Chevrolet

Impala

2004

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Product Information

2004 Impala Sports SS Performance

It was 1961. "Leave it to Beaver" was on the tube, Alan Shepard blasted into space, the *Dick Tracy Wrist Radio* was the hot new toy, and in the U.S. stamps cost 4 cents and bread was 21 cents a loaf. It was the year of the ox, and the first year for the Impala Super Sport.

For the 2004 model year, the car that launched Chevrolet's celebrated SS series returns to the lineup with the thrust of a 240-horsepower (179-kw) supercharged V-6 with a whopping 280 lb.-ft. (380 Nm) of torque.

The added power comes with a beefed-up four-wheel independent suspension and high-performance speed-rated tires with 17-inch diamond-cut cast aluminum wheels. The monochromatic black SS also will feature bright stainless steel dual exhaust tips, fog lamps, a six-gauge cluster including boost gauge, and "SS" badging.

The new Impala SS also offers a comprehensive safety package, solid body structure, room for five passengers, plenty of cargo space, a surprising number of amenities for the price, and a track record of outstanding quality, reliability and durability. Impala earned five stars, the highest U.S. government safety rating, in frontal crash testing for driver and passenger.

Chevrolet is working with the GM Performance Division to develop the Impala SS and other SS vehicles that feature exhilarating acceleration, enhanced handling and superior driveability. Also debuting in the 2004 model year is the Supercharged Monte Carlo SS.

3800 Supercharged V-6

The Impala SS features GM's 3800 Series II supercharged V-6. This award-winning engine features a torque curve that is consistently high over a broad operating range, providing instant off-the-line acceleration and ample power for highway merging and passing.

A supercharger is a device that forces a concentrated charge of air into the intake manifold, resulting in a more powerful combustion stroke. The benefit is increased torque and horsepower. The 3800's Eaton supercharger is belt-driven for smooth, linear power with virtually no lag.

This 3.8L engine generates 240 hp (179 kw) at 5200 rpm, and an impressive 280 lb.-ft. (380 Nm) of torque at 3600 rpm, giving the Impala SS excellent off-the-line performance.

Among improvements for 2004, the 3800 SC will be outfitted with a direct-mount air-conditioning compressor that reduces vibration for an improvement to the engine's already excellent noise, vibration and harshness (NVH) levels. In addition, powder-metal connecting rods replace cast-iron rods for increased durability and reduced weight.

In the Impala SS, the 3800 SC will be mated to a heavy-duty version of the Hydra-Matic 4T65-E four-speed electronically controlled automatic transmission.

Chassis, suspension upgrades

The Impala provides a solid foundation for superb ride and handling. A unique extruded aluminum engine cradle saves weight and helps isolate engine noise and vibration, and the overall tautness of the Impala's body structure allows chassis components to be finely tuned to enhance performance. Impala also features four-wheel independent suspension with MacPherson struts at all four corners, power rack-and-pinion steering, electronic traction control, and large-diameter four-wheel disc power-assisted braking with ABS and race-inspired cooling ducts.

Chassis and suspension enhancements provide the Impala SS with sportier ride and handling capabilities. Spring rates are stiffened in both front and rear. The combination helps reduce body roll in cornering and improves the driver's feel of road conditions.

Impala SS also will get beefier suspension components such as 34-mm front and 19.5-mm rear stabilizer bars (compared to 30 mm/17 mm in Impala and Impala LS), along with refinements to the rear trailing link and rear strut mounts.

Goodyear P235/55R17 W-rated tires mounted on 17-inch diamond-cut cast aluminum wheels provide Impala SS with excellent road holding and cornering capabilities along with a smooth ride.

SS styling cues

Unique styling cues help set the SS apart from its siblings and establish a link with other Chevy SS models. Impala SS will be available only in black with a monochromatic theme, including color-keyed bodyside moldings, "SS" badging, unique decklid spoiler and lowered front fascia with integrated fog lamps.

Other highlights include a Corvette-inspired body-color rear taillamp appliqué, a unique spoiler and dual bright stainless-steel exhaust tips. Inside, the Impala SS will feature a racing-inspired six-gauge cluster with boost gauge, graphite trim appliqués "SS" badging, and "SS" logos on door trim and floor mats.

Award-winning plant

The 2004 Impala SS will be built alongside the Impala and Impala LS at the award-winning Oshawa No. 1 Car Assembly Plant in Ontario, Canada. GM recently added a third shift of production to allow Chevy dealers to keep up with demand for Impala, which has ranked in the Top 10 in U.S. passenger-car sales for the past four years.

Other improvements to Impala line

The Impala's seats receive a contemporary styling upgrade for 2004, with new sport cloth for the 60/40 split-bench front seat and the 40/40 front buckets with console. New sport leather also is available for the 40/40 buckets with console. The leather for the 60/40 split-bench front seat is carried over from 2003.

On the dash, the heating, ventilation and air conditioning (HVAC) system receives improvements on airflow and the control head receives a contemporary redesign.

The LS and SS receive new exterior body-color side moldings, and the base Impala has an available new sport appearance package that includes a spoiler and Corvette-inspired, body-color taillamp appliqué.

Two new exterior colors debut for 2004: Sandstone Metallic and Medium Gray Metallic.

Roominess and comfort

The 2004 Impala offers unparalleled large-car capability with mid-size exterior proportions and agility. The base model has room for six passengers and 18.6 cubic feet (527L) of trunk space.

The Impala sedan comes well equipped with auxiliary lighting in the glove box and trunk, electric rear window defogger, delayed exit/entry lighting, and intermittent variable-speed windshield wipers. Impala LS has a long list of standard features, including passenger assist grips, a trunk cargo net, split-folding rear seat and cruise control.

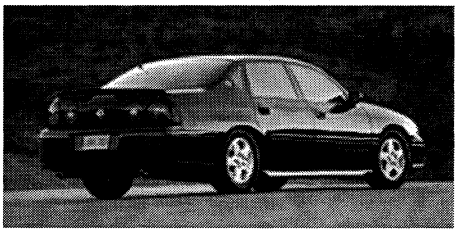
Safety and security

The National Highway Traffic Safety Administration rates Impala as five-star/five-star - the highest rating possible - for both front- and side-impact testing for front and rear passengers. Impala has met 2003 federal head impact criteria since its introduction.

More than 100 standard safety and security features make Impala a worry-free car to drive. Standard features on Impala LS include remote keyless entry, traction control, tire inflation monitoring system, anti-lock brakes and available driver's side-impact air bag; all are optional on the base Impala sedan.

Standard features on all models include a passive theft-deterrent system, battery rundown protection and daytime running lamps. In addition, a "limp home" mode allows the car to be driven to a nearby service station even after a complete loss of coolant.

Chevy Impala SS Returns In 2004 With More Muscle, Tighter Handling Worthy Of Legendary Badge



CHICAGO – Impala SS, the car that began Chevrolet's legendary SS bloodline, will return to the Chevy lineup as a 2004 model. The announcement was made during the 2003 Chicago Auto Show.

The 2004 Chevy Impala SS will deliver more power and tighter handling with a 240-horsepower 3800 supercharged V-6, beefed-up four-wheel independent suspension and high-performance speed-rated tires with 17-inch diamond-cut cast aluminum wheels. The monochromatic black SS also will feature bright stainless steel dual exhaust tips, fog lamps, a six-gauge cluster including boost gauge, and "SS" badging.

"The 2004 Impala SS will be a thoroughly contemporary interpretation of the style and performance that built the SS heritage beginning with the '61 Impala Super Sport," said Kurt Ritter, Chevrolet general manager. "True to this legacy, the 2004 Impala SS will be a great value compared to other cars with similar performance, and well within the reach of mainstream customers."

While boosting the performance equation, the new SS variant also will continue to offer features that set Impala apart from mid-size sedan competitors: a comprehensive safety package, solid body structure, room for five passengers, plenty of cargo space, a surprising number of amenities for the price, and a track record of outstanding quality, reliability and durability. Impala earned a 5 star/5 star safety rating, the highest U. S. government safety rating in front crash testing.

"The powertrain and chassis improvements make this car worthy of the SS badge," said Jim Campbell, Chevrolet marketing director. "The Impala SS will be a car you can live with every day without making a lot of compromises – a fun-to-drive sport sedan that builds on Chevrolet's heritage of providing attainable performance for enthusiasts."

Chevrolet is working with the GM Performance Division to develop the Impala SS and other SS vehicles that feature strong acceleration, enhanced handling and uncompromised driveability. The first result of this collaboration is the 2003 Silverado SS extended cab short bed pickup, available in the first quarter of 2003. A new Monte Carlo SS, also featuring the supercharged version of the 3800, will debut as a 2004 model.

3800 Supercharged V-6

The Impala SS will feature the 3800 Series II supercharged V-6. This award-winning engine features a torque curve that is consistently high over a broad operating range, providing instant off-the-line acceleration and ample power for highway merging and passing. The 3.8-liter engine generates 240 hp at 5200 rpm, and an impressive 280 lb.-ft. of torque at 3600 rpm giving Impala SS excellent off-the-line performance.

The 3800 SC features a 90-cubic-inch supercharger. Performance has been enhanced over the years by refining software in the Powertrain Control Module. As a result, the engine delivers power in a smooth, linear fashion – with virtually no supercharger lag – by adding boost at predetermined points along the power curve.

Among improvements for 2004, the 3800 SC will be outfitted with a direct-mount air-conditioning compressor that reduces vibration for an improvement to the engine's already excellent noise, vibration and harshness (NVH) levels. In addition, powder-metal connecting rods replace cast-iron rods for increased durability and reduced weight.

In the Impala SS, the 3800 SC will be mated to the Hydra-Matic 4T65-E four-speed electronically controlled heavy-duty automatic transmission.

Chassis, suspension upgrades

The Impala provides a solid foundation for superb ride and handling. A unique extruded aluminum engine cradle saves weight and helps isolate engine noise and vibration, and the overall tautness of the Impala's body structure allows chassis components to be finely tuned to enhance performance. Impala also features four-wheel independent suspension with MacPherson struts at all four corners, variable-rate power rack-and-pinion steering, electronic traction control, and large-diameter four-wheel disc power-assisted braking with ABS and race-inspired cooling ducts.

Chassis and suspension enhancements will provide the Impala SS with sportier ride and handling capabilities. Spring rates will be stiffened in both front and rear, and the rear ride height will be lowered by 10 mm. The combination will help reduce body roll in cornering and improves the driver's "feel" of road conditions.

