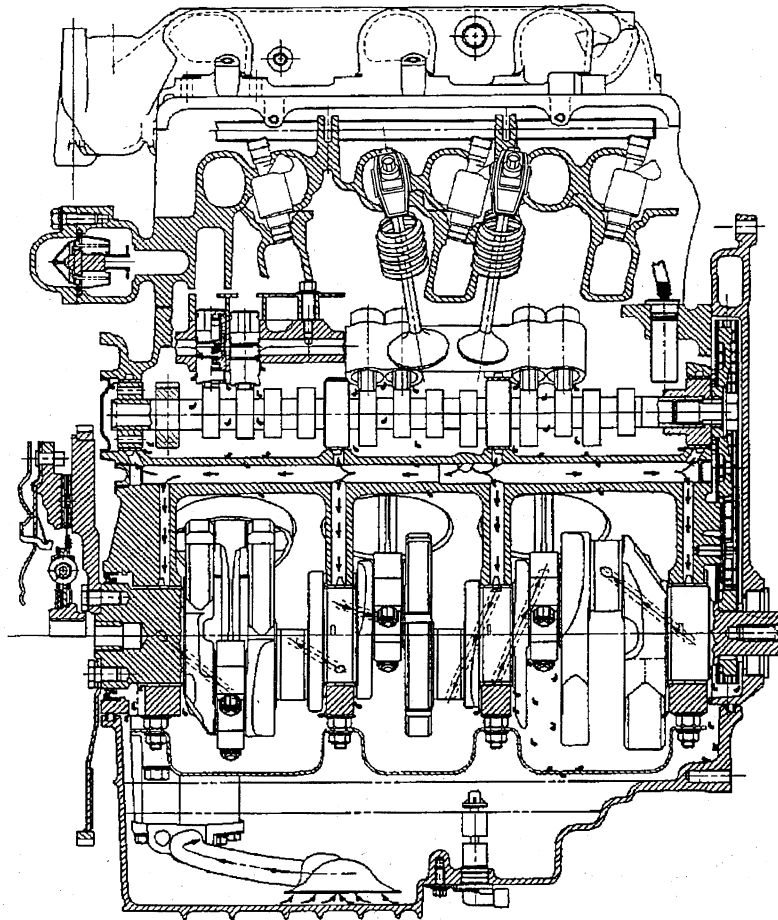
The connecting rods are made of forged steel. Full pressure lubrication is directed to the connecting rods by drilled oil passages from the adjacent main bearing journal.

A roller rocker type valve train is used. Motion is transmitted from the camshaft through the hydraulic roller lifter and from the pushrod to the roller rocker arm. The rocker arm pivots on the needle roller bearings. The rocker arm transmits the camshaft motion to the valve. The rocker arm pedestal is located in a slot in the cylinder head. The rocker arm is retained in the cylinder head by a bolt. The pushrod is located by the rocker arm.

The intake manifold is a 2-piece cast aluminum unit. The intake manifold centrally supports a fuel rail with 6 fuel injectors.

The exhaust manifolds are cast nodular iron.

Lubrication



Full pressure lubrication, through a full flow oil filter, is furnished by a gear type oil pump. The oil is drawn up through the pickup screen and the tube. The oil passes through the pump to the oil filter.

The oil filter is a full flow paper element unit. An oil filter bypass is used in order to ensure oil supply during the following conditions:

- On a cold start
- If the filter is plugged
- If the filter develops excessive pressure drop

The bypass is designed to open at 69-83 kPa (10-12 psi).

A new priority oil delivery system supplies oil first to the crankshaft journals. The oil from the crankshaft main bearings is supplied to the connecting rod bearings by intersecting the passages drilled in the crankshaft. The passages supply the oil to the crankshaft main bearings and the camshaft bearings through the intersecting vertical drilled holes. The oil passages from the camshaft journals supply oil to the hydraulic lifters.

The hydraulic lifters pump oil up through the pushrods to the rocker arms. The cast dams in the crankcase casting direct the oil that drains back from the rocker arms in order to supply the camshaft lobes. The camshaft chain drive is lubricated by indirect oil splash.

Drive Belt System Description

The drive belt system consists of the following components:

- The drive belt
- The drive belt tensioner
- The drive belt idler pulley
- The crankshaft balancer pulley
- The accessory drive component mounting brackets
- The accessory drive components
 - The power steering pump, if belt driven
 - The generator
 - The A/C compressor, if equipped
 - The engine cooling fan, if belt driven
 - The water pump, if belt driven
 - The vacuum pump, if equipped
 - The air compressor, if equipped

The drive belt system may use one belt or two belts. The drive belt is thin so that it can bend backwards and has several ribs to match the grooves in the pulleys. There also may be a V-belt style belt used to drive certain accessory drive components. The drive belts are made of different types of rubbers (chloroprene or EPDM) and have different layers or plys containing either fiber cloth or cords for reinforcement.

Both sides of the drive belt may be used to drive the different accessory drive components. When the back side of the drive belt is used to drive a pulley, the pulley is smooth.

The drive belt is pulled by the crankshaft balancer pulley across the accessory drive component pulleys. The spring loaded drive belt tensioner keeps constant tension on the drive belt to prevent the drive belt from slipping. The drive belt tensioner arm will move when loads are applied to the drive belt by the accessory drive components and the crankshaft.

The drive belt system may have an idler pulley, which is used to add wrap to the adjacent pulleys. Some systems use an idler pulley in place of an accessory drive component when the vehicle is not equipped with the accessory.

Engine Mechanical – 3.8L**Mechanical Specifications**

Application	Specification	
	Metric	English
General Data		
• Engine Type	90° V-6	
• Displacement	231 cu in	
• Liter (VIN)	3.8L (K)	
• RPO	L36	
• Bore	96.52 mm	3.8 in
• Stroke	86.36 mm	3.4 in
• Compression Ratio	9.4:1	
• Firing Order	1-6-5-4-3-2	
Lubrication System		
• Oil Capacity with Oil Filter Change	4.25 L	4.5 qt
• Oil Capacity without Oil Filter Change	3.75 L	4 qt
• Oil Pressure @ Operating Temperature (1850 RPM) Using 10W-30 Oil	414 kPa	60 psi min
• Oil Filter Type	Throw Away Element and Can	

Fastener Tightening Specifications

Application	Specifications	
	Metric	English
Accelerator Control Cable Bracket Bolt/Nut	16 N·m	12 lb ft
Air Injection Check Valve Pipe to Exhaust Manifold Bolt (with NC8 California Emissions)	10 N·m	89 lb in
Air Injection Check Valve to Bracket Bolt (with NC8 California Emissions)	25 N·m	18 lb ft
Balance Shaft Gear Bolt		
• First Pass	22 N·m	16 lb ft
• Final Pass	70 degrees	
Balance Shaft Retainer Bolt	30 N·m	22 lb ft
Camshaft Position Sensor Bolt	10 N·m	89 lb in
Camshaft Sprocket Bolt		
• First Pass	100 N·m	74 lb ft
• Final Pass	90 degrees	
Camshaft Thrust Plate Bolt	15 N·m	11 lb ft
Canister Purge Solenoid Valve Bracket Bolt (VIN K)	10 N·m	89 lb in
Connecting Rod Bearing Cap Nut		
• First Pass	27 N·m	20 lb ft
• Final Pass	50 degrees	
Crankshaft Balancer Bolt		
• First Pass	150 N·m	111 lb ft
• Final Pass	76 degrees	
Crankshaft Main Bearing Cap Bolt		
• First Pass	40 N·m	30 lb ft
• Final Pass	110 degrees	
Crankshaft Main Bearing Cap Bolt (Side)		
• First Pass	15 N·m	11 lb ft
• Final Pass	45 degrees	

2000 Chevrolet Monte Carlo Restoration Kit

Crankshaft Position Sensor Stud	30 N·m	22 lb ft
Crankshaft Rear Oil Seal Housing Bolt		
• First Pass	15 N·m	11 lb ft
• Final Pass	50 degrees	
Cylinder Head Bolt		
• First Pass	50 N·m	37 lb ft
• Final Pass	120 degrees	
Drive Belt Tensioner Bracket Bolt	50 N·m	37 lb ft
EGR Valve Adapter Bolt	50 N·m	37 lb ft
EGR Valve Inlet Pipe Bolt	29 N·m	21 lb ft
EGR Valve Nut	29 N·m	21 lb ft
EGR Valve Outlet Pipe Bolt/Nut (Except Upper Manifold)	29 N·m	21 lb ft
EGR Valve Wiring Harness Heat Shield Bolt/Nut	10 N·m	89 lb in
Engine Block Coolant Drain Plug	18 N·m	13 lb ft
Engine Coolant Temperature Sensor	25 N·m	18 lb ft
Engine Flywheel Bolt		
• First Pass	15 N·m	11 lb ft
• Final Pass	50 degrees	
Engine Front Cover Bolt/Stud		
• First Pass	20 N·m	15 lb ft
• Final Pass	40 degrees	
Engine Lift Bracket Bolt/Nut/Stud	30 N·m	22 lb ft
Engine Mount Bracket Bolt	102 N·m	75 lb ft
Engine Mount Lower Nut	47 N·m	35 lb ft
Engine Mount Upper Nut	47 N·m	35 lb ft
Engine Mount Strut Bolt	48 N·m	35 lb ft
Engine Mount Strut Bracket Bolt at Engine, Left	50 N·m	37 lb ft
Engine Mount Strut Bracket Bolt, Nut, Stud, at Engine, Right	50 N·m	37 lb ft
Engine Mount Strut Bracket Bolt at Upper Radiator Support	28 N·m	21 lb ft
Engine Mount Strut Nut	48 N·m	35 lb ft
Engine Oil Gallery Plug	30 N·m	22 lb ft
Engine Oil Pressure Sensor	16 N·m	12 lb ft
Engine to Transaxle Bolts	75 N·m	55 lb ft
Engine Wiring Harness Heat Shield Bolt/Nut	10 N·m	89 lb in
Exhaust Crossover Pipe Bolt/Stud	18 N·m	13 lb ft
Exhaust Crossover Pipe Heat Shield Nut	20 N·m	15 lb ft
Exhaust Manifold Bolt/Nut	30 N·m	22 lb ft
Exhaust Manifold Heat Shield Nut	20 N·m	15 lb ft
Exhaust Manifold Pipe Stud	6 N·m	53 lb in
Exhaust Manifold Stud (Inner)	30 N·m	22 lb ft
Exhaust Manifold Stud (Outer)	10 N·m	89 lb in
Fuel Injector Rail Assembly Nut	10 N·m	89 lb in
Fuel Injector Rail Stud	25 N·m	18 lb ft
Fuel Injector Sight Shield Bracket Nut	30 N·m	22 lb ft
Generator Brace Bracket Bolt	50 N·m	37 lb ft
Heated Oxygen Sensor	42 N·m	31 lb ft
Heater Inlet Pipe Nut	25 N·m	18 lb ft
Ignition Control module Bracket Stud (VIN K)	17 N·m	12 lb ft
Ignition Control Module Assembly Bolt/Nut	50 N·m	37 lb ft
Lower Intake Manifold Bolt	15 N·m	11 lb ft
Oil Filter	19 N·m	14 lb ft

Oil Filter Adapter Bolt		
• First Pass	15 N·m	11 lb ft
• Final Pass	50 degrees	
Oil Filter Fitting	39 N·m	29 lb ft
Oil Level Indicator Switch	20 N·m	15 lb ft
Oil Level Indicator Tube Nut	19 N·m	14 lb ft
Oil Pan Bolt	14 N·m	10 lb ft
Oil Pan Drain Plug	30 N·m	22 lb ft
Oil Pump Cover Screw	11 N·m	98 lb in
Oil Pump, Pipe and Screen Bolt	15 N·m	11 lb ft
Spark Plug	27 N·m	20 lb ft
Starter Motor Heat Shield Bolt	30 N·m	22 lb ft
Throttle Body Bolt/Nut	10 N·m	89 lb in
Throttle Body Support Bolt	10 N·m	89 lb in
Timing Chain Dampener Bolt	22 N·m	16 lb ft
Upper Intake Manifold Bolt	10 N·m	89 lb in
Vacuum Solenoid Valve Bolt (with NC8 California Emissions)	10 N·m	89 lb in
Valve Lifter Guide Retainer Bolt	30 N·m	22 lb ft
Valve Rocker Arm Bolt		
• First Pass	15 N·m	11 lb ft
• Final Pass	90 degrees	
Valve Rocker Arm Cover Bolt	10 N·m	89 lb in
Water Outlet Housing Bolt	27 N·m	20 lb ft
Water Pump Bolt		
• First Pass	15 N·m	11 lb ft
• Final Pass	80 degrees	
Water Pump Pulley Bolt	13 N·m	116 lb in

Engine Component Description

Engine Construction

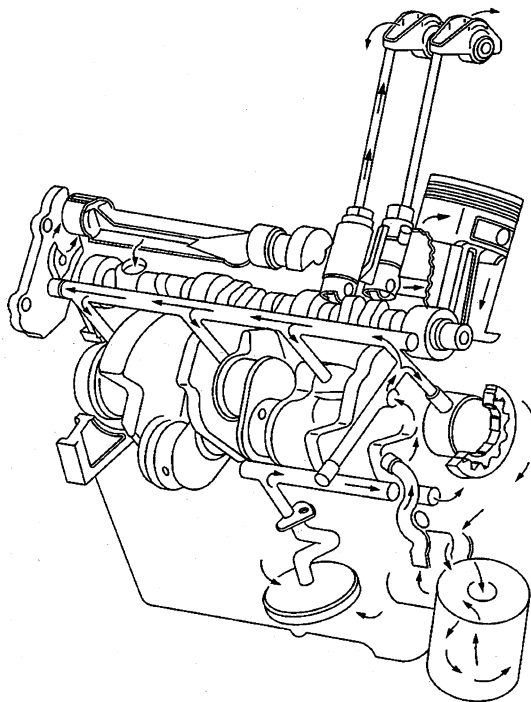
Starting at the front of the engine, the cylinders of the left bank are numbered 1-3-5 and the cylinders of the right bank are numbered 2-4-6. The crankshaft is supported in the engine block by four bearings. The crankshaft is counterbalanced by the flywheel, the crankshaft balancer, and the weights cast into the crankshaft. Additional counterbalancing is obtained from the balance shaft which rides in the engine block above the camshaft and is driven by the camshaft. All 3800 engines are even-firing, the cylinders fire at equal 120 degree intervals of crankshaft rotation. The location of the crankshaft journals has been offset by 30 degrees to fire the cylinders at 120 degree intervals of crankshaft rotation. The camshaft lobes and timing also reflect the 120 degree intervals. The even firing crankshaft provides an equal interval of 120 degrees between ignition of each of the cylinders throughout the firing order. The firing order is 1-6-5-4-3-2. The aluminum alloy pistons have slipper skirts and are cam turned. Four drilled holes or casted slots in the oil ring grooves permit drain back of the oil collected by the oil ring. The camshaft is supported by four bearings in the engine block and is driven by the crankshaft through sprockets and a timing chain. The cylinder heads are cast iron and incorporate integral valve stem guides. Right and left cylinder heads are identical and are interchangeable, but it is good practice to reinstall the cylinder heads on the side from which they are removed. The intake manifold is bolted to the inner faces of both cylinder heads so it connects with all inlet ports.

Each exhaust and intake valve has a valve spring to insure positive seating throughout the operating speed range. The valve rocker arms for each bank of the cylinders pivot on pedestals bolted to the cylinder head. Hydraulic roller valve lifters and tubular push rods are used to operate overhead rocker arms and valves of both banks of the cylinders from a single camshaft. This system requires no lash adjustment at the time of assembly or service.

In addition to its normal function of a cam follower, each valve lifter also serves as an automatic adjuster which maintains zero lash in the valve train under all operating conditions. By eliminating all lash in the valve train and also providing a cushion of oil to absorb operating shocks, the valve lifter promotes quiet valve operation. It also eliminates the need for periodic valve adjustment to compensate for wear of parts. Oil is supplied to the valve lifter through a hole in the side of the valve lifter body which indexes with a groove and a hole in the valve lifter plunger. Oil is then metered past the oil metering valve in the valve lifter, through the push rods to the valve rocker arms. When the valve lifter begins to move up the camshaft lobe, the check ball is held against its seat in the plunger by the check ball spring which traps the oil in the base of the valve lifter body below the plunger.

The plunger and the valve lifter body then raise as a unit, pushing up the push rod to open the valve. The force of the valve spring which is exerted on the plunger through the valve rocker arm and push rod, causes a slight amount of leakage between the plunger and the valve lifter body. This leakage allows a slow escape of trapped oil in the base of the valve lifter body. As the valve lifter rolls down the other side of the camshaft lobe and reaches the base circle or valve closed position, the plunger spring quickly moves the plunger back (up) to its original position. This movement causes the check ball to open against the ball spring, and any oil inside the plunger is drawn into the base of the valve lifter. This restores the valve lifter to the zero lash.

Lubrication Description



The engine lubrication system is of the force-feed type. The oil is supplied under full pressure to the crankshaft, connecting rods, valve lifters, camshaft, and rear balance shaft bearing. A controlled volume of oil is supplied to the valve rocker arms and push rods. All other moving parts are lubricated by gravity flow or splash. The engine oil is stored in the lower crankcase (oil pan) which is filled through a filler opening in the valve rocker arm cover. A removable oil level indicator, on the left side of the engine block, is provided to check the oil level. The oil pump is located in the engine front cover and is driven by the crankshaft. It is a gerotor-style pump which is a combination of a gear and a rotor pump. It is connected by a passage in the cylinder block to an oil screen and pipe assembly. The screen is submerged in the oil supply and has ample volume for all operating conditions. If the screen becomes clogged, oil may be drawn into the system through the oil pressure relief valve in the oil filter adapter. Oil is drawn into the

pump through the screen and pipe assembly, and a passage in the crankcase, connecting to the passages in the engine front cover. Oil is discharged from the oil pump to the oil filter adapter. The oil filter adapter consists of an oil filter bypass valve and a nipple for installation of an oil filter. The spring-loaded oil pressure relief valve, located in the engine front cover, limits the oil pressure. The oil filter bypass valve opens when the oil filter is restricted to approximately 68.95 kPa (10 psi) of pressure difference between the oil filter inlet and discharge. The oil will then bypass the oil filter and channel unfiltered oil directly to the main oil galleries of the engine. A full-flow oil filter is externally mounted to the oil filter adapter on the lower right front side of the engine. If the filter element becomes restricted, not allowing engine oil to pass through, a spring-loaded bypass valve opens. The main oil galleries run the full length of the engine block and cut into the valve lifter guide holes to supply oil at full pressure to the valve lifters. Holes, drilled from the crankshaft bearings to the main oil gallery, intersect the camshaft bearing bores to supply oil to the cam bearings.

Oil is transferred from the crankshaft bearings to the connecting rod bearings through holes drilled in the crankshaft. Pistons, piston pins, and cylinder walls are lubricated by oil splash from the crankshaft and connecting rods.

Each valve rocker arm and valve is supplied with oil through the tubular push rod. The oil comes from the inside of the valve lifter passing around the metering valve and through a hole in the push rod seat. Oil from the push rod passes through a hole in the push rod seat, and emerges on top of the push rod seat boss.

Engine Cooling

Engine Cooling System Approximate Capacities

Application	Specifications	
	Metric	English
• 3.4L	10.4 L	10.9 qt
• 3.8L	9.6 L	10.1 qt

Fastener Tightening Specifications

Application	Specification	
	Metric	English
Coolant Recovery Reservoir Mounting Nut	3.3 N·m	29 lb in
Cooling Fan Shroud Bolt	10 N·m	89 lb in
Radiator Bracket Mounting Bolt	10 N·m	89 lb in
Radiator Lower Air Deflector	20 N·m	15 lb ft
Thermostat Bypass Pipe Bolt	11 N·m	98 lb in
Thermostat Bypass Pipe Nut	25 N·m	18 lb ft
Thermostat Housing Bolt (3.4L)	25 N·m	18 lb ft
Thermostat Housing Bolt (3.8L)	27 N·m	20 lb ft
Water Pump Bolt (3.4L)	10 N·m	89 lb in
Water Pump Long Bolt (3.8L)	20 N·m + 40 °	15 lb ft + 40 °
Water Pump Pulley Bolt (3.4L)	25 N·m	18 lb ft
Water Pump Pulley Bolt (3.8L)	13 N·m	115 lb in
Water Pump Short Bolt (3.8L)	15 N·m + 80 °	11 lb ft + 80 °

Cooling System Description and Operation

Coolant Heater

The optional engine coolant heater (RPO K05) operates using 110-volt AC external power and is designed to warm the coolant in the engine block area for improved starting in very cold weather -29°C (-20°F). The coolant heater helps reduce fuel consumption when a cold engine is warming up. The unit is equipped with a detachable AC power cord. A weather shield on the cord is provided to protect the plug when not in use.

Cooling System

The cooling system's function is to maintain an efficient engine operating temperature during all engine speeds and operating conditions. The cooling system is designed to remove approximately one-third of the heat produced by the burning of the air-fuel mixture. When the engine is cold, the coolant does not flow to the radiator until the thermostat opens. This allows the engine to warm quickly.

Cooling Cycle

Coolant flows from the radiator outlet and into the water pump inlet. Some coolant flows from the water pump, to the heater core, then back to the water pump. This provides the passenger compartment with heat and defrost capability as the coolant warms up.

Coolant also flows from the water pump outlet and into the engine block. In the engine block, the coolant circulates through the water jackets surrounding the cylinders where it absorbs heat.

The coolant then flows through the cylinder head gasket openings and into the cylinder heads. In the cylinder heads, the coolant flows through the water jackets surrounding the combustion chambers and valve seats, where it absorbs additional heat.