Impala SS also will get beefier suspension components such as 34 mm front and 19.5 mm rear stabilizer bars (compared to 30 mm/17 mm in Impala and Impala LS), along with refinements to the rear trailing link and rear strut mounts.

Goodyear P235/55R17 H-rated tires mounted on 17-inch diamond-cut cast aluminum wheels will provide Impala SS with excellent road-holding and cornering capabilities along with a smooth ride.

SS styling cues

Unique styling cues will help set the SS apart from its siblings and establish a link with other Chevy SS models. Impala SS will be available only in black with a monochromatic theme, including color-keyed bodyside moldings, "SS" badging, unique decklid spoiler and lowered front fascia with integrated fog lamps.

Other highlights include a Corvette-inspired body-color rear panel, a unique spoiler and dual bright stainless-steel exhaust tips. Inside, the Impala SS will feature a racing-inspired six-gauge cluster with boost gauge, graphite trim appliqués "SS" badging, and "SS" logos on door-trim and floor-mats.

Award-winning plant

The 2004 Impala SS will be built at the award-winning Oshawa No. I Car Assembly Plant in Ontario. GM recently added a third shift of production to allow Chevy dealers to keep up with demand for Impala, which has ranked in the "Top 10" in U.S. passenger-car sales for the past four years.

2004 Chevrolet Impala SS Preliminary Specifications

Body style / driveline:	four-door, five-passenger sedan, front-engine, front-drive
Construction:	two-sided galvanized steel (except roof)
Overall length (in / mm):	200 / 5080
Overall height (in / mm):	57.3 / 1456
Overall width (in / mm):	73 / 1854
Wheelbase (in / mm):	110.5 / 2807
Curb weight (lb / kg):	3563.5 / 1616.4
Engine:	3800 3.8L Supercharged Series II V-6
Displacement (cu in / cc):	231 / 3791
Bore & stroke (in / mm):	3.8 x 3.4 / 96.52 x 86.36
Block material:	cast iron
Cylinder head material:	cast iron
Valvetrain:	OHV, two valves per cylinder
Horsepower (hp / kw):	240 / 179 @ 5200 rpm
Torque (lb-ft / Nm):	280 / 380 @ 3600 rpm
Transmission:	Hydra-Matic 4T65-E, four-speed electronic heavy-duty automatic, FWD
Brakes:	power-assisted four-wheel disc with ABS
Traction control:	electronic traction control standard

Front suspension:	independent, MacPherson struts, coil springs, hollow 34 mm stabilizer bar
Rear suspension:	independent, MacPherson struts, dual rate coil springs, hollow 19.5 mm stabilizer bar
Steering type:	power-assisted rack-and-pinion
Passenger volume (cu ft / liters):	104 / 2945
Cargo volume (cu ft / liters):	18.6 / 526.7
Wheel size and type:	17-inch diamond-cut aluminum
Tires:	Goodyear P235/55R17 H-rated

New For 2004

- Impala SS model
- Body color side moldings on LS and SS
- Redesigned sport cloth seats, buckets (in sport cloth and leather) and bench (in sport cloth)
- Sport cloth replaces custom cloth (blue color only available on base trim)
- Sport Appearance Package on Impala Sedan
- Improved HVAC module and control head
- New exterior colors: Sandstone Metallic, Medium Gray Metallic (Bronzemist and Sandrift Metallic discontinued)

Model Lineup

	Engine			**Transmission**
	3400 3.4L V-6	**3800 3.8L Series II V-6**	**3800 3.8L Supercharged Series II V-6**	**4-spd auto (Hydra-Matic 4T65-E)**
Impala Sedan	s	o	-	s
Impala LS	-	s	-	s
Impala SS	-	-	s	s (HD version)

Standard s
Optional o
Not available –

Specifications

Overview			
Models:	Chevrolet Impala Sedan, Impala LS, Impala SS		
Body style / driveline:	front-engine, front-drive, 5- / 6-passenger sedan		
Construction:	2-sided galvanized steel (except roof)		
EPA vehicle class:	large car		
Manufacturing location:	Oshawa, Ontario, Canada		
Key competitors:	Ford Taurus, Dodge Intrepid, Honda Accord, Toyota Camry		
Engines	**3400 3.4L V-6 (LA1)**	**3800 3.8L Series II V-6 (L36) 3800**	**3.8L Supercharged Series II V-6 (L67)**
Application:	sedan	opt on sedan, std on LS	SS
Type:	3.4L V-6	3.8L V-6	3.8L Supercharged V-6
Displacement (cu in / cc):	207 / 3350	231 / 3791	231 / 3791
Bore & stroke (in / mm):	3.62 x 3.31 / 92 x 84	3.80 x 3.40 / 96.5 x 86.4	3.80 x 3.40 / 96.5 x 86.4
Block material:	cast iron	cast iron	cast iron
Cylinder head material:	cast aluminum	cast iron	cast iron
Valvetrain:	OHV, 2 valves per cylinder	OHV, 2 valves per cylinder	OHV, 2 valves per cylinder
Ignition system:	direct	direct	direct
Fuel delivery:	sequential fuel injection	sequential fuel injection	sequential fuel injection
Compression ratio:	9.5:1	9.4:1	8.5:1
Horsepower (hp / kw @ rpm):	180 / 134 @ 5200	200 / 149 @ 5200	240 / 179 @ 5200
Torque (lb-ft / Nm @ rpm):	205 / 278 @ 4000	225 / 305 @ 4000	280 / 380 @ 3600
Recommended fuel:	87 octane	87 octane	92 octane required
Maximum engine speed (rpm):	6000	6000	6000
Emissions controls:	evaporative system with catalytic converter/EGR/PCV	evaporative system with catalytic converter/EGR/PCV	evaporative system with catalytic converter/EGR/PCV
Estimated fuel economy (mpg city / hwy / combined):	21 / 32 / 27	20 / 30 / 26	TBD

Transmission	
Type:	Hydra-Matic 4T65-E, 4-speed automatic, front-wheel drive
Gear ratios (:1):	
First:	2.92
Second:	1.57
Third:	1.00
Fourth:	0.71
Reverse:	2.39
Final drive ratio:	LA1: 2.86:1; L36: 3.05:1; L36 (police): 3.29:1; L67: 2.93:1

Chassis/Suspension			
Front:	independent MacPherson struts, variable rate coil springs, hollow 32-mm stabilizer bar (SS has hollow 34-mm stabilizer bar)		
Rear:	independent MacPherson struts, non-linear coil springs, solid 14-mm stabilizer bar (SS has dual rate coil springs, hollow 19.5-mm stabilizer bar)		
Steering type:	power rack-and-pinion for all models		
Steering ratio:	3400 V-6: 15.2:1; 3800 V-6: 13.2:1		
Steering wheel turns, lock-to-lock:	3400 V-6: 2.74; 3800 V-6: 2.38; supercharged: 2.30		
Turning circle, curb-to-curb (ft / m):	3400 V-6, 3800 V-6: 38 / 11.6; supercharged: 39.6 / 12.1		
Brakes			
Type:	power-assisted 4-wheel disc, standard ABS for LS and SS		
Rotor diameter x thickness (in / mm):	front: 11.93 x 1.26 / 303 x 32; rear: 10.9 x .43 / 278 x 11		
Wheels/Tires	**Sedan**	**LS**	**SS**
Wheel size and type:	std: 16-inch, steel wheel w/ wheel cover opt: 16-inch custom aluminum wheel	std: 16-inch, 5-spoke aluminum wheel	std: 17-inch, diamond-cut aluminum
Tires:	std: P225/60R16 all-season blackwalls opt: P225/60R16 touring	P225/60R16 touring	P235/55R17 W-rated

Dimensions

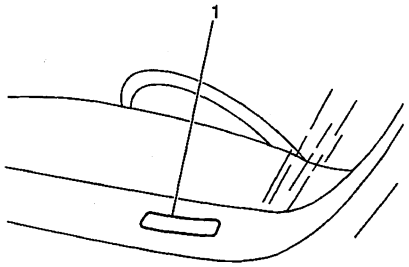
Exterior	
Wheelbase (in / mm):	110.5 / 2807
Overall length (in / mm):	200 / 5080
Overall width (in / mm):	73 / 1854
Overall height (in / mm):	57.3 / 1456
Track (in / mm):	front: 62 / 1574; rear: 61.1 / 1551
Curb weight (lb / kg):	sedan: 3465 / 1572; LS: 3476 / 1577; SS 3606 / 1636
Weight distribution (% front / rear):	61 / 39
Drag coefficient:	0.31

Interior	Front	Rear
Seating capacity:	sedan: 3; LS, SS: 2	sedan, LS, SS: 3
Head room (in / mm):	39.2 / 996	36.8 / 935
Leg room (in / mm):	42.2 / 1072	38.4 / 975
Shoulder room (in / mm):	59 / 1499	58.9 / 1496
Hip room (in / mm):	56.5 / 1435	55.7 / 1415

Capacities	
EPA passenger volume (cu ft / L):	104.5 / 2959
EPA interior volume (cu ft / L):	123.1 / 3486
Cargo volume (cu ft / L):	18.6 / 526.7
Trailer towing maximum (lb / kg):	1000 / 454
Fuel tank (gal / L):	17 / 64.4
Engine oil (qt / L):	3400 V-6: 4.5 / 4.3; 3800 V-6: 4.3 / 4.1
Cooling system (qt / L):	3400 V-6: 11.7 / 11.1; 3800 V-6: 12.2 / 11.5

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)
		1	6 Cylinder SFI High Output 3800 (RPO Code L67)
9	Check Digit	--	--
10	Model Year	4	2004
11	Plant Location	9	Oshawa #1
12-17	Plant Sequence Number	--	Starting at 100001

VIN Derivative

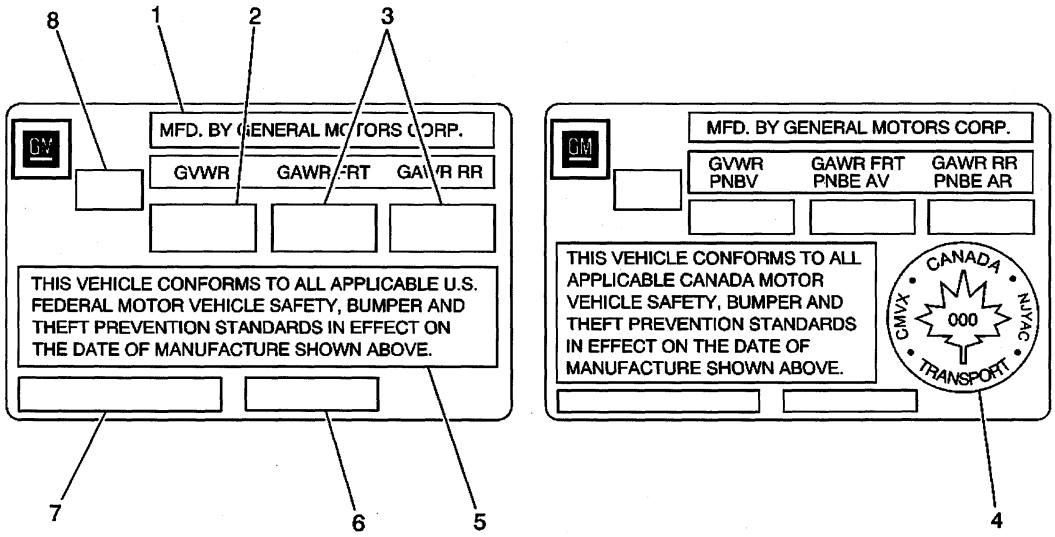
All engines and transmissions are stamped or laser etched with a partial vehicle identification number (VIN), which was derived from the complete VIN. A VIN derivative contains the following nine positions:

Position	Definition	Character	Description
1	GM Division Identifier	1	Chevrolet
2	Model Year	4	2004
3	Assembly Plant	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).