From the cylinder heads, the coolant flows to the thermostat. The flow of coolant will either be stopped at the thermostat until the engine reaches normal operating temperature, or it will flow through the thermostat and into the radiator where it is cooled. At this point, the coolant flow cycle is completed.

Efficient operation of the cooling system requires proper functioning of all cooling system components. The cooling system consists of the following components:

Coolant

The engine coolant is a solution made up of a 50-50 mixture of DEX-COOL and suitable drinking water. The coolant solution carries excess heat away from the engine to the radiator, where the heat is dissipated to the atmosphere.

Radiator

The radiator is a heat exchanger. It consists of a core and two tanks. The aluminum core is a tube and fin crossflow design that extends from the inlet tank to the outlet tank. Fins are placed around the outside of the tubes to improve heat transfer to the atmosphere.

The inlet and outlet tanks are a molded, high temperature, nylon reinforced plastic material. A high temperature rubber gasket seals the tank flange edge to the aluminum core. The tanks are clamped to the core with clinch tabs. The tabs are part of the aluminum header at each end of the core.

The radiator also has a drain cock located in the bottom of the left hand tank. The drain cock unit includes the drain cock and drain cock seal.

The radiator removes heat from the coolant passing through it. The fins on the core transfer heat from the coolant passing through the tubes. As air passes between the fins, it absorbs heat and cools the coolant.

Pressure Cap

The pressure cap seals the cooling system. It contains a blow off or pressure valve and a vacuum or atmospheric valve. The pressure valve is held against its seat by a spring, which protects the radiator from excessive cooling system pressure. The vacuum valve is held against its seat by a spring, which permits opening of the valve to relieve vacuum created in the cooling system as it cools off. The vacuum, if not relieved, might cause the radiator and/or coolant hoses to collapse.

The pressure cap allows cooling system pressure to build up as the temperature increases. As the pressure builds, the boiling point of the coolant increases. Engine coolant can be safely run at a temperature much higher than the boiling point of the coolant at atmospheric pressure. The hotter the coolant is, the faster the heat transfers from the radiator to the cooler, passing air.

The pressure in the cooling system can get too high. When the cooling system pressure exceeds the rating of the pressure cap, it raises the pressure valve, venting the excess pressure.

As the engine cools down, the temperature of the coolant drops and a vacuum is created in the cooling system. This vacuum causes the vacuum valve to open, allowing outside air into the surge tank. This equalizes the pressure in the cooling system with atmospheric pressure, preventing the radiator and coolant hoses from collapsing.

Coolant Recovery System

The coolant recovery system consists of a plastic coolant recovery reservoir and overflow tube. The recovery reservoir is also called a recovery tank or expansion tank. It is partially filled with coolant and is connected to the radiator fill neck with the overflow tube. Coolant can flow back and forth between the radiator and the reservoir.

In effect, a cooling system with a coolant recovery reservoir is a closed system. When the pressure in the cooling system gets too high, it will open the pressure valve in the pressure cap. This allows the coolant, which has expanded due to being heated, is allowed to flow through the overflow tube and into the recovery reservoir. As the engine cools down, the temperature of the coolant drops and a vacuum is created in the cooling system. This vacuum opens the vacuum valve in the pressure cap, allowing some of the coolant in the reservoir to be siphoned back into the radiator. Under normal operating conditions, no coolant is lost. Although the coolant level in the recovery reservoir goes up and down, the radiator and cooling system are kept full. An advantage to using a coolant recovery reservoir is that it eliminates almost all air bubbles from the cooling system. Coolant without bubbles absorbs heat much better than coolant with bubbles.

Air Baffles and Seals

The cooling system uses deflectors, air baffles and air seals to increase cooling system capability. Deflectors are installed under the vehicle to redirect airflow beneath the vehicle and through the radiator to increase engine cooling. Air baffles are also used to direct airflow through the radiator and increase cooling capability. Air seals prevent air from bypassing the radiator and A/C condenser, and prevent recirculation of hot air for better hot weather cooling and A/C condenser performance.

Water Pump

The water pump is a centrifugal vane impeller type pump. The pump consists of a housing with coolant inlet and outlet passages and an impeller. The impeller is mounted on the pump shaft and consists of a series of flat or curved blades or vanes on a flat plate. When the impeller rotates, the coolant between the vanes is thrown outward by centrifugal force.

The impeller shaft is supported by one or more sealed bearings. The sealed bearings never need to be lubricated. Grease cannot leak out, dirt and water cannot get in as long as the seal is not damaged or worn.

The purpose of the water pump is to circulate coolant throughout the cooling system. The water pump is driven by the crankshaft via the drive belt.

Thermostat

The thermostat is a coolant flow control component. It's purpose is to help regulate the operating temperature of the engine. It utilizes a temperature sensitive wax-pellet element. The element connects to a valve through a small piston. When the element is heated, it expands and exerts pressure against the small piston. This pressure forces the valve to open. As the element is cooled, it contracts. This contraction allows a spring to push the valve closed.

When the coolant temperature is below the rated thermostat opening temperature, the thermostat valve remains closed. This prevents circulation of the coolant to the radiator and allows the engine to warm up. After the coolant temperature reaches the rated thermostat opening temperature, the thermostat valve will open. The coolant is then allowed to circulate through the thermostat to the radiator where the engine heat is dissipated to the atmosphere. The thermostat also provides a restriction in the cooling system, after it has opened. This restriction creates a pressure difference which prevents cavitation at the water pump and forces coolant to circulate through the engine block.

Engine Oil Cooler

The engine oil cooler is a heat exchanger. It is located inside the left side end tank of the radiator. The engine oil temperature is controlled by the temperature of the engine coolant that surrounds the oil cooler in the radiator.

The engine oil pump, pumps the oil through the engine oil cooler line to the oil cooler. The oil then flows through the cooler where the engine coolant absorbs heat from the oil. The oil is then pumped through the oil cooler return line, to the oil filter, to the engine block oil system.

Transmission Oil Cooler

The transmission oil cooler is a heat exchanger. It is located inside the right side end tank of the radiator. The transmission fluid temperature is regulated by the temperature of the engine coolant in the radiator.

The transmission oil pump, pumps the fluid through the transmission oil cooler line to the transmission oil cooler. The fluid then flows through the cooler where the engine coolant absorbs heat from the fluid. The fluid is then pumped through the transmission oil cooler return line, to the transmission.

Engine Electrical

Fastener Tightening Specifications

Application	Specification	
	Metric	English
All		
Battery Negative Terminal Bolt	15 N·m	11 lb ft
Battery Hold Down Bolt	18 N·m	13 lb ft
Battery Negative Cable Bolt to Frame Rail	8 N·m	71 lb in
Battery (Positive) Cable Junction Block Lead Nut	15 N·m	11 lb ft
Battery Positive Terminal Bolt	15 N·m	11 lb ft
Battery Tray Bolts	5 N·m	44 lb in
Generator Pulley Shaft Nut	100 N·m	74 lb ft
Starter Bolt(s)	43 N·m	32 lb ft
Starter Solenoid BAT Terminal Nut	9.5 N·m	89 lb in
Starter Solenoid S Terminal Nut	2.3 N·m	20.5 lb in
Underhood Accessory Wiring Junction Block Nuts	2 N·m	18 lb in
Transaxle Stud Nut	25 N·m	18 lb ft
3.4L		
Generator Bolt (Long)	50 N·m	37 lb ft
Generator Bolt (Short)	50 N·m	37 lb ft
Generator Output BAT Terminal Nut	20 N·m	15 lb ft
Generator Pivot Bolt	50 N·m	37 lb ft
Generator Rear Brace Nut	25 N·m	18 lb ft
3.8L		
Generator Bolt	50 N·m	37 lb ft
Generator Output BAT Terminal Nut	20 N·m	15 lb ft
Generator Pivot Bolt	50 N·m	37 lb ft
Generator Rear Brace Bolt	50 N·m	37 lb ft
Generator Rear Brace Nut	50 N·m	37 lb ft
Generator Stud	50 N·m	37 lb ft

Battery Usage

Application	Specification
LA1 / L36	
GM Part Number	19001810
Test Load	300 A
Cold Cranking Amperes	600 A
Reserve Capacity Rating	115 min
Replacement Battery Number	78-6YR

Battery Temperature vs Minimum Voltage

Estimated Temperature °F	Estimated Temperature °C	Minimum Voltage
70 or above	21 or above	9.6
50	10	9.4
32	0	9.1
15	-10	8.8
0	-18	8.5
Below 0	Below -18	8.0

Starter Motor Usage

Application	Model
LA1	PG260 F1
L36	PG260 F2

Generator Usage

RPO K43	
Application	Specification
Generator Model	Delphi CS 130D
Rated Output	102 A
Load Test Output	70 A
RPO KG7	
Application	Specification
Generator Model	Bosch NCB1
Rated Output	125 A
Load Test Output	87.5 A

Spark Plug Usage

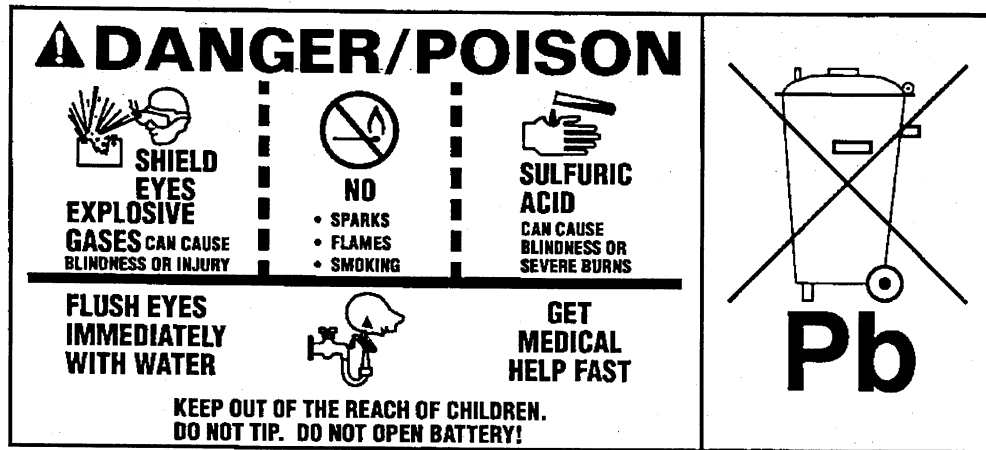
Application	Specification	Tightening Specification
3400 LA1 (VIN E)	AC Type 41-940, gap at 1.52mm (0.060")	15 N·m (11 lb ft)
3800 L36 (VIN K)	AC Type 41-921, gap at 1.52mm (0.060")	15 N·m (11 lb ft)

Battery Description and Operation

Caution

Batteries produce explosive gases, contain corrosive acid, and supply levels of electrical current high enough to cause burns. Therefore, to reduce the risk of personal injury when working near a battery:

- Always shield your eyes and avoid leaning over the battery whenever possible.
- Do not expose the battery to open flames or sparks.
- Do not allow the battery electrolyte to contact the eyes or the skin. Flush immediately and thoroughly any contacted areas with water and get medical help.
- Follow each step of the jump starting procedure in order.
- Treat both the booster and the discharged batteries carefully when using the jumper cables.