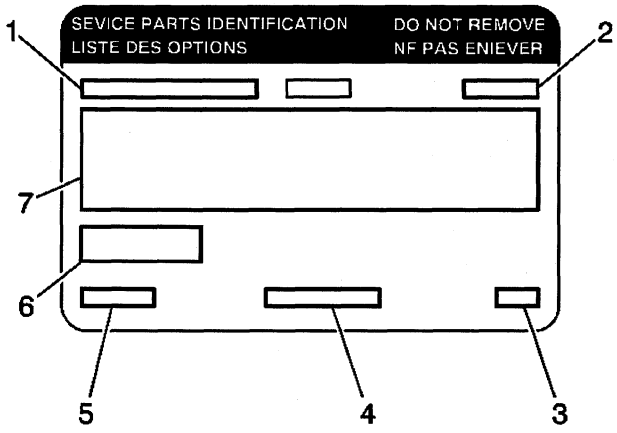
The GVW is the weight of the vehicle and everything the vehicle carries. Include the following items when figuring the GVW:

- 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).

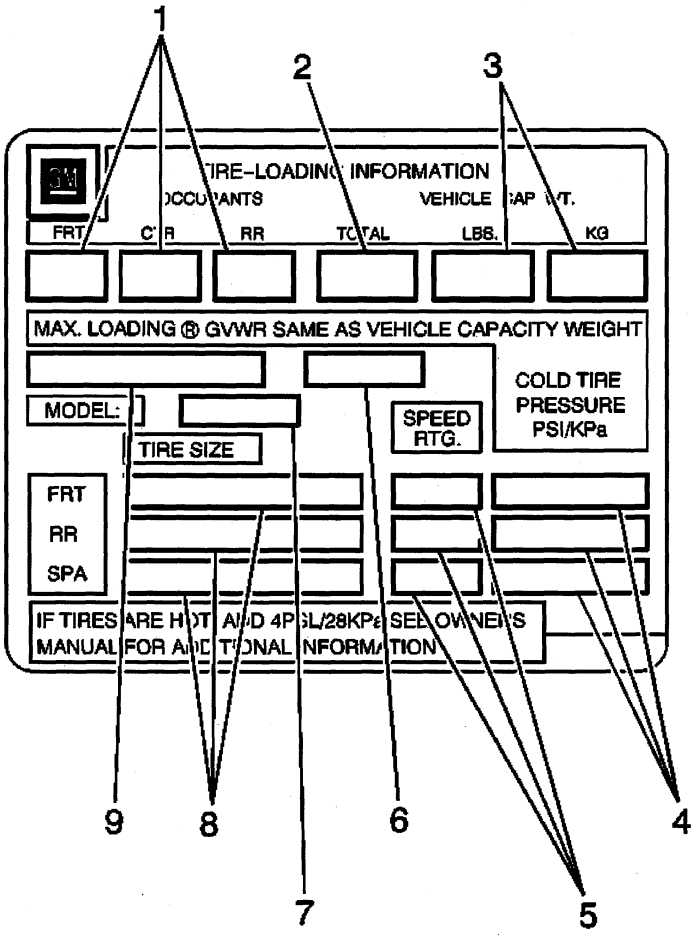
Service Parts Identification Label (SPID)



(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

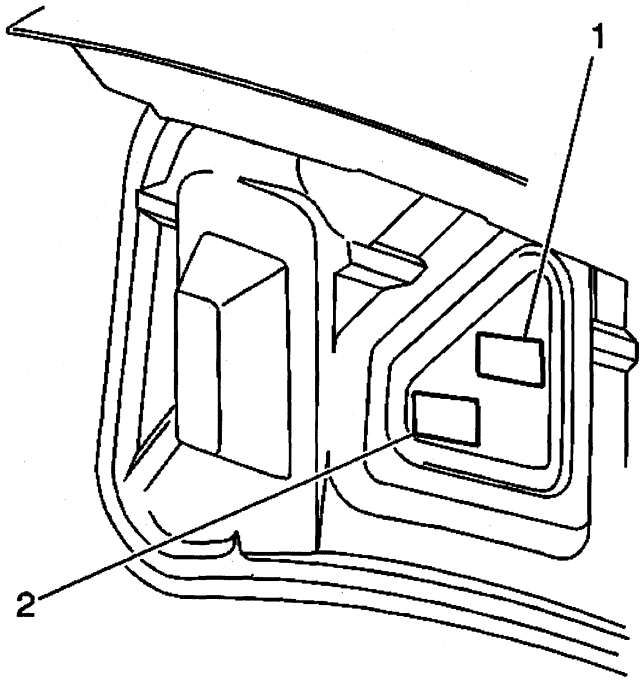


(1) Specified Occupant Seating Positions
(2) Total Occupant Seating
(3) Maximum Vehicle Capacity Weight
(4) Tire Pressures, Front, Rear, and Spare
(5) Tire Speed Rating, Front, Rear, and Spare
(6) Tire Label Code
(7) Engineering Model Minus First Character
(8) Tire Sizes, Front, Rear, and Spare
(9) Vehicle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

Tire Placard Location



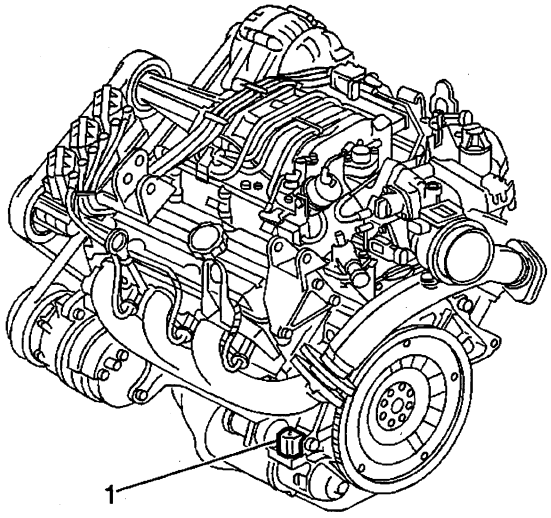
The tire placard is located on the inside of the rear compartment lid (2). Refer to the tire placard to obtain the following information:

- Maximum vehicle capacity weight
- Cold tire inflation pressures
- Original equipment tire sizes
- Original equipment tire speed ratings

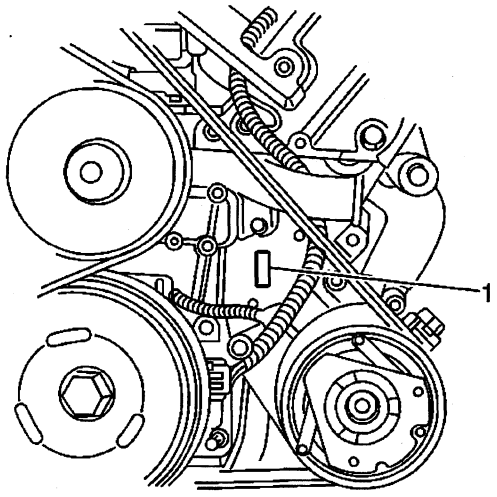
Engine ID and VIN Derivative Location

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.

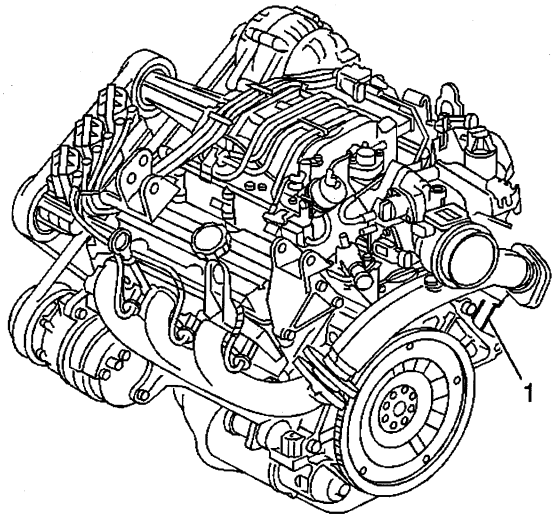
3.8L Engine VIN Derivative Location(c)



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

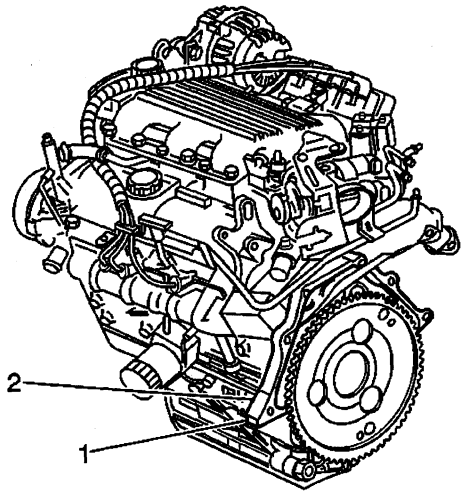


The secondary location (1) of the VIN derivative for the 3800 L36 engine is on the engine block below the water pump.

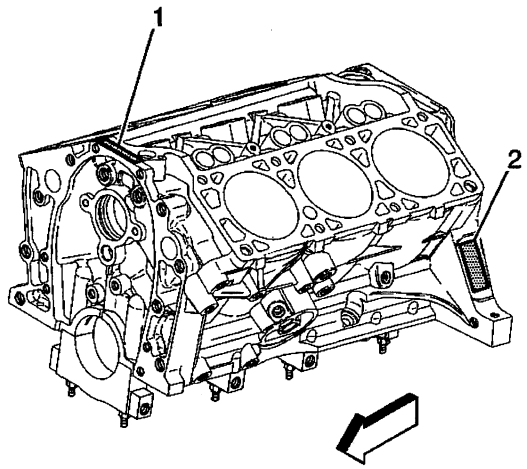


The primary location (1) of the Engine ID for the 3800 L36 engine is in the center of the LH rocker arm or LH side of the engine in the oil pan rail area of the engine.

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.

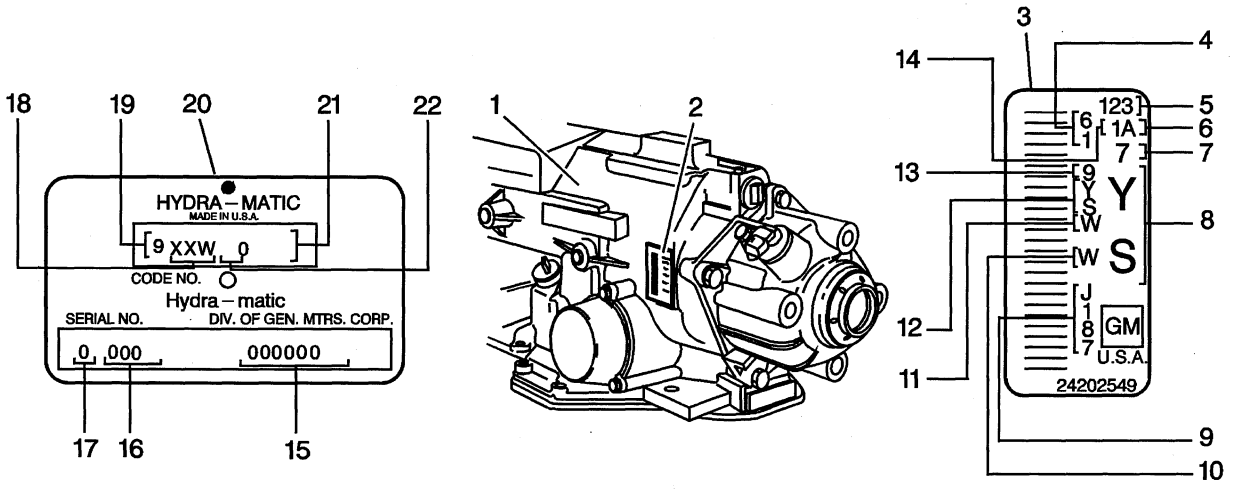
The primary location (1) of the Engine ID for the 3400 (LA1) engine on top of the RH rocker arm cover or front of RH oil pan rail. The secondary location (2) of the VIN derivative for the 3400 (LA1) engine is above the starter motor on the engine block. For additional information, refer to VIN Derivative 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	SFI	LA1	4T65E	M15
W	Monte Carlo SS/ Impala (Optional)/ Impala LS	3.8L V6	SFI	L36	4T65E	M15

Transmission ID and VIN Derivative Location

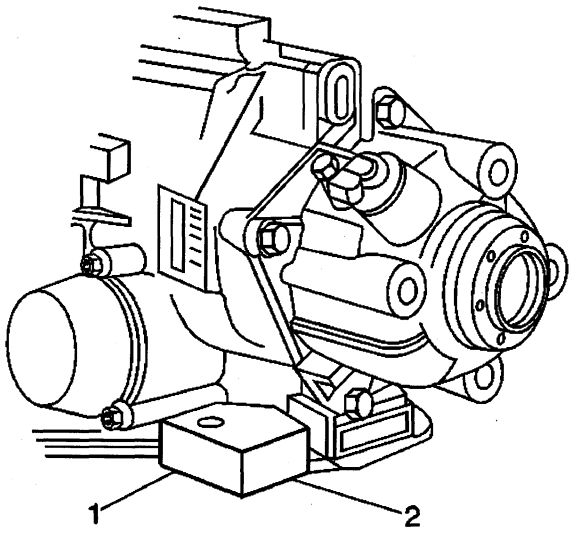
Transmission ID and VIN Derivative Location 4T60-E/4T65-E(c)



(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

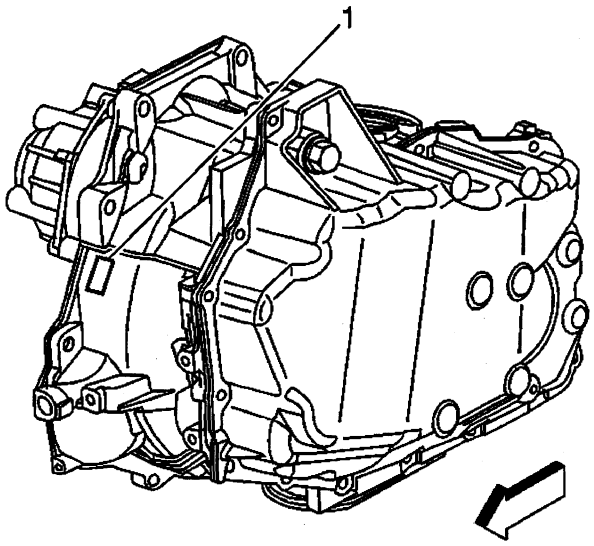
All automatic transmissions have a metal identification (ID) nameplate (9) attached to the case exterior.

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



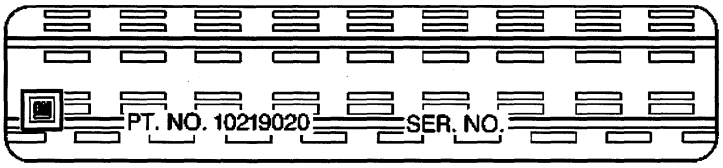
The primary (1) and secondary (2) Manual Tooling VIN Derivative Locations are on the casting of the transmission housing.

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, Driver Seat Power 6-Way
AG2	Adjuster, Passenger Seat Power 6-Way
AK5	Restraint System, Front Seat Inflatable Driver and Passenger
AM6	Seat, Front Split Bench
AM9	Split Folding Rear Seat
AP9	Convenience Net
AR9	Seat Front Bucket, Deluxe
AU0	Lock Control, Remote Entry
AW6	Restraint System Seat, Inflatable, Driver and Passenger Front, Inflatable Driver Side
A75	Seat Cushion Back Front, HD
A76	Seat Cushion Back Rear, HD
A98	Lock Control Rear Compartment Lid, Remoter Control Electric Release, Ignition Powered
BAG	Parts Package Export
BYP	Sales Sport Equipment Package
B18	Ornamentation Interior, Deluxe
B34	Covering, Front Floor Mats, Carpeted Inserts
B35	Covering, Rear Floor Mats, Carpeted Inserts
B42	Covering Floor Mat, Luggage Compartment, Fitted
CD5	Wiper System Windshield, High Speed Antilift
CF5	Roof, Sun Glass, Sliding Electric
CJ3	HVAC System, Air Conditioner Front, Manual Temperature Control, Auxiliary Temperature Control
CKD	Vehicle Completely Knocked Down CKD
C79	Interior Lamp, Roof Rail, Courtesy and Single Reading
DD6	Mirror, Inside Rear View Light Sensitive, Dual Reading Lamps
DG7	Mirror Outside LH and RH, Remote Control, Electric, Color
DH6	Mirror, Inside Sunshade Illuminated LH and RH
DK2	Mirror O/S LH and RH, Remote Control, Electric, Heated Color
DK6	Console Roof Interior
DL5	Decal, Roadside Service Information
D55	Console Front Compartment, Floor
D81	Aero Wing Rear Spoiler
E27	Handle, Assist, Pass
E28	Handle, Assist
FE1	Suspension System, Soft Ride
FE2	Suspension System, Ride, Handling
FE3	Suspension System, Sport
FE4	Suspension System Specil Ride and Handling
FQ3	Ratio, Transaxle Final Drive, 2.86
FR2	Ratio Transaxle Final Drive 2.93
FR9	Ratio, Transaxle Final Drive, 3.29
F83	Ratio, Transaxle Final Drive, 3.05
GFO	Appearance Package Exterior
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	Brake System, Power Front and Rear Disc

RPO	Description
KA1	Heater, Seat
KG7	Generator, 125 Amp
K05	Heater, Engine Block
K20	Module, Electronic Control
K34	Cruise Control, Automatic, Electronic
K43	Generator, 102-Amp
LA1	Engine Gas, 6 CYL, 3.4L, MFI, HO, GM
L36	Engine, Gas, 6 CyL, 3.8 L, MFI, HO, ERV6 Series
MXO	Merchandised Transmission Automatic Provisions, O/D
M15	Transmission, Automatic 4-Speed 4T65-E, Enhanced Electronic
NF4	Emission System Clean Fuel Fleet
NF9	Emission System General Unleaded
NK5	Steering Wheel, Standard
NP5	Steering Wheel, Leather-Wrapped
NT9	Emission System Federal, Tier 2 Phase-Out
NW9	Electronic Traction Control
NX5	Wheel, 16 x 16.5, Aluminum, Sport
N05	Lock Control, Fuel Filler Cap
N81	Tire, Spare, Full Size
N92	Cover, Wheel, Bolt-on
N99	Wheel, Heavy Duty
OSH	Plant Code Oshawa 1, Ontario Canada
PA9	Wheel 17 X 6.5, aluminum, 5 Spoke, Chrome
P01	Trim, Disc Wheel, VAR 1
PO4	Wheel 17 x 6.5, Aluminum, Sport
PYO	Wheel 16 X 6.5, Aluminum
QB5	Wheel 16 x 6.5, Steel
QD2	Wheel 16 x 6.5, Aluminum, 5 Spokes
QD5	Wheel Spare Compact, Aluminum
QG9	Wheel 16 X 6.5, Aluminum, Machined Face
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 P225/60R16-97S BL R/PE ST TL AL3
QWM	Tire All P235/55R17-98W BW R/PE ST TL AL3
RPA	Rear Parking Assist
T53	Lamp Package Emergency Vehicle Rear Compartment Lid
UA6	Theft Deterrent System
UB3	Cluster Instrument, Oil, Coolant, Temperature, Volts, Trip Odometer, Tachometer
UC9	Cluster INST, Oil, Cool TEMP, Trip Odom, TACH, Super Charger Boost
UE1	Communication System Vehicle, G.P.S. 1
UG1	Garage Door Opener, Universal
UH8	Cluster, Instrument, Coolant 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	European Frequencies
UN0	Radio, AM/FM Stereo, Seek/Scan, CD, Auto Tone, Clock, ETR
UP0	Radio, AM/FM Stereo, Seek/Scan, Automatic Reverse Music Search Cassette, CD, Auto Tone, Clock ETR
UQ3	Speaker System, Performance-Enhanced Audio