The maintenance free battery is standard. There are no vent plugs in the cover. The battery is completely sealed except for two small vent holes in the side. These vent holes allow the small amount of gas that is produced in the battery to escape.

The battery has three functions as a major source of energy:

- Engine cranking
- Voltage stabilizer
- Alternate source of energy with generator overload.

2000 Chevrolet Monte Carlo Restoration Kit

The battery specification label (example below) contains information about the following:

- The test ratings
- The original equipment catalog number
- The recommended replacement model number

CATALOG NO.

1819

CCA 770	LOAD TEST 380
REPLACEMENT MODEL 100-6YR	

A battery has 2 ratings:

- Reserve capacity
- Cold cranking amperage

When a battery is replaced use a battery with similar ratings. Refer to the battery specification label on the original battery or refer to Battery Usage .

Reserve Capacity

Reserve capacity is the amount of time in minutes it takes a fully charged battery, being discharged at a constant rate of 25 amperes and a constant temperature of 27°C (80°F) to reach a terminal voltage of 10.5 V. Refer to Battery Usage for the reserve capacity rating of the original equipment battery.

Cold Cranking Amperage

The cold cranking amperage is an indication of the ability of the battery to crank the engine at cold temperatures. The cold cranking amperage rating is the minimum amperage the battery must maintain for 30 seconds at -18°C (0°F) while maintaining at least 7.2 volts. Refer to Battery Usage for the cold cranking amperage rating for this vehicle.

Circuit Description

The battery positive terminal supplies Battery Positive voltage to the under hood fuse block and the rear fuse block. The under hood fuse block provides a cable connection for the generator and a cable connection for the starter.

The battery negative terminal is connected to chassis ground G305 and supplies ground for the AD converter in the DIM.

Starting System Description and Operation

This vehicle has two starter motor applications. The 3400 LA1 (VIN E) uses the PG260 F1 starter motor. The 3800 L36 (VIN K) uses the PG260 F2 starter motor.

These starter motors have pieces that are arranged around the armature. The solenoid windings are energized when the ignition switch is turned to START. The resulting plunger and shift lever movement

causes the pinion to engage the flywheel ring gear and the solenoid main contact switch to close. When the engine starts, the pinion overrun protects the armature from excessive speed until the switch is opened. Once the solenoid windings are de-energized, the return spring causes the pinion to disengage.

Charging System Description and Operation

A Delphi CS130D 105 ampere generator is standard equipment on this vehicle. A Bosch NCB1 125 ampere generator is used for the police (9C1) and the taxi (9C6) options. The components of these generators include the following:

The generator provides voltage to operate the vehicle's electrical system and to charge the battery. A magnetic field is created when current flows through the rotor. This field rotates as the rotor is driven by the engine, creating an AC voltage in the stator windings. The AC voltage is converted to DC by the rectifier bridge and is supplied to the electrical system at the battery terminal.

The generator's digital regulator uses digital techniques to supply the rotor current and thereby control the output voltage. The rotor current is proportional to the width of the electrical pulses supplied by the digital regulator. When the ignition switch is ON, voltage is supplied to terminal L from the Powertrain Control Module (PCM), turning on the digital regulator. Narrow width pulses are supplied to the digital rotor, creating a weak magnetic field. When the engine is started, the digital regulator senses generator rotation by detecting AC voltage at the stator through an internal wire. Once the engine is running, the digital regulator varies the field current by controlling the pulse width. This regulates the generator output voltage for proper battery charging and electrical system operation.

Engine Controls

Engine Controls – 3.4L

Fastener Tightening Specifications

Application	Specification	
	Metric	English
Accelerator Cable Bracket Retaining Bolts	13 N·m	115 lb in
Accelerator Cable Bracket Retaining Nut	10 N·m	88 lb in
Accelerator Pedal Retaining Bolt	20 N·m	15 lb ft
Camshaft Position (CMP) Sensor Retaining Bolt	10 N·m	88 lb in
Crankshaft Position 7X (CKP) Sensor Bolts	11 N·m	8 lb ft
Crankshaft Position 24X (CKP) Sensor Bolts	10 N·m	88 lb in
Engine Coolant Temperature (ECT) Sensor	23 N·m	17 lb ft
EVAP Canister Purge Valve Bracket	10 N·m	88 lb in
EVAP Vent Valve Bracket	6 N·m	53 lb in
Exhaust Gas Recirculation Valve to Throttle Body Adapter Bolts	30 N·m	22 lb ft
Fuel Filler Pipe Attaching Screws	10 N·m	88 lb in
Fuel Filler Pipe Frame Attaching Screws	10 N·m	8 lb ft
Fuel Filter Mounting Bolt	20 N·m	15 lb ft
Fuel Pressure Regulator Attaching Bolt	8.5 N·m	76 lb in
Fuel Pressure and Return Pipes	17 N·m	13 lb ft
Fuel Rail Attaching Nuts or Bolts	10 N·m	7 lb ft
Fuel Sender Access Panel Nut	10 N·m	88 lb in
Fuel Tank Filler Pipe Hose Clamp	2.5 N·m	22 lb in
Fuel Tank Retaining Strap Bolts	48 N·m	35 lb ft
Heated Oxygen Sensors	41 N·m	30 lb ft
Idle Air Control Valve Attaching Screws	3 N·m	27 lb in
Ignition Coil to Ignition Control Module Screws	4.5 N·m	40 lb in
Ignition Control Module Bracket to Engine Studs and Nuts	25 N·m	18 lb ft
In-Pipe Fuel Filter Outlet Nut	30 N·m	22 lb ft
Knock Sensor	19 N·m	14 lb in
Manifold Absolute Pressure (MAP) Sensor Retaining Bolt	3 N·m	27 lb in
Secondary AIR Injection Pump Bracket Bolt	50 N·m	37 lb ft
Secondary AIR Injection Check Valve Bracket Nut	10 N·m	88 lb in
Secondary AIR Injection Check Valve Mounting Bolt	10 N·m	88 lb in
Secondary AIR Injection Pipe Nut	10 N·m	88 lb in
Secondary AIR Injection Vacuum Bleed Valve Bracket Nut	10 N·m	88 lb in
Throttle Body Retaining Nuts or Bolts	28 N·m	21 lb ft
Throttle Position Sensor Screws	2 N·m	18 lb in

Engine Controls – 3.8L

Application	Specification	
	Metric	English
Air Cleaner Intake Duct Screws	2 N·m	18 lb in
Air Cleaner Assembly Screws	4 N·m	35 lb in
A/C Refrigerant Pressure Sensor	5 N·m	44 lb in
AIR Pump Mounting Bracket Nuts	50 N·m	37 lb ft
AIR Pipe Bolts	9 N·m	80 lb in
AIR Pump Exhaust Mounting Bolts	10 N·m	88 lb in
AIR Secondary Injection Combination Valve Bolts	9 N·m	80 lb in
AIR Vacuum Control Solenoid Bolts	10 N·m	88 lb in
Accelerator Controls Cable Bracket	16 N·m	12 lb ft
Camshaft Position (CMP) Sensor Retaining Bolt	10 N·m	90 lb in
Crankshaft Balancer Bolt	150 N·m +76°	110 lb ft +76°
Crankshaft Position (CKP) Sensor Bolts	30 N·m	22 lb ft
EGR Valve Nuts	25 N·m	18 lb ft
Engine Coolant Temperature (ECT) Sensor	25 N·m	18 lb ft
Engine Oil Level Sensor	34 N·m	25 lb ft
EVAP Vent Valve Bracket	2 N·m	18 lb in
Exhaust Gas Recirculation Valve to Throttle Body Adapter Bolts	30 N·m	22 lb ft
Fuel Filler Neck Bolts	2 N·m	18 lb in
Fuel Injector Sight Shield	2 N·m	18 lb in
Fuel Line Retainer	12 N·m	106 lb in
Fuel Rail Attaching Nuts or Bolts	10 N·m	88 lb in
Fuel Rail Hold-Down Stud	25 N·m	18 lb ft
Fuel Tank Filler Pipe Hose Clamp	8 N·m	71 lb in
Fuel Tank Retaining Strap Bolts	48 N·m	35 lb ft
Fuel Tank Filler Pipe Ground Strap Screw	9 N·m	80 lb in
Heated Oxygen Sensor(s)	41 N·m	30 lb ft
Idle Air Control Attaching Screws	3 N·m	27 lb in
Ignition Coil to Ignition Control Module Screws	5 N·m	40 lb in
Ignition Control Module Assembly to Bracket Nuts	8 N·m	40 lb in
Ignition Control Module 14 Way Connector To Module Bolt	8 N·m	71 lb in
Intake Air Duct Clamp Screw(s)	2 N·m	18 lb in
Intake Air Tube Clamp	2 N·m	18 lb in
In-Line Fuel Filter Outlet Nut	30 N·m	22 lb ft
Knock Sensor(s)	19 N·m	14 lb ft
Knock Sensor Heat Shield Bolts	60 N·m	44 lb ft
Manifold Absolute Pressure (MAP) Sensor Bracket Retaining Bolt	30 N·m	22 lb ft
Mass Air (MAF) Flow Sensor Attaching Screws	3 N·m	27 lb in
Powertrain Control Module (PCM) Bolts	8 N·m	71 lb in
Spark Plug(s)	27 N·m	20 lb ft
Throttle Body Retaining Nuts or Bolts	10 N·m	88 lb in
Throttle Body Support Bracket (VIN K)	10 N·m	88 lb in
Throttle Position (TP) Sensor Attaching Screws	2 N·m	18 lb in
Transaxle Range Switch Attaching Bolts	28 N·m	20 lb ft
Wheel Lug Nuts	140 N·m	104 lb ft

Fuel System Specifications

You should use regular unleaded gasoline rated at 87 octane or higher. IF you are using fuel rated at the recommended octane or higher and you hear a little pinging noise when you are accelerating or driving up a hill that is normal. You do not need to buy a higher octane fuel to get rid of pinging. It is the heavy, constant knock that means there is a problem.

If you have the 3800 Supercharged V6 engine (VIN Code 1), use premium unleaded gasoline rated at 91 octane or higher. With the 3800 Supercharged engine, in an emergency, you may be able to use an octane as low as 87, if heavy knocking does not occur. If you are using 91 or higher octane unleaded gasoline and you hear heavy knocking, your engine needs service.

It is recommended that the gasoline meet specifications which have been developed by the American Automobile Manufacturers Association (AAMA) and endorsed by the Canadian Motor Vehicle Manufacturers Association for better vehicle performance and engine protection. Gasolines meeting the AAMA specification could provide improved driveability and emission control system performance compared to other gasolines. For more information, write to : American Automobile Manufacturer's Association, 7430 Second Ave, Suite 300, Detroit MI 48202.