RPO	Description
UT7	Provision Auxiliary Electrical System Ground
UW6	Speaker System 6, Dual F/D Tweet and MWoof, Dual Ext Range Shelf
U11	Cluster Instrument, Police, Certified Speedo
U19	Speedometer, Instrument Cluster, Kilometer and Miles, Kilometer Odometer
U2E	Instrument Cluster, Coolant Temperature, Trip Odometer
U2K	Digital Audio System S-Band
U62	Speaker System 4, Dual Coax Front, Dual Coax Package Shelf
U68	Display Driver Information Center
U77	Antenna, Rear Window Radio
VG9	Protector Wax, Exterior Body
VH9	Envelope, Owner Information Manual
VK3	License Plate Mounting Package, Front
VR6	Hook Tie-Down Shipping
V08	Cooling System Heavy Duty
V16	Cooler Oil, Engine, AUX
WU1	Switch Instrumentation Lighting Shut Off
WX7	Wiring Provisions
W86	Equipment, Misc Equipment for Venezuela GMV Controlled
W87	Parts, North American Parts Sourced in Venezuela GMV Controlled
W99	Equipment, Misc Equipment for Venezuela GM Platform Controlled
X44	Parts, North American Sourced and Shipped to Outside Supplier & Checked GMCL Controlled
Z49	English/French SIR Warning Label
6A3	Covering Floor Mats, Front land Rear, H.D.
6B2	Handle Rear Door, Inoperative
6B7	Wiring Provisions, Roof Panel Access Hole Center
6C7	Lamp Dome Pass
6C8	Cable RG58 A/U Coax Radio Antenna
6E2	Cylinder Unit Single Key System, Coded DF81
6E8	Cylinder Unit Single Key System, Coded NU97
6F5	Wiring Provisions, Roof
6J1	Wiring Provisions, Ignition and Main Power Supply
6J3	Wiring Provisions, Headlamp Flasher, Grille Lamps & Speakers
6J4	Wiring Provisions, Horn/Siren Circuit
6J5	Wiring Provisions, Roof Panel Access Hole RH SI
6J6	Lamp Package Emergency Vehicle R/WDO Panel
6J7	Flasher Headlamp
6N5	Handle Inoperative, RR Window
6N6	Lock Control RR Door, Inoperative
7B3	Suspension System, Special Handling
7L9	Cooling System Steering, Oil
7X6	Spotlamp Left Pillar Mounted, Halogen
7X7	Spotlamp Left & Right Pillar Mounted, Halogen
7X8	Spotlamp Provisions, Left
7X9	Spotlamp Provisions, Left & Right
7Y6	Switch Dome Lamp, Door Jamb Inoperative
8X1	Vehicle Label, Fasten Seat Belts

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
• Dry	12.7 liters	13.4 quarts
Engine Cooling System		
• 3.4L, Code E	10.7 liters	11.3 quarts
• 3.8L, Code K	11.0 liters	11.7 quarts
• 3.8L, Code 1	11.0 liters	11.7 quarts
Engine Oil		
• 3.4L		
• With Filter Change	4.3 liters	4.5 quarts
• Without Filter Change	3.75 liters	4.0 quarts
• 3.8L		
• With Filter Change	4.3 liters	4.5 quarts
• Without Filter Change	3.75 liters	4.0 quarts
Fuel Tank	64.0 liters	17.0 gallons
Power Steering Capacities	0.70 liters	1.5 pints
Wheel Nut Torque	140 N·m	100 lb ft

Maintenance Items

Item	Type/Part Number
Automatic Transmission Filter	24206433
Engine Air Cleaner/Filter	A1614C
Engine Oil Filter	
• 3.4L (LA1)	AC Type PF47
Passenger Compartment Air Filter	GM P/N 10406026
• 3.8L (L36)	AC Type PF47
Spark Plugs and Gap	
• 3.4L (LA1)	AC Type 41-101, 1.52 mm (0.060 in) Gap
• 3.8L (L36)	AC Type 41-101, 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 Cataegory 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.

GM Oil Life System - Resetting

Using the Radio

Follow this procedure to reset the GM Oil Life System. ™:

1. Turn the ignition to ACC OR ON, with the radio off.
2. Press and hold the TUNE DISP button on the radio for at least five seconds until SETTINGS is displayed.
3. Press the SEEK PTYPE or the SEEK PSCAN up or down arrow to scroll through the main menu.
4. Scroll until OIL LIFE appears on the display.
5. Press the 1 PREV or 2 NEXT button to enter the submenu. RESET will be displayed.
6. Press the TUNE DISP button to reset. A chime will be heard to verify the new setting and DONE will be displayed for one second.
7. Once the message has been reset, scroll until EXIT appears on the display.
8. Press the TUNE DISP button to exit programming. A chime will be heard to verify the exit.

Using the Accelerator Pedal

Follow this procedure to reset the GM Oil Life System ™:

1. Turn the ignition to ON, with the engine off.
2. Fully press and release the accelerator pedal three times within five seconds. If the CHANGE ENGINE OIL message flashes, the system is reset. However, if it stays on , it did not reset. Repeat the procedure.

Descriptions and Operations

Power Steering System Description

The hydraulic power steering pump is a constant displacement vane-type pump that provides hydraulic pressure and flow for the power steering gear. The hydraulic power steering pumps are either belt-driven or direct-drive, cam-driven.

The power steering fluid reservoir holds the power steering fluid and may be integral with the power steering pump or remotely located. The following locations are typical locations for the remote reservoir:

- Mounted to the front of the dash panel
- Mounted to the inner fender
- Mounted to a bracket on the engine
- The 2 basic types of power steering gears are listed below:
- A recirculating ball system
- A rack and pinion system

In the recirculating ball system, a worm gear converts steering wheel movement to movement of a sector shaft. A pitman arm attached to the bottom of the sector shaft actually moves one tie rod and an intermediate rod move the other tie rod.

In the rack and pinion system, the rack and the pinion are the 2 components that convert steering wheel rotation to lateral movement. The steering shaft is attached to the pinion in the steering gear. The pinion rotates with the steering wheel. Gear teeth on the pinion mesh with the gear teeth on the rack. The rotating pinion moves the rack from side to side. The lateral action of the rack pushes and pulls the tie rods in order to change the direction of the vehicle's front wheels.

The power steering pressure hose connects the power steering pump union fitting to the power steering gear and allows pressurized power steering fluid to flow from the pump to the gear.

The power steering return hose returns fluid from the power steering gear back to the power steering fluid reservoir. The power steering return line may contain an integral fin-type or line-type power steering fluid cooler.

In a typical power steering system, a pump generates hydraulic pressure, causing fluid to flow, via the pressure hose, to the steering gear valve assembly. The steering gear valve assembly regulates the incoming fluid to the right and left chambers in order to assist in right and left turns.

Turning the steering wheel activates the valve assembly, which applies greater fluid pressure and flow to 1 side of the steering gear piston, and lower pressure and flow to the other side of the piston. The pressure assists the movement of the gear piston. Tie rods transfer this force to the front wheels, which turn the vehicle right or left.

Steering Wheel and Column

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 navigation/OnStar® features
- 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 absorbs the impact of the tires travelling over irregular road surfaces and dissipates this energy throughout the suspension system. This process isolates the vehicle occupants from the road surface. The rate at which the suspension dissipates the energy and the amount of energy that is absorbed is how the suspension defines the vehicles ride characteristics. Ride characteristics are designed into the suspension system and are not adjustable. The ride characteristics are mentioned in this description in order to aid in the understanding of the functions of the suspension system. The suspension system must allow for the vertical movement of the tire and wheel assembly as the vehicle travels over irregular road surfaces while maintaining the tire's horizontal relationship to the road.

This requires that the steering knuckle be suspended between a lower control arm and a strut assembly. The lower control arm attaches from the steering knuckle at the outermost point of the control arm. The attachment is through a ball and socket type joint. The innermost end of the control arm attached at 2 points to the vehicle frame through semi-rigid bushings. The upper portion of the steering knuckle is attached to a strut assembly. The strut assembly then connects to the vehicle body by way of an upper bearing. The steering knuckle is allowed to travel up and down independent of the vehicle body structure and frame.

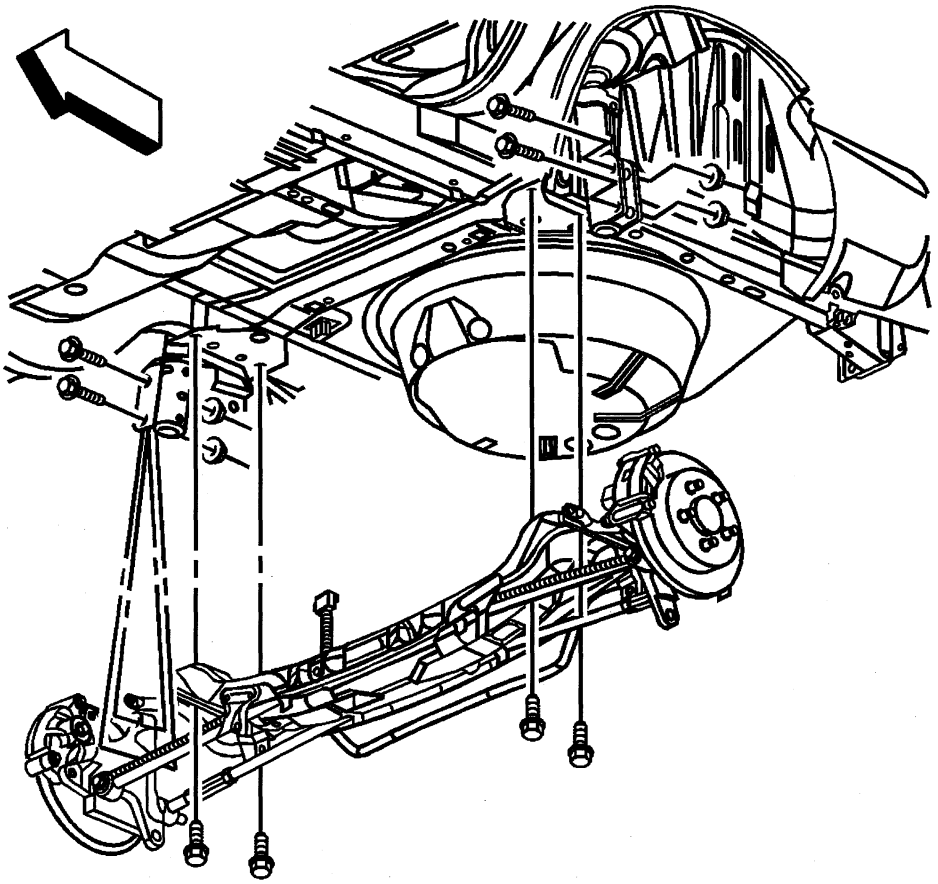
This up and down motion of the steering knuckle as the vehicle travels over bumps is absorbed predominantly by the coil spring. This spring is retained under tension over the strut assembly. A strut is used in conjunction with this system in order to dampen out the oscillations of the coil spring. A strut is a basic hydraulic cylinder. The strut is filled with oil and has a moveable shaft that connects to a piston inside the strut. Valves inside the shock absorber offer resistance to oil flow and consequently inhibit rapid movement of the piston and shaft. Each end of the shock absorber is connected in such a fashion to