Be sure the posted octane is at least 91 for premium, at least 90 for middle grade, and at least 87 for regular grade. If the octane is less than 87, you may get a heavy knocking noise when you drive. If it is bad enough, it can damage your engine.

Notice

Your vehicle was not designed for fuel that contains methanol. Do not use methanol fuel which can corrode metal parts in your fuel system and also damage plastic and rubber parts. This kind of damage would not be covered under your warranty.

If your vehicle is certified to meet California Emission Standards, as indicated on the under hood emission control label, it is designed to operate on fuels that meet California specifications. If such fuels are not available in states adopting California emissions standards, your vehicle will operate satisfactorily on fuels meeting federal specifications, but emission control system performance may be affected. The malfunction indicator lamp on your instrument panel may turn on and/or your vehicle may fail a smog-check test. If this occurs, return to your authorized dealer for diagnosis to determine the cause of failure. In the event it is determined that the cause of the condition is the type of fuels used, repairs may not be covered by your warranty.

Some gasolines that are not reformulated for low emissions may contain an octane-enhancing additive called methylcyclopentadienyl manganese tricarbonyl (MMT). Ask your service station operator whether or not the fuel contains MMT.

Exhaust System

Fastener Tightening Specifications

Application	Specification	
	Metric	English
Catalytic Converter Bolt	45 N·m	33 lb ft
Catalytic Converter Heat Shield Bolt	6 N·m	53 lb in
Catalytic Converter Heat Shield Nut	3 N·m	28 lb in
Exhaust Crossover Heat Shield Nut	20 N·m	15 lb ft
Exhaust Crossover Pipe Bolt (3.4L)	25 N·m	18 lb ft
Exhaust Crossover Pipe Bolt (3.8L)	20 N·m	15 lb ft
Exhaust Crossover Pipe Heat Shield Bolt (3.4L)	10 N·m	89 lb in
Exhaust Manifold-to-Cylinder Head Nuts (3.4L)	16 N·m	12 lb ft
Exhaust Manifold-to-Cylinder Head Bolt/Stud (3.8L)	30 N·m	22 lb ft
Exhaust Manifold Pipe Stud Nut	32 N·m	24 lb ft
Exhaust Muffler Inlet Pipe Clamp Nut	50 N·m	37 lb ft
Exhaust Pipe Front Heat Shield Bolt	7 N·m	66 lb in
Exhaust Pipe Heat Shield Bolt	2 N·m	17 lb in
Exhaust Pipe Rear Hanger Bolt	25 N·m	18 lb ft
Rear Bumper Impact Bar Bolt	25 N·m	18 lb ft

Exhaust System Clearances

Application	Specification	
	Metric	English
Exhaust System		
<ul style="list-style-type: none"> Exhaust System to the Body and Heat Shields in an Unloaded Vehicle 	25.0 mm	1 "
<ul style="list-style-type: none"> Exhaust System to the Ground at the Gross Vehicle Weight 	120.0 mm	4.73 "
<ul style="list-style-type: none"> Exhaust System to the Power Steering Heat Shield 	25.0 mm	1 "

Exhaust System Description

Important

Use of non-OEM parts may cause driveability concerns.

The exhaust system design varies according to the model designation and the intended use of the vehicle.

In order to secure the exhaust pipe to the exhaust manifold, the exhaust system utilizes a flange and seal joint coupling. A flange and gasket coupling secures the catalytic converter assembly to the muffler assembly.

Hangers suspend the exhaust system from the underbody, allowing some movement of the exhaust system and disallowing the transfer of noise and vibration into the vehicle.

Heat shields protect the vehicle from the high temperatures generated by the exhaust system.

Resonator

Some exhaust systems are equipped with a resonator. The resonator, located either before or after the muffler, allows the use of mufflers with less back pressure. Resonators are used when vehicle characteristics require specific exhaust tuning.

Catalytic Converter

The catalytic converter is an emission control device added to the engine exhaust system in order to reduce hydrocarbons (HC), carbon monoxide (CO), and oxides of nitrogen (NOx) pollutants from the exhaust gas.

The catalytic converter is comprised of a ceramic monolith substrate, supported in insulation and housed within a sheet metal shell. The substrate may be washcoated with 3 noble metals:

- Platinum (Pt)
- Palladium (Pd)
- Rhodium (Rh)

The catalyst in the converter is not serviceable.

Muffler

The exhaust muffler reduces the noise levels of the engine exhaust by the use of tuning tubes. The tuning tubes create channels inside the exhaust muffler that lower the sound levels created by the combustion of the engine.

Transmission/Transaxle Description and Operation

Automatic Transmission – 4T65E

Fastener Tightening Specifications

Description of Usage	Specification	
	Metric	English
2-1 Servo to Case	25 N·m	18 lb ft
Accumulator Cover to Case	12 N·m	106 lb in
Automatic Transmission Auxiliary Oil Cooler Bolts	25 N·m	18 lb ft
Automatic Transmission Auxiliary Oil Cooler Pipe Fittings	23 N·m	17 lb ft
Automatic Transmission Auxiliary Oil Cooler Nuts	10 N·m	97 lb in
Automatic Transmission Brace Bolts (to the Automatic Transmission)	43 N·m	35 lb ft
Automatic Transmission Brace Bolts (to the Engine)	63 N·m	46 lb ft
Automatic Transmission Fluid Filler Tube Bracket Bolt	13 N·m	115 lb in
Automatic Transmission Mount Bracket Bolts	95 N·m	70 lb ft
Automatic Transmission Mount to Automatic Transmission Bracket Nuts	47 N·m	35 lb ft
Automatic Transmission Mount to Frame Nuts	47 N·m	35 lb ft
Automatic Transmission Oil Cooler Hose Fittings	23 N·m	17 lb ft
Automatic Transmission Oil Cooler Hose Retaining Bracket Bolt	25 N·m	18 lb ft
Automatic Transmission Oil Cooler Pipe Clip Bolt	4 N·m	27 lb in
Automatic Transmission Range Selector Cable Bracket Bolts	25 N·m	18 lb ft
Automatic Transmission Range Selector Lever Nut	20 N·m	15 lb ft
Automatic Transmission Shift Lock Control Bolts	13 N·m	115 lb in
Automatic Transmission Assembly to Engine Bolts	75 N·m	55 lb ft
Automatic Transmission Torque Converter Bolts	63 N·m	47 lb ft
Automatic Transmission Torque Converter Cover Bolts	10 N·m	89 lb in
Case Cover to Case	12 N·m	106 lb in
Case Cover to Case	12 N·m	106 lb in
Case Cover to Driven Sprocket Support	25 N·m	18 lb ft
Case Cover to Driven Sprocket Support (Torx)	12 N·m	106 lb in
Case to Drive Sprocket Support	25 N·m	18 lb ft
Case Extension to Case	36 N·m	27 lb ft
Case Side Cover to Case	25 N·m	18 lb ft
Case Side Cover to Case (Stud)	25 N·m	18 lb ft
Case Side Cover to Case (Torx Special)	25 N·m	18 lb ft
Console Shift Control Nuts	24 N·m	18 lb ft
Detent Spring to Case Cover	12 N·m	106 lb in
Forward Band Servo Cover to Case	12 N·m	106 lb in
Manual Shaft/Detent Nut	32 N·m	23 lb ft
Oil Cooler Quick Connector	38 N·m	28 lb ft
Oil Cooler Quick Connector with Checkball	38 N·m	28 lb ft
Oil Pan to Case	14 N·m	10 lb ft
Oil Pressure Test Hole Plug	12 N·m	106 lb in
Pump Body to Case	16 N·m	11 lb ft
Pump Cover to Case Cover	12 N·m	106 lb in
Pump Cover to Pump Body	8 N·m	70 lb in
Speed Sensor to Case	12 N·m	106 lb in
TFP Switch to Case	16 N·m	120 lb ft
TFP Switch to Case Cover	12 N·m	106 lb in
TFP Switch to Valve Body	8 N·m	70 lb in
Valve Body to Case	12 N·m	106 lb in

Valve Body to Case	12 N·m	106 lb in
Valve Body to Case Cover	12 N·m	106 lb in
Valve Body to Case Cover	12 N·m	106 lb in
Valve Body to Case Cover (Torx)	12 N·m	106 lb in
Valve Body to Driven Sprocket Support	25 N·m	18 lb ft

Transmission General Specifications

Name	Hydra-matic 4T65-E
RPO Codes	M15
Production Location	Warren, MI
Vehicle Platform (Engine/Transmission) Usage	W
Transaxle Drive	Transverse Mounted Front Wheel Drive
1st Gear Ratio	2.921:1
2nd Gear Ratio	1.568:1
3rd Gear Ratio	1.000:1
4th Gear Ratio	0.705:1
Reverse	2.385:1
Torque Converter Size (Diameter of Torque Converter Turbine)	245 mm (M15)
Pressure Taps	Line Pressure
Transaxle Fluid Type	DEXRON® III
Transaxle Fluid Capacity (Approximate)	Bottom Pan Removal: 7.0 L (7.4 qts) Complete Overhaul: 9.5 L (10.0 qts) Dry: 12.7 L (13.4 qts)
Transaxle Type: 4	Four Forward Gears
Transaxle Type: T	Transverse Mount
Transaxle Type: 65	Product Series
Transaxle Type: E	Electronic Controls
Chain Ratios (Designates Number of Teeth on the Drive/Driven Sprockets)	35/35
Final Drive Ratios	3.29
Overall Final Drive Ratios	3.29
Position Quadrant	P, R, N, D, 3, 2, 1
Case Material	Die Cast Aluminum
Transaxle Weight Dry	87.9 kg (194.2 lbs)
Transaxle Weight Wet	97.0 kg (214.4 lbs)
Maximum Trailer Towing Capacity	907 kg (2000 lbs)
Maximum Gross Vehicle Weight (GVW)	2903 kg (6,400 lbs)

Fluid Capacity Specifications

Application	Specification	
	Metric	English
Bottom Pan Removal	7.0 liters	7.4 quarts
Complete Overhaul	9.5 liters	10.0 quarts
Dry	12.7 liters	13.4 quarts

Transmission Component and System Description

Transmission General Description

The 4T65-E is a fully automatic front wheel drive electronically controlled transmission. The 4T65-E provides four forward ranges including overdrive. The PCM controls shift points by means of two shift solenoids. A vane-type oil pump supplies the oil pressure. The PCM regulates oil pressure by means of a pressure control solenoid valve.

All vehicles equipped with a 4T65-E transmission have an electronically controlled capacity clutch (ECCC) system. In the ECCC system, the pressure plate does not fully lock to the torque converter cover. It is instead, precisely controlled to maintain a small amount of slippage between the engine and the turbine, reducing driveline torsional disturbances.

You can operate the transmission in any one of the following seven modes:

- P -- Park position prevents the vehicle from rolling either forward or backward. For safety reasons, use the parking brake in addition to the park position.
- R -- Reverse allows the vehicle to be operated in a rearward direction.
- N -- Neutral allows the engine to be started and operated while driving the vehicle. If necessary, you may select this position in order to restart the engine with the vehicle moving.
- D -- Overdrive is used for all normal driving conditions. Overdrive provides four gear ratios plus a converter clutch operation. Depress the accelerator in order to downshift for safe passing.
- 3 -- Drive position is used for city traffic and hilly terrain. Drive provides three gear ranges and drive range prevents the transmission from operating in fourth gear. Depress the accelerator in order to downshift.
- 2 -- Manual Second provides two gear ratios under most operating conditions. Manual Second provides acceleration and engine braking. Select this range at any vehicle speed, but the transmission will not downshift into Second gear until the vehicle speed drops below approximately 100 km/h (62 mph).
- 1 -- Manual Lo provides maximum engine braking. You may also select this range at any vehicle speed, but the transmission will not downshift into First gear until the vehicle speed drops below approximately 60 km/h (37 mph).

Mechanical Components

The mechanical components of this unit are as follows:

- A torque converter with an Electronically Controlled Capacity Clutch (ECCC)
- A drive link assembly
- 4 multiple disk clutch assemblies: Input, Second, Third and Fourth
- 3 friction bands: Forward band, 2/1 band and Reverse band
- 2 planetary gear sets: Input and Reaction
- 3 one-way clutches: a roller clutch (1-2 support) and 2 sprag clutches (Third and Input)
- A final drive and differential assembly
- A control valve assembly
- A vane type oil pump

The electrical components of this unit are as follows:

- 2 shift solenoid valves
- A torque converter clutch pulse width modulation (TCC PWM) solenoid valve
- A pressure control (PC) solenoid valve
- An automatic transmission fluid temperature (TFT) sensor
- 2 speed sensors: input shaft and vehicle speed sensors
- An automatic transmission fluid pressure (TFP) manual valve position switch
- Either an Internal Mode Switch or an exterior-mounted Transmission Range Switch.

- An automatic transmission (A/T) wiring harness assembly

Adapt Function

The 4T65-E transmission uses a line pressure control system, that has the ability to adapt line pressure to compensate for normal wear of the following parts:

- The clutch fiber plates
- The springs and seals
- The apply bands

The PCM maintains information for the following transmission adaptive systems:

Upshift Adapts (1-2, 2-3 and 3-4)

The PCM monitors the automatic transmission input shaft speed (AT ISS) sensor and the vehicle speed sensor (VSS) in order to determine when an upshift has started and completed. The PCM measures the time for the upshift. If the upshift time is longer than a calibrated value, then the PCM will adjust the current to the pressure control (PC) solenoid valve to increase the line pressure for the next shift in the same torque range. If the upshift time is shorter than the calibrated value, then the PCM will decrease the line pressure for the next shift in the same torque range.

Steady State Adapts

The PCM monitors the AT ISS sensor and the VSS after an upshift in order to determine the amount of clutch slippage. If excessive slippage is detected, then the PCM will adjust the current to the PC solenoid valve in order to increase the line pressure to maintain the proper gear ratio for the commanded gear.

The TAP information is divided into 13 units, called cells. The cells are numbered 4 through 16. Each cell represents a given torque range. TAP cell 4 is the lowest adaptable torque range and TAP cell 16 is the highest adaptable torque range. It is normal for TAP cell values to display zero or negative numbers. This indicates that the PCM has adjusted line pressure at or below the calibrated base pressure.

Automatic Transmission Shift Lock Control Description

The automatic transmission shift lock control system is a safety device that prevents an inadvertent shift out of PARK when the engine is running. The driver must press the brake pedal before moving the shift lever out of the PARK position. The system consist of the following components:

- The automatic transmission shift lock control solenoid.
- The automatic transmission shift lock control switch.
- The body control module (BCM).
- The powertrain control module (PCM).

With the ignition in the ON position, battery positive voltage is supplied to the automatic transmission shift lock control switch. The circuit continues through the normally-closed switch to the automatic transmission shift lock control solenoid. The body control module (BCM) provides a ground for the automatic transmission shift lock control solenoid when the transmission is in the PARK position. The body control module (BCM) receives the transmission gear position information via class2 serial data from the powertrain control module (PCM). This causes the automatic transmission shift lock control solenoid to energize and lock the shift lever in the PARK position. When the driver presses the brake pedal, the contacts in the automatic transmission shift lock control switch open. This causes the automatic transmission shift lock control solenoid to release. This allows the shift lever to move from the PARK position. The body control module (BCM) turns off the automatic transmission shift lock control solenoid ground circuit when the transmission is out of the PARK position.

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Abbreviations and Meanings

Abbreviation	Meaning
A	
A	Ampere(s)
ABS	Antilock Brake System
A/C	Air Conditioning
AC	Alternating Current
ACC	Accessory, Automatic Climate Control
ACL	Air Cleaner
ACR4	Air Conditioning Refrigerant, Recovery, Recycling, Recharging
AD	Automatic Disconnect
A/D	Analog to Digital
ADL	Automatic Door Lock
A/F	Air/Fuel Ratio
AH	Active Handling
AIR	Secondary Air Injection
ALC	Automatic Level Control, Automatic Lamp Control
AM/FM	Amplitude Modulation/Frequency Modulation
Ant	Antenna
AP	Accelerator Pedal
APCM	Accessory Power Control Module
API	American Petroleum Institute
APP	Accelerator Pedal Position
APT	Adjustable Part Throttle
ASM	Assembly, Accelerator and Servo Control Module
ASR	Acceleration Slip Regulation
A/T	Automatic Transmission/Transaxle
ATC	Automatic Transfer Case, Automatic Temperature Control
ATDC	After Top Dead Center
ATSLC	Automatic Transmission Shift Lock Control
Auto	Automatic
avg	Average
A4WD	Automatic Four-Wheel Drive
AWG	American Wire Gage
B	
B+	Battery Positive Voltage
BARO	Barometric Pressure
BATT	Battery
BBV	Brake Booster Vacuum
BCA	Bias Control Assembly
BCM	Body Control Module
BHP	Brake Horsepower

BLK	Black
BLU	Blue
BP	Back Pressure
BPCM	Battery Pack Control Module
BPMV	Brake Pressure Modulator Valve
BPP	Brake Pedal Position
BRN	Brown
BTDC	Before Top Dead Center
BTM	Battery Thermal Module
BTSI	Brake Transmission Shift Interlock
Btu	British Thermal Units
C	
°C	Degrees Celsius
CAC	Charge Air Cooler
CAFE	Corporate Average Fuel Economy
Cal	Calibration
Cam	Camshaft
CARB	California Air Resources Board
CC	Coast Clutch
cm ³	Cubic Centimeters
CCM	Convenience Charge Module, Chassis Control Module
CCOT	Cycling Clutch Orifice Tube
CCP	Climate Control Panel
CD	Compact Disc
CE	Commutator End
CEAB	Cold Engine Air Bleed
CEMF	Counter Electromotive Force
CEX	Cabin Exchanger
cfm	Cubic Feet per Minute
cg	Center of Gravity
CID	Cubic Inch Displacement
CKP	Crankshaft Position
CKT	Circuit
C/Ltr	Cigar Lighter
CL	Closed Loop
CLS	Coolant Level Switch
CMC	Compressor Motor Controller
CMP	Camshaft Position
CNG	Compressed Natural Gas
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
Coax	Coaxial
COMM	Communication

Conn	Connector
CPA	Connector Position Assurance
CPP	Clutch Pedal Position
CPS	Central Power Supply
CPU	Central Processing Unit
CRT	Cathode Ray Tube
CRTC	Cathode Ray Tube Controller
CS	Charging System
CSFI	Central Sequential Fuel Injection
CTP	Closed Throttle Position
cu ft	Cubic Foot/Feet
cu in	Cubic Inch/Inches
CV	Constant Velocity Joint
CVRSS	Continuously Variable Road Sensing Suspension
Cyl	Cylinder(s)
D	
DAB	Delayed Accessory Bus
dB	Decibels
dBA	Decibels on A-weighted Scale
DC	Direct Current, Duty Cycle
DCM	Door Control Module
DE	Drive End
DEC	Digital Electronic Controller
DERM	Diagnostic Energy Reserve Module
DI	Distributor Ignition
dia	Diameter
DIC	Driver Information Center
Diff	Differential
DIM	Dash Integration Module
DK	Dark
DLC	Data Link Connector
DMCM	Drive Motor Control Module
DMM	Digital Multimeter
DMSDS	Drive Motor Speed and Direction Sensor
DMU	Drive Motor Unit
DOHC	Dual Overhead Camshafts
DR, Drvr	Driver
DRL	Daytime Running Lamps
DTC	Diagnostic Trouble Code
E	
EBCM	Electronic Brake Control Module
EBTCM	Electronic Brake and Traction Control Module

EC	Electrical Center, Engine Control
ECC	Electronic Climate Control
ECI	Extended Compressor at Idle
ECL	Engine Coolant Level
ECM	Engine Control Module, Electronic Control Module
ECS	Emission Control System
ECT	Engine Coolant Temperature
EEPROM	Electrically Erasable Programmable Read Only Memory
EEVIR	Evaporator Equalized Values in Receiver
EFE	Early Fuel Evaporation
EGR	Exhaust Gas Recirculation
EGR TVV	Exhaust Gas Recirculation Thermal Vacuum Valve
EHPS	Electro-Hydraulic Power Steering
EI	Electronic Ignition
ELAP	Elapsed
ELC	Electronic Level Control
E/M	English/Metric
EMF	Electromotive Force
EMI	Electromagnetic Interference
Eng	Engine
EOP	Engine Oil Pressure
EOT	Engine Oil Temperature
EPA	Environmental Protection Agency
EPR	Exhaust Pressure Regulator
EPROM	Erasable Programmable Read Only Memory
ESB	Expansion Spring Brake
ESC	Electronic Suspension Control
ESD	Electrostatic Discharge
ESN	Electronic Serial Number
ETC	Electronic Throttle Control, Electronic Temperature Control, Electronic Timing Control
ETCC	Electronic Touch Climate Control
ETR	Electronically Tuned Receiver
ETS	Enhanced Traction System
EVAP	Evaporative Emission
EVO	Electronic Variable Orifice
Exh	Exhaust

F	
°F	Degrees Fahrenheit
FC	Fan Control
FDC	Fuel Data Center
FED	Federal All United States except California
FEDS	Fuel Enable Data Stream
FEX	Front Exchanger
FF	Flexible Fuel
FFH	Fuel-Fired Heater
FI	Fuel Injection
FMVSS	Federal U.S. Motor Vehicle Safety Standards
FP	Fuel Pump
ft	Foot/Feet
FT	Fuel Trim
F4WD	Full Time Four-Wheel Drive
4WAL	Four-Wheel Antilock
4WD	Four-Wheel Drive
FW	Flat Wire
FWD	Front Wheel Drive, Forward
G	
g	Grams, Gravitational Acceleration
GA	Gage, Gauge
gal	Gallon
gas	Gasoline
GCW	Gross Combination Weight
Gen	Generator
GL	Gear Lubricant
GM	General Motors
GM SPO	General Motors Service Parts Operations
gnd	Ground
gpm	Gallons per Minute
GRN	Green
GRY	Gray
GVWR	Gross Vehicle Weight Rating
H	
H	Hydrogen
H ₂ O	Water
Harn	Harness
HC	Hydrocarbons
H/CMPR	High Compression
HD	Heavy Duty