utilize this recoil action of a spring alone. Each end of the strut is designed as the connection point of the suspension system to the vehicle and acts as the coil spring seat. This allows the strut to utilize the dampening action to reduce the recoil of a spring alone. The lower control arm is allowed to pivot at the vehicle frame in a vertical fashion. The ball joint allows the steering knuckle to maintain the perpendicular relationship to the road surface.

Front suspensions systems utilize a stabilizer shaft. The stabilizer bar connects between the left and right lower control arm assemblies through the stabilizer link and stabilizer shaft insulators. This bar controls the amount of independent movement of the suspension when the vehicle turns. Limiting the independent movement defines the vehicles handling characteristics on turns.

Rear Suspension

The rear suspension utilizes coil springs over struts and light weight aluminum knuckles. Each wheel is mounted to a tri-link independent suspension system. The 3 links are identified as the inverted U-channel trailing arm and the tubular front and rear rods.



Parallel links allow the rear wheels to deflect 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 2 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.

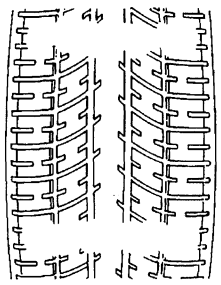
The following factors have an important influence on tire life:

- 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:

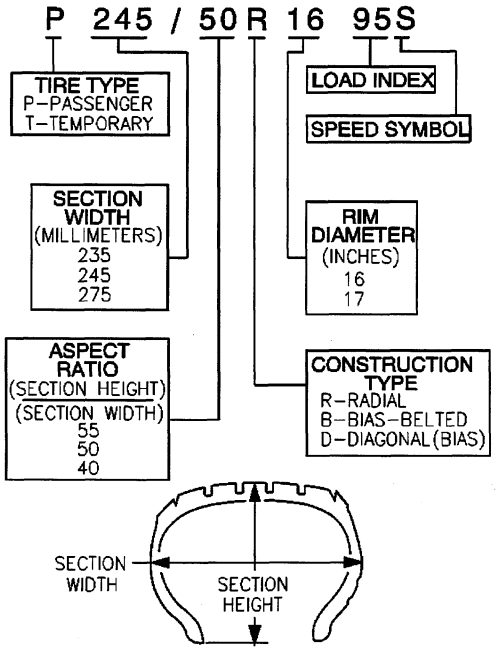
- A tire squeal on turns

- 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 park brake system consists of the following:

Park Brake Pedal Assembly

Receives, multiplies, and transfers park brake system apply input force from operator to park brake cable system.

Releases applied park brake system when lever is returned to at-rest, lowered, position.

Park Brake Cables

Transfers input force received from park brake lever, through park brake cable equalizer, to park brake apply levers.

Park Brake Cable Equalizer

Evenly distributes input force to both the left and right park brake units.

Park Brake Apply Lever

Multiplies and transfers input force to park brake actuator/adjuster.

Park Brake Actuator/Adjuster

Uses multiplied input force from apply lever to expand drum brake shoes toward the friction surface of the brake drum.

Threaded park brake actuators/adjusters are also used to control clearance between the drum brake shoes and the friction surface of the brake drum.

Parking Brake Shoe

Applies mechanical output force from park brake actuator to friction surface of the drum-in-hat portion of the rear brake rotor

System Operation

Park brake apply input force is received by the park brake lever assembly being applied. The input force is multiplied by the lever assembly, transferred, and evenly distributed, through the park brake cables and the park brake cable equalizer, to the left and right park brake apply levers. The park brake apply levers multiply and transfer the apply input force to the park brake actuators/adjusters which expand the drum brake shoes toward the friction surface of the brake drum in order to prevent the rotation of the rear tire and wheel assemblies. The park brake lever assembly releases an applied park brake system when it is returned to the at-rest, lowered, position.

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 degree V-6	
• Displacement	3.4L	204 cu in
• RPO	LA1	
• VIN	E	
• Bore	92 mm	3.62 in
• Stroke	84 mm	3.31 in
• Compression Ratio	9.6:1	
• Firing Order	1-2-3-4-5-6	
• Spark Plug Gap	1.52 mm	0.60 in
Block		
• Camshaft Bearing Bore Diameter - Front and Rear	51.03-51.08 mm	2.009-2.011 in
• Camshaft Bearing Bore Diameter - Middle #2, #3	50.77-50.82 mm	1.999-2.001 in
• Crankshaft Main Bearing Bore Diameter	72.1535-72.0695 mm	2.840-2.841 in
• Crankshaft Main Bearing Bore Out-of-Round	0.008 mm	0.00031 in
• Cylinder Bore Diameter - Production	92.020-92.038 mm	3.622-3.623 in
• Cylinder Bore Diameter - Service	92.020-92.038 mm	3.622-3.623 in
• Cylinder Bore Out-of-Round - Diametral - Production	0.020 mm	0.0008 in
• Cylinder Bore Out-of-Round - Diametral - Service	0.025 mm	0.001 in
• Cylinder Bore Taper - Production	0.020 mm	0.0008 in
• Cylinder Bore Taper - Service	0.025 mm	0.001 in
• Cylinder Head Deck Height	224 mm	8.818 in
• Cylinder Head Deck Surface Flatness	0.05 mm per 152 mm	0.0019 in per 6 in
• Valve Lifter Bore Diameter	21.417-21.455 mm	0.843-0.844 in
Camshaft		
• Camshaft Bearing Inside Diameter	47.523-47.549 mm	1.871-1.872 in
• Camshaft Journal Diameter	47.45-47.48 mm	1.868-1.869 in
• Camshaft Journal Out-of-Round	0.025 mm	0.001 in
• Camshaft Lobe Lift - Exhaust	6.9263 mm	0.2727 in
• Camshaft Lobe Lift - Intake	6.9263 mm	0.2727 in
Cooling System		
• Capacity	12.4 liters	13.1 quarts
• Thermostat Full Open Temperature	195 degrees	
Connecting Rod		
• Connecting Rod Bearing Clearance	0.18-0.062 mm	0.0007-0.017 in
• Connecting Rod Bore Diameter	53.962-53.978 mm	2.124-2.125 in
• Connecting Rod Bore Out-of-Round	0.008 mm	0.0002 in
• Connecting Rod Length - Center to Center	144.75-144.81 mm	5.69-5.70 in
• Connecting Rod Side Clearance	0.25-0.37 mm	0.010-0.015 in

Application	Specification	
	Metric	English
Crankshaft		
• Connecting Rod Journal Diameter	50.768-50.784 mm	1.9987-1.9994 in
• Connecting Rod Journal Out-of-Round	0.005 mm	0.0002 in
• Connecting Rod Journal Taper	0.005 mm	0.0002 in
• Connecting Rod Journal Width	21.92-22.08 mm	0.863-0.869 in
• Crankshaft End Play	0.060-0.210 mm	0.0024-0.0083 in
• Crankshaft Main Bearing Journal Width	23.9-24.1 mm	0.941-0.949 in
• Crankshaft Main Bearing Clearance - Except #3	0.019-0.064 mm	0.0008-0.0025 in
• Crankshaft Main Bearing Clearance - #3 Thrust Bearing	0.032-0.077 mm	0.0012-0.0030 in
• Crankshaft Main Journal Diameter	67.239-67.257 mm	2.6473-2.6483 in
• Crankshaft Main Journal Out-of-Round	0.005 mm	0.0002 in
• Crankshaft Main Journal Taper	0.005 mm	0.0002 in
• Crankshaft Rear Flange Runout	0.04 mm	0.0016 in
Cylinder Head		
• Combustion Chamber Depth - at Measurement Point	2.2 mm	0.087 in
• Surface Finish - Maximum	2.8 RA	
• Surface Flatness - Block Deck	0.08 mm per 152 mm	0.003 in per 6 in
• Surface Flatness - Exhaust Manifold Deck	0.1 mm	0.004 in
• Surface Flatness - Intake Manifold Deck	0.1 mm	0.004 in
• Valve Guide Bore - Exhaust	8.01 mm	0.315 in
• Valve Guide Bore - Intake	8.01 mm	0.315 in
• Valve Guide Installed Height	16.6 mm	0.654 in
Lubrication System		
• Oil Capacity - with Filter	4.3 liters	4.5 quarts
• Oil Capacity - without Filter	3.8 liters	4.0 quarts
• Oil Pressure - @ 1850 RPM	414 kPa	60 psi
Oil Pump		
• Gear Diameter	38.05-38.10 mm	1.498-1.500 in
• Gear Pocket - Depth	30.52-30.58 mm	1.202-1.204 in
• Gear Pocket - Diameter	38.176-38.226 mm	1.503-1.505 in
• Gears Lash	0.094-0.195 mm	0.0037-0.0077 mm
• Relief Valve-to-Bore Clearance	0.038-0.089 mm	0.0015-0.0035 in
Piston Ring End Gap		
• First Compression Ring	0.15-0.36 mm	0.006-0.014 in
• Second Compression Ring	0.48-0.74 mm	0.0188-0.0291 in
• Oil Control Ring	0.25-0.77 mm	0.0098-0.0303 in
Piston Ring to Groove Clearance		
• First Compression Ring	0.04-0.086 mm	0.002-0.0033 in
• Second Compression Ring	0.04-0.08 mm	0.002-0.0031 in
• Oil Control Ring	0.07-0.095 mm	0.0028-0.0037 in
Piston Ring Thickness		
• First Compression Ring	1.164-1.190 mm	0.046-0.047 in
• Second Compression Ring	1.460-1.490 mm	0.0574-0.0586 in
• Oil Control Ring - Maximum	2.960 mm	0.116 in