HDC	Heavy Duty Cooling
hex	Hexagon, Hexadecimal
Hg	Mercury
Hi Alt	High Altitude
HO2S	Heated Oxygen Sensor
hp	Horsepower
HPL	High Pressure Liquid
HPS	High Performance System
HPV	High Pressure Vapor
HPVS	Heat Pump Ventilation System
Htd	Heated
HTR	Heater
HUD	Head-up Display
HVAC	Heater-Ventilation-Air Conditioning
HVACM	Heater-Vent-Air Conditioning Module
HVIL	High Voltage Interlock Loop
HVM	Heater Vent Module
Hz	Hertz
I	
IAC	Idle Air Control
IAT	Intake Air Temperature
IC	Integrated Circuit, Ignition Control
ICCS	Integrated Chassis Control System
ICM	Ignition Control Module
ID	Identification, Inside Diameter
IDI	Integrated Direct Ignition
IGBT	Insulated Gate Bi-Polar Transistor
ign	Ignition
ILC	Idle Load Compensator
in	Inch/Inches
INJ	Injection
inst	Instantaneous, Instant
IP	Instrument Panel
IPC	Instrument Panel Cluster
IPM	Instrument Panel Module
I/PEC	Instrument Panel Electrical Center
ISC	Idle Speed Control
ISO	International Standards Organization
ISS	Input Speed Shaft, Input Shaft Speed

K	
KAM	Keep Alive Memory
KDD	Keyboard Display Driver
kg	Kilogram
kHz	Kilohertz
km	Kilometer
km/h	Kilometers per Hour
km/l	Kilometers per Liter
kPa	Kilopascals
KS	Knock Sensor
kV	Kilovolts
L	
L	Liter
L4	Four Cylinder Engine, In-Line
L6	Six-Cylinder Engine, In-Line
lb	Pound
lb ft	Pound Feet Torque
lb in	Pound Inch Torque
LCD	Liquid Crystal Display
LDCL	Left Door Closed Locking
LDCM	Left Door Control Module
LDM	Lamp Driver Module
LED	Light Emitting Diode
LEV	Low Emissions Vehicle
LF	Left Front
lm	Lumens
LR	Left Rear
LT	Left
LT	Light
LT	Long Term
LTPI	Low Tire Pressure Indicator
LTPWS	Low Tire Pressure Warning System
M	
MAF	Mass Air Flow
Man	Manual
MAP	Manifold Absolute Pressure
MAT	Manifold Absolute Temperature
max	Maximum
M/C	Mixture Control
MDP	Manifold Differential Pressure

MFI	Multiport Fuel Injection
mi	Miles
MIL	Malfunction Indicator Lamp
min	Minimum
MIN	Mobile Identification Number
mL	Milliliter
mm	Millimeter
mpg	Miles per Gallon
mph	Miles per Hour
ms	Millisecond
MST	Manifold Surface Temperature
MSVA	Magnetic Steering Variable Assist, Magnasteer®
M/T	Manual Transmission/Transaxle
MV	Megavolt
mV	Millivolt
N	
NAES	North American Export Sales
NC	Normally Closed
NEG	Negative
Neu	Neutral
NI	Neutral Idle
NiMH	Nickel Metal Hydride
NLGI	National Lubricating Grease Institute
N·m	Newton-meter Torque
NO	Normally Open
NOx	Oxides of Nitrogen
NPTC	National Pipe Thread Coarse
NPTF	National Pipe Thread Fine
NOVRAM	Non-Volatile Random Access Memory
O	
O ₂	Oxygen
O ₂ S	Oxygen Sensor
OBD	On-Board Diagnostics
OBD II	On-Board Diagnostics Second Generation
OC	Oxidation Converter Catalytic
OCS	Opportunity Charge Station
OD	Outside Diameter
ODM	Output Drive Module
ODO	Odometer
OE	Original Equipment
OEM	Original Equipment Manufacturer
OHC	Overhead Camshaft

ohms	Ohm
OL	Open Loop, Out of Limits
ORC	Oxidation Reduction Converter Catalytic
ORN	Orange
ORVR	On-Board Refueling Vapor Recovery
OSS	Output Shaft Speed
oz	Ounce(s)
P	
PAG	Polyalkylene Glycol
PAIR	Pulsed Secondary Air Injection
PASS, PSGR	Passenger
PASS-Key®	Personalized Automotive Security System
P/B	Power Brakes
PC	Pressure Control
PCB	Printed Circuit Board
PCM	Powertrain Control Module
PCS	Pressure Control Solenoid
PCV	Positive Crankcase Ventilation
PEB	Power Electronics Bay
PID	Parameter Identification
PIM	Power Inverter Module
PM	Permanent Magnet Generator
P/N	Part Number
PNK	Pink
PNP	Park/Neutral Position
PRNDL	Park, Reverse, Neutral, Drive, Low
POA	Pilot Operated Absolute Valve
POS	Positive, Position
POT	Potentiometer Variable Resistor
PPL	Purple
ppm	Parts per Million
PROM	Programmable Read Only Memory
P/S, PS	Power Steering
PSCM	Power Steering Control Module, Passenger Seat Control Module
PSD	Power Sliding Door
PSP	Power Steering Pressure
psi	Pounds per Square Inch
psia	Pounds per Square Inch Absolute
psig	Pounds per Square Inch Gauge
pt	Pint
PTC	Positive Temperature Coefficient
PWM	Pulse Width Modulated

Q	
QDM	Quad Driver Module
qt	Quart(s)
R	
R-12	Refrigerant-12
R-134a	Refrigerant-134a
RAM	Random Access Memory, Non-permanent memory device, memory contents are lost when power is removed.
RAP	Retained Accessory Power
RAV	Remote Activation Verification
RCDLR	Remote Control Door Lock Receiver
RDCM	Right Door Control Module
Ref	Reference
Rev	Reverse
REX	Rear Exchanger
RIM	Rear Integration Module
RF	Right Front, Radio Frequency
RFA	Remote Function Actuation
RFI	Radio Frequency Interference
RH	Right Hand
RKE	Remote Keyless Entry
Rly	Relay
ROM	Read Only Memory, Permanent memory device, memory contents are retained when power is removed.
RPM	Revolutions per Minute Engine Speed
RPO	Regular Production Option
RR	Right Rear
RSS	Road Sensing Suspension
RTD	Real Time Damping
RT	Right
RTV	Room Temperature Vulcanizing Sealer
RWAL	Rear Wheel Antilock
RWD	Rear Wheel Drive
S	
s	Second(s)
SAE	Society of Automotive Engineers
SC	Supercharger
SCB	Supercharger Bypass
SCM	Seat Control Module
SDM	Sensing and Diagnostic Module
SEO	Special Equipment Option
SFI	Sequential Multiport Fuel Injection

SI	System International Modern Version of Metric System
SIAB	Side Impact Air Bag
SIR	Supplemental Inflatable Restraint
SLA	Short/Long Arm Suspension
sol	Solenoid
SO ₂	Sulfur Dioxide
SP	Splice Pack
S/P	Series/Parallel
SPO	Service Parts Operations
SPS	Service Programming System, Speed Signal
sq ft, ft ²	Square Foot/Feet
sq in, in ²	Square Inch/Inches
SRC	Service Ride Control
SRI	Service Reminder Indicator
SRS	Supplemental Restraint System
SS	Shift Solenoid
ST	Scan Tool
STID	Station Identification Station ID
S4WD	Selectable Four-Wheel Drive
Sw	Switch
SWPS	Steering Wheel Position Sensor
syn	Synchronizer
T	
TAC	Throttle Actuator Control
Tach	Tachometer
TAP	Transmission Adaptive Pressure, Throttle Adaptive Pressure
TBI	Throttle Body Fuel Injection
TC	Turbocharger, Transmission Control
TCC	Torque Converter Clutch
TCS	Traction Control System
TDC	Top Dead Center
TEMP	Temperature
Term	Terminal
TFP	Transmission Fluid Pressure
TFT	Transmission Fluid Temperature
THM	Turbo Hydro-Matic
TIM	Tire Inflation Monitoring, Tire Inflation Module
TOC	Transmission Oil Cooler
TP	Throttle Position
TPA	Terminal Positive Assurance
TPM	Tire Pressure Monitoring, Tire Pressure Monitor
TR	Transmission Range

TRANS	Transmission/Transaxle
TT	Tell Tail Warning Lamp
TV	Throttle Valve
TVRS	Television and Radio Suppression
TVV	Thermal Vacuum Valve
TWC	Three Way Converter Catalytic
TWC+OC	Three Way + Oxidation Converter Catalytic
TXV	Thermal Expansion Valve
U	
UART	Universal Asynchronous Receiver Transmitter
U/H	Underhood
U/HEC	Underhood Electrical Center
U-joint	Universal Joint
UTD	Universal Theft Deterrent
UV	Ultraviolet
V	
V	Volt(s), Voltage
V6	Six-Cylinder Engine, V-Type
V8	Eight-Cylinder Engine, V-Type
Vac	Vacuum
VAC	Vehicle Access Code
VATS	Vehicle Anti-Theft System
VCIM	Vehicle Communication Interface Mode
VCM	Vehicle Control Module
V dif	Voltage Difference
VDOT	Variable Displacement Orifice Tube
VDV	Vacuum Delay Valve
vel	Velocity
VES	Variable Effort Steering
VF	Vacuum Fluorescent
VIO	Violet
VIN	Vehicle Identification Number
VLR	Voltage Loop Reserve
VMV	Vacuum Modulator Valve
VR	Voltage Regulator
V ref	Voltage Reference
VSES	Vehicle Stability Enhancement System
VSS	Vehicle Speed Sensor

W	
w/	With
W/B	Wheel Base
WHL	Wheel
WHT	White
w/o	Without
WOT	Wide Open Throttle
W/P	Water Pump
W/S	Windshield
WSS	Wheel Speed Sensor
WU-OC	Warm Up Oxidation Converter Catalytic
WU-TWC	Warm Up Three-Way Converter Catalytic
X	
X-valve	Expansion Valve
Y	
yd	Yard(s)
YEL	Yellow