Application	Specification	
	Metric	English
Piston		
• Piston Diameter - production - cylinder 1-4	91.985-92.003 mm	3.621-3.622 in
• Piston Diameter - service limit - cylinder 1-4	91.945 mm	3.619 in
• Piston Diameter - production - cylinder 5-6	91.99-92.028 mm	3.621-3.623 in
• Piston Diameter - service limit - cylinder 5-6	91.945 mm	3.619 in
• Piston Pin Bore Diameter	23.005-23.010 mm	0.9057-0.9059 in
• Piston Ring Groove Width - First	1.23-1.25 mm	0.048-0.049 in
• Piston Ring Groove Width - Second	1.53-1.55 mm	0.060-0.061 in
• Piston Ring Groove Width - Oil Control	3.03-3.055 mm	0.119-0.120 in
• Piston to Bore Clearance - production - 1-4	0.17-0.053 mm	0.0006-0.0020 in
• Piston to Bore Clearance - service limit- 1-4	0.093 mm	0.0036 in
• Piston to Bore Clearance - production - 5-6	-0.008-0.048 mm	-0.0003-0.0018 in
• Piston to Bore Clearance - service limit- 5-6	0.093 mm	0.0036 in
Pin		
• Piston Pin Clearance to Connecting Rod Bore - Press Fit	-0.047 to -0.019 mm	-0.0019 to -0.0007 in
• Piston Pin Clearance to Piston Pin Bore	0.008-0.016 mm	0.00031-0.00063 in
• Piston Pin Diameter	22.994-22.997 mm	0.9053-0.9054 in
Valves		
• Valve Face Angle	45 degrees	
• Valve Seat Angle	46 degrees	
• Valve Seat Depth - Intake - from deck face	7.9-8.1 mm	0.311-0.318 in
• Valve Seat Depth - Exhaust - from deck face	8.9-9.1 mm	0.350-0.358 in
• Valve Seat Runout	0.037 mm	0.0015 in
• Valve Seat Width - Intake	1.55-1.80 mm	0.061-0.071 in
• Valve Seat Width - Exhaust	1.70-2.0 mm	0.067-0.079 in
• Valve Stem-to-Guide Clearance	0.026-0.068 mm	0.0010-0.0027 in
Valve Lifters/Push Rods		
• Push Rod Length - Intake	146.0 mm	5.75 in
• Push Rod Length - Exhaust	152.5 mm	6.0 in
Valve Springs		
• Valve Spring Free Length	48.5 mm	1.89 in
• Valve Spring Installed Height	43.2 mm	1.701 in
• Valve Spring Load - Closed	320 N @ 43.2 mm	75 lb @ 1.701 in
• Valve Spring Load - Open	1036 N @ 32 mm	230 lb @ 1.260 in
• Valve Spring Total Number of Coils	6.55	

Fastener Tightening Specifications

Application	Specification	
	Metric	English
Accelerator Control Cable Bracket Bolt/Nut	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		
• First Pass	20 N·m	15 lb ft
• Final Pass	75 degrees	
Coolant Drain Plug	19 N·m	14 lb ft
Coolant Temperature Sensor	23 N·m	17 lb ft
Crankshaft Balancer Bolt		
• First Pass	70 N·m	52 lb ft
• Final Pass	72 degrees	
Crankshaft Main Bearing Cap Bolt/Stud		
• First Pass	50 N·m	37 lb ft
• Final Pass	77 degrees	
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 Shield Nut	11 N·m	98 lb in
Crankshaft Position Sensor Wiring Bracket Bolt	27 N·m	20 lb ft
Cylinder Head Bolt		
• First Pass	60 N·m	44 lb ft
• Final Pass	95 degrees	
Drive Belt Tensioner Bolt	50 N·m	37 lb ft
EGR Valve Pipe to Exhaust Manifold Nut	25 N·m	18 lb ft
EGR Valve Pipe to EGR Valve Bolt	25 N·m	18 lb ft
EGR Valve to Upper Intake Manifold Bolt	30 N·m	22 lb ft
Engine Front Cover Bolt		
• Large Bolt	55 N·m	41 lb ft
• Medium Bolt	55 N·m	41 lb ft
• Small Bolt	27 N·m	20 lb ft
Engine Mount Nut, Lower	43 N·m	32 lb ft
Engine Mount Nut, Upper	43 N·m	32 lb ft
Engine Mount Strut and A/C Compressor Bracket Bolt	50 N·m	37 lb ft
Engine Mount Strut and Support Bracket		
• Large Bolt	55 N·m	41 lb ft
• Medium Bolt	55 N·m	41 lb ft
• Small Bolt	27 N·m	20 lb ft
Engine Mount Strut Bolt	48 N·m	35 lb ft
Engine Mount Strut Bracket Bolts - Left Side	70 N·m	52 lb ft
Engine Mount Strut Bracket Bolts - Right Side	50 N·m	37 lb ft
Engine Mount Strut Bracket Bolts - Upper Radiator Support	28 N·m	21 lb ft
Engine Mount Strut Nut	48 N·m	35 lb ft
Engine Oil Pressure Indicator Switch	16 N·m	12 lb ft
Engine to Transaxle Bolt/Stud	75 N·m	55 lb ft
Engine Wiring Harness Bracket Bolt	13 N·m	115 lb in
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

Application	Specification	
	Metric	English
Flywheel Bolt	71 N·m	52 lb ft
Fuel Feed and Return Pipe Bracket Stud	50 N·m	37 lb ft
Fuel Feed and Return Pipe Retaining Clip Bolt	8 N·m	71 lb in
Fuel Feed and Return Pipe Retaining Clip Nut	25 N·m	18 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 Clip Bolt	8 N·m	71 lb in
Generator 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
Heater Inlet Pipe Stud	50 N·m	37 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
Lift Bracket Bolt - Engine Lift Rear	70 N·m	52 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
MAP Sensor Bracket Bolt	25 N·m	18 lb ft
Oil Filter	30 N·m	22 lb ft
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 - Initial Installation	20 N·m	15 lb ft
Spark Plug - After Initial Installation	15 N·m	13 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
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	32 N·m	24 lb ft
Valve Rocker Arm Cover Bolt	10 N·m	89 lb in
Water Outlet Bolt	25 N·m	18 lb ft
Water Pump Bolt	11 N·m	98 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.

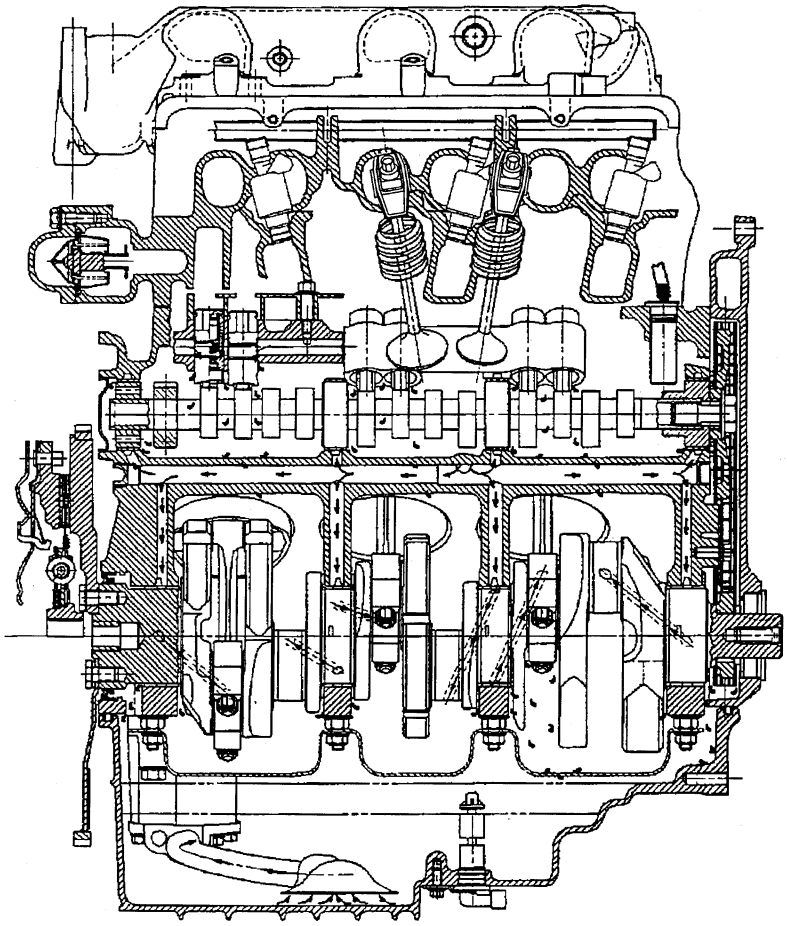
The connecting rods are made of forged steel. Full pressure lubrication is directed to the connecting rods by drilled oil passages from the adjacent main bearing journal.