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Conversion - English/Metric

English	Multiply/ Divide by	Metric
In order to calculate English measurement, divide by the number in the center column.		
In order to calculate metric measurement, multiply by the number in the center column.		
Length		
in	25.4	mm
ft	0.3048	m
yd	0.9144	
mi	1.609	km
Area		
sq in	645.2	sq mm
	6.45	sq cm
sq ft	0.0929	sq m
sq yd	0.8361	
Volume		
cu in	16,387.00	cu mm
	16.387	cu cm
	0.0164	L
qt	0.9464	
gal	3.7854	
cu yd	0.764	cu m
Mass		
lb	0.4536	kg
ton	907.18	
	0.907	tonne (t)
Force		
Kg F	9.807	newtons (N)
oz F	0.278	
lb F	4.448	
Acceleration		
ft/s²	0.3048	m/s²
ln/s²	0.0254	
Torque		
Lb in	0.11298	N·m
lb ft	1.3558	
Power		
hp	0.745	kW

Pressure (Stress)		
inches of H2O	0.2488	kPa
lb/sq in	6.895	
Energy (Work)		
Btu	1055	J (J= one Ws)
lb ft	1.3558	
kW hour	3,600,000.00	
Light		
Foot Candle	10.764	lm/m²
Velocity		
mph	1.6093	km/h
Temperature		
(°F - 32) 5/9	=	°C
°F	=	(9/5 °C + 32)
Fuel Performance		
235.215/mpg	=	100 km/L

Equivalents - Decimal and Metric

Fraction (in)	Decimal (in)	Metric (mm)
1/64	0.015625	0.39688
1/32	0.03125	0.79375
3/64	0.046875	1.19062
1/16	0.0625	1.5875
5/64	0.078125	1.98437
3/32	0.09375	2.38125
7/64	0.109375	2.77812
1/8	0.125	3.175
9/64	0.140625	3.57187
5/32	0.15625	3.96875
11/64	0.171875	4.36562
3/16	0.1875	4.7625
13/64	0.203125	5.15937
7/32	0.21875	5.55625
15/64	0.234375	5.95312
1/4	0.25	6.35
17/64	0.265625	6.74687
9/32	0.28125	7.14375
19/64	0.296875	7.54062
5/16	0.3125	7.9375
21/64	0.328125	8.33437
11/32	0.34375	8.73125
23/64	0.359375	9.12812
3/8	0.375	9.525
25/64	0.390625	9.92187
13/32	0.40625	10.31875
27/64	0.421875	10.71562
7/16	0.4375	11.1125
29/64	0.453125	11.50937
15/32	0.46875	11.90625
31/64	0.484375	12.30312
1/2	0.5	12.7
33/64	0.515625	13.09687
17/32	0.53125	13.49375
35/64	0.546875	13.89062
9/16	0.5625	14.2875
37/64	0.578125	14.68437
19/32	0.59375	15.08125
39/64	0.609375	15.47812

Fraction (in)	Decimal (in)	Metric (mm)
5/8	0.625	15.875
41/64	0.640625	16.27187
21/32	0.65625	16.66875
43/64	0.671875	17.06562
11/16	0.6875	17.4625
45/64	0.703125	17.85937
23/32	0.71875	18.25625
47/64	0.734375	18.65312
3/4	0.75	19.05
49/64	0.765625	19.44687
25/32	0.78125	19.84375
51/64	0.796875	20.24062
13/16	0.8125	20.6375
53/64	0.828125	21.03437
27/32	0.84375	21.43125
55/64	0.859375	21.82812
7/8	0.875	22.225
57/64	0.890625	22.62187
29/32	0.90625	23.01875
59/64	0.921875	23.41562
15/16	0.9375	23.8125
61/64	0.953125	24.20937
31/32	0.96875	24.60625
63/64	0.984375	25.00312
1	1.0	25.4

Fasteners

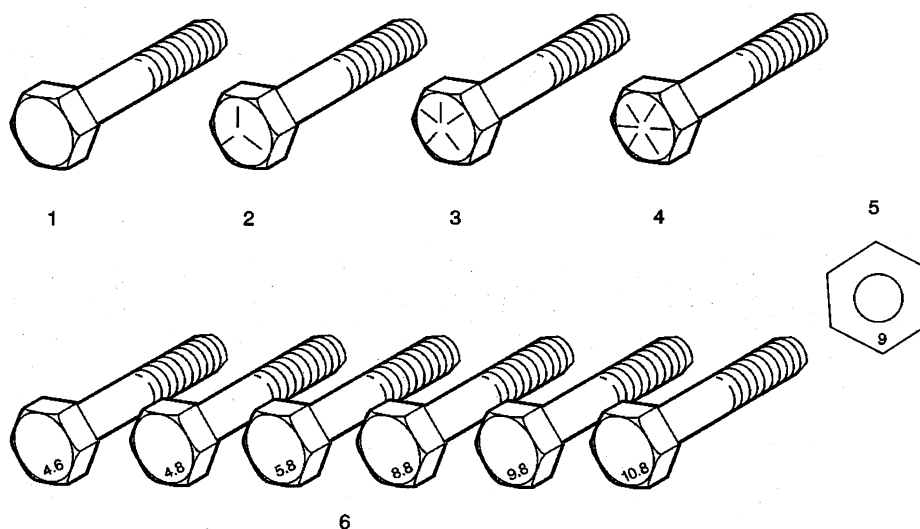
Metric Fasteners

This vehicle provides fastener dimensions using the metric system. Most metric fasteners are approximate in diameter to equivalent English fasteners. Make replacements using fasteners of the same nominal diameter, thread pitch, and strength.

A number marking identifies the OE metric fasteners except cross-recess head screws. The number also indicates the strength of the fastener material. A Posidrive® or Type 1A cross-recess identifies a metric cross-recess screw. For best results, use a Type 1A cross-recess screwdriver, or equivalent, in Posidrive® recess head screws.

GM Engineering Standards and North American Industries have adopted a portion of the ISO-defined standard metric fastener sizes. The purpose was to reduce the number of fastener sizes used while retaining the best thread qualities in each thread size. For example, the metric M6.0 X 1 screw, with nearly the same diameter and 25.4 threads per inch replaced the English 1/4-20 and 1/4-28 screws. The thread pitch is midway between the English coarse and fine thread pitches.

Fastener Strength Identification



1. English Bolt, Grade 2 (Strength Class)
2. English Bolt, Grade 5 (Strength Class)
3. English Bolt, Grade 7 (Strength Class)
4. English Bolt, Grade 8 (Strength Class)
5. Metric Nut, Strength Class 9
6. Metric Bolts, Strength Class Increases as Numbers Increase

The 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. The English, inch strength classes range from grade 2 to grade 8. Radial lines are embossed on the head of each bolt in order to identify the strength class. The number of lines on the head of the bolt is 2 lines less than the actual grade. For example, a grade 8 bolt will have 6 radial lines on the bolt head. Some metric nuts are marked with a single digit strength identification number on the nut face.

The correct fasteners are available through GM SPO. Many metric fasteners available in the aftermarket parts channels are designed to metric standards of countries other than the United States, and may exhibit the following:

- Lower strength
- No numbered head marking system
- Wrong thread pitch

The metric fasteners on GM products are designed to new, international standards. The following are the common sizes and pitches, except for special applications:

- M6.0 X 1
- M8 X 1.25
- M10 X 1.5
- M12 X 1.75
- M14 X 2.00
- M16 X 2.00

Prevailing Torque Fasteners

Prevailing torque fasteners create a thread interface between the fastener and the fastener counterpart in order to prevent the fastener from loosening.

All Metal Prevailing Torque Fasteners

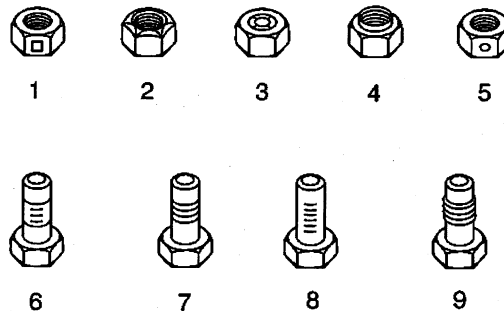
These fasteners accomplish the thread interface by a designed distortion or deformation in the fastener.

Nylon Interface Prevailing Torque Fasteners

These fasteners accomplish the thread interface by the presence of a nylon material on the fastener threads.

Adhesive Coated Fasteners

These fasteners accomplish the thread interface by the presence of a thread-locking compound on the fastener threads. Refer to the appropriate repair procedure in order to determine if the fastener may be reused and the applicable thread-locking compound to apply to the fastener.



1. Prevailing Torque Nut, Center Lock Type

2. Prevailing Torque Nut, Top Lock Type
3. Prevailing Torque Nut, Nylon Patch Type
4. Prevailing Torque Nut, Nylon Washer Insert Type
5. Prevailing Torque Nut, Nylon Insert Type
6. Prevailing Torque Bolt, Dry Adhesive Coating Type
7. Prevailing Torque Bolt, Thread Profile Deformed Type
8. Prevailing Torque Bolt, Nylon Strip Type
9. Prevailing Torque Bolt, Out-of-Round Thread Area Type

A prevailing torque fastener may be reused **ONLY** if:

- The fastener and the fastener counterpart are clean and not damaged
- There is no rust on the fastener
- The fastener develops the specified minimum torque against its counterpart prior to the fastener seating

Metric Prevailing Torque Fastener Minimum Torque Development

Application	Specification	
	Metric	English
All Metal Prevailing Torque Fasteners		
6 mm	0.4 N·m	4 lb in
8 mm	0.8 N·m	7 lb in
10 mm	1.4 N·m	12 lb in
12 mm	2.1 N·m	19 lb in
14 mm	3 N·m	27 lb in
16 mm	4.2 N·m	37 lb in
20 mm	7 N·m	62 lb in
24 mm	10.5 N·m	93 lb in
Nylon Interface Prevailing Torque Fasteners		
6 mm	0.3 N·m	3 lb in
8 mm	0.6 N·m	5 lb in
10 mm	1.1 N·m	10 lb in
12 mm	1.5 N·m	13 lb in
14 mm	2.3 N·m	20 lb in
16 mm	3.4 N·m	30 lb in
20 mm	5.5 N·m	49 lb in
24 mm	8.5 N·m	75 lb in

English Prevailing Torque Fastener Minimum Torque Development

Application	Specification	
	Metric	English
All Metal Prevailing Torque Fasteners		
1/4 in	0.5 N·m	4.5 lb in
5/16 in	0.8 N·m	7.5 lb in
3/8 in	1.3 N·m	11.5 lb in
7/16 in	1.8 N·m	16 lb in
1/2 in	2.3 N·m	20 lb in
9/16 in	3.2 N·m	28 lb in
5/8 in	4 N·m	36 lb in
3/4 in	7 N·m	54 lb in
Nylon Interface Prevailing Torque Fasteners		
1/4 in	0.3 N·m	3 lb in
5/16 in	0.6 N·m	5 lb in
3/8 in	1 N·m	9 lb in
7/16 in	1.3 N·m	12 lb in
1/2 in	1.8 N·m	16 lb in
9/16 in	2.5 N·m	22 lb in
5/8 in	3.4 N·m	30 lb in
3/4 in	5 N·m	45 lb in