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 degrees V-6	
• Displacement	3.8L	231 cu in
• RPO	L36, L67	
• VIN	K, 1	
• Bore	96.52 mm	3.8 in
• Stroke	86.36 mm	3.4 in
• Compression Ratio VIN K - @ 4 Compression Strokes	9.4:1	
• Compression Ratio VIN 1 - @ 4 Compression Strokes	8.5:1	
• Firing Order	1-6-5-4-3-2	
• Spark Plug Gap	1.52 mm	0.60 in
Balance Shaft		
• Bearing Bore Diameter - Front	51.973-51.999 mm	2.0462-2.0472 in
• Bearing Bore Diameter - Rear - In Block	47.584-47.612 mm	1.8735-1.8745 in
• Bearing Inside Diameter - Rear	38.117-38.194 mm	1.5007-1.5037 in
• Bearing Journal Diameter - Rear	38.072-38.105 mm	1.4989-1.5002 in
• Bearing Clearance - Rear	0.0127-0.1219 mm	0.0005-0.0048 in
• End Play	0.0-0.171 mm	0.0-0.0067 in
• Gear Lash	0.050-0.125 mm	0.002-0.0049 in
Block		
• Balance Shaft Bearing Bore Diameter - Front	51.973-51.999 mm	2.0462-2.0472 in
• Balance Shaft Bearing Inside Diameter - Rear	38.118-38.194 mm	1.5007-1.5037 in
• Balance Shaft Bearing Bore Diameter - Rear, In Block	47.584-47.612 mm	1.8735-1.8745 in
• Camshaft Bearing Inside Diameter - Front and Rear	46.970-46.934 mm	1.8428-1.8492 in
• Camshaft Bearing Inside Diameter - Middle #2, #3	46.977-46.942 mm	1.8481-1.8495 in
• Crankshaft Main Bearing Bore Diameter	68.249-68.270 mm	2.6870-2.6878 in
• Cylinder Bore Diameter	98.5 mm	3.8 in
• Cylinder Bore Out-of-Round - Diametral	0.0254 mm	0.001 in
• Cylinder Bore Taper	0.0254 mm	0.001 in
• Cylinder Head Deck Height	216.459 mm	8.522 in
• Cylinder Head Deck Surface Flatness - Overall	0.0762 mm	0.003 in
• Valve Lifter Bore Diameter	21.424-21.450 mm	0.8435-0.8445 in
Camshaft		
• Camshaft Bearing Inside Diameter - 1 and 4	46.970-46.934 mm	1.8478-1.8492 in
• Camshaft Bearing Inside Diameter - 2 and 3	46.977-46.942 mm	1.8481-1.8495 in
• Camshaft Journal Diameter	47.655-46.858 mm	1.8462-1.8448 in
• Camshaft Journal Out-of-Round	0.00635 mm	0.00025 in
• Camshaft Journal to Bearing Clearance	0.041-0.119 mm	0.0016-0.0047 in
• Camshaft Lobe Duration - Exhaust	330 Crankshaft degrees	
• Camshaft Lobe Duration - Intake	320 Crankshaft degrees	
• Camshaft Lobe Lift - Exhaust	6.56 mm	0.258 in

Application	Specification	
	Metric	English
• Camshaft Lobe Lift - Intake	6.56 mm	0.258 in
• Camshaft Lobe Overlap	96 Crankshaft degrees	
Connecting Rod		
• Connecting Rod Bearing Clearance	0.0127-0.0660 mm	0.0005-0.0026 in
• Connecting Rod Bore Diameter	60.295-60.312 mm	2.37378-2.3745 in
• Connecting Rod Length - Center to Center - S/C	143.205-143.307 mm	5.638-5.642 in
• Connecting Rod Length - Center to Center - Non S/C	145.796-145.898 mm	5.740-5.744 in
• Connecting Rod Side Clearance	0.102-0.508 mm	0.004-0.0200 in
Crankshaft		
• Connecting Rod Journal Diameter	57.1170-57.1475 mm	2.2487-2.2499 in
• Connecting Rod Journal Out-of-Round	0.00508 mm	0.00020 in
• Connecting Rod Journal Taper	0.00889 mm	0.00035 in
• Crankshaft End Play	0.076-0.276 mm	0.003-0.011 in
• Crankshaft Main Bearing Clearance - #1	0.0178-0.0406 mm	0.0007-0.0016 in
• Crankshaft Main Bearing Clearance - #2, 3 and 4	0.0229-0.0457 mm	0.0009-0.0018 in
• Crankshaft Main Journal Diameter	63.470-63.495 mm	2.4988-2.4998 in
• Crankshaft Main Journal Out-of-Round	0.00635 mm	0.00025 in
• Crankshaft Main Journal Taper	0.00889 mm	0.00035 in
• Crankshaft Rear Flange Runout	0.05 mm	0.002 in
• Crankshaft Runout - from Main 2 & 3 to 1 & 4	0.076 mm	0.003 in
Cylinder Head		
• Combustion Chamber Depth - at Measurement Point	3.9166-5.4356 mm	0.154-0.214 in
• Cylinder Head Height/Thickness	103.492-104.178 mm	4.0745-4.1015 in
• Surface Finish	0.0032 mm	0.000125 in
• Surface Flatness - Block Deck	0.1016 mm	0.004 in
• Surface Flatness - Exhaust Manifold Deck	0.1016 mm	0.004 in
• Surface Flatness - Intake Manifold Deck	0.1016 mm	0.004 in
• Valve Guide Bore - Exhaust	8.001-8.0213 mm	0.3150-0.3158 in
• Valve Guide Bore - Intake	8.001-8.0213 mm	0.3150-0.3158 in
Exhaust Manifold		
• Surface Flatness	0.5 mm	0.02 in
Lubrication System		
• Oil Capacity - with Filter	4.3L	4.5 qts
• Oil Capacity - without Filter	3.76L	4 qts
• Oil Pressure - @ 1850 RPM	414 kPa	60 psi
Oil Pump		
• Gear Pocket - Depth	11.71-11.75 mm	0.461-0.4625 in
• Gear Pocket - Diameter	89.10-89.20 mm	3.508-3.512 in
• Inner Gear Tip Clearance	0.152 mm	0.006 in
• Relief Valve-to-Bore Clearance	0.038-0.076 mm	0.0015-0.003 in
Piston Ring End Gap		
• First Compression Ring	0.25-0.46 mm	0.010-0.018 in
• Second Compression Ring	0.58-0.84 mm	0.023-0.033 in
• Oil Control Ring	0.254-0.762 mm	0.010-0.030 in

Application	Specification	
	Metric	English
Piston Ring to Groove Clearance		
• First Compression Ring	0.033-0.079 mm	0.0013-0.0031 in
• Second Compression Ring	0.033-0.079 mm	0.0013-0.0031 in
• Oil Control Ring	0.023-0.201 mm	0.0009-0.0079 in
Piston Ring Thickness		
• First Compression Ring	1.176-1.197 mm	0.0463-0.0471 in
• Second Compression Ring	1.1476-1.497 mm	0.0581-0.0589 in
• Oil Control Ring	1.854-2.007 mm	0.073-0.079 in
Pistons and Pins - Piston		
• Piston Diameter - Production - S/C	96.489-96.528 mm	3.7988-3.8003 in
• Piston Diameter - Production - Non S/C	96.482-96.497 mm	3.7985-3.7991 in
• Piston Diameter - Service Limit - Minimum - S/C	96.434 mm	3.7966 in
• Piston Diameter - Service Limit - Minimum - Non S/C	96.442 mm	3.7969 in
• Piston Pin Bore Diameter - S/C	23.0065-23.0105 mm	0.9058-0.9059 in
• Piston Pin Bore Diameter - Non S/C	22.0060-22.0110 mm	0.8664-0.8666 in
• Piston to Bore Clearance - New - VIN K	0.010-0.051 mm	0.0004-0.0020 in
• Piston to Bore Clearance - Used - VIN K	0.050-0.091 mm	0.0020-0.0036 in
• Piston to Bore Clearance - New - VIN 1	-0.0207-0.0437 mm	-0.0008-0.0018 in
• Piston to Bore Clearance - Used VIN 1	0.0193-0.0997 mm	0.0008-0.0039 in
Pistons and Pins - Pin		
• Piston Pin Clearance to Connecting Rod Bore - Press Fit - VIN K	0.0066-0.0217 mm	0.0003-0.0009 in
• Piston Pin Clearance to Piston Pin Bore - VIN K	0.0020-0.0130 mm	0.00008-0.00051 in
• Piston Pin Diameter - VIN K	21.9950-22.000 mm	0.8659-0.8661 in
• Piston Pin Clearance to Connecting Rod Bore - Press Fit - VIN 1	0.0073-0.0225 mm	0.00029-0.00089 in
• Piston Pin Clearance to Piston Pin Bore - VIN 1	0.0065-0.0155 mm	0.00061-0.00026 in
• Piston Pin Diameter - VIN 1	22.995-23.000 mm	0.90531-0.90551 in
Valves		
• Valve Face Angle	46 degrees	
• Valve Face Runout	0.0508 mm	0.002 in
• Valve Head Diameter - Intake	46.37-46.63 mm	1.826-1.836 in
• Valve Head Diameter - Exhaust	38.481-38.735 mm	1.515-1.525 in
• Valve Length	119.464-119.972 mm	4.7033-4.7233 in
• Valve Seat Angle	45 degrees	
• Valve Seat Runout	0.050 mm	0.002 in
• Valve Seat Width - Intake	1.53-2.03 mm	0.060-0.080 in
• Valve Seat Width - Exhaust	2.29-2.79 mm	0.090-0.110 in
• Valve Stem Diameter	7.948-7.965 mm	0.3129-0.3136 in
• Valve Stem-to-Guide Clearance - Intake	0.031-0.071 mm	0.0012-0.0028 in
• Valve Stem-to-Guide Clearance - Exhaust	0.036-0.074 mm	0.0014-0.0029 in
Valve Lifters/Push Rods		
• Push Rod Length - Intake, Yellow	178.13 mm	7.013 in
• Push Rod Length - Exhaust, Green	178.13 mm	7.013 in
• Valve Lifter Diameter	21.387-21.405 mm	0.842-0.843 in

Application	Specification	
	Metric	English
Valve Rocker Arms		
• Valve Rocker Arm Ratio	1.66:1	
Valve Springs		
• Valve Spring Free Length	49.78 mm	1.960 in
• Valve Spring Installed Height	42.93-44.45 mm	1.690-1.750 in
• Valve Spring Load - Closed	334 N @ 43.69 mm	75 lb @ 1.72 in
• Valve Spring Load - Open	1014 N @ 32.4 mm	228 lb @ 1.277 in
• Valve Spring Total Number of Coils	6.6	

Fastener Tightening Specifications

Application	Specifications	
	Metric	English
Accelerator Control Cable Bracket Bolt/Nut	16 N·m	12 lb ft
Air Conditioner Compressor Bracket Bolt	50 N·m	37 lb ft
Air Conditioner Compressor Nut	30 N·m	22 lb ft
Balance Shaft Driven 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	50 N·m	37 lb ft
Canister Purge Vacuum Switch Bolt	50 N·m	37 lb ft
Connecting Rod Bearing Cap Bolts		
• 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	
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 Bolt/Nut	50 N·m	37 lb ft
Drive Belt Tensioner Bracket Stud	17 N·m	12 lb ft
EGR Valve Adapter to Cylinder Head Bolt/Stud	50 N·m	37 lb ft
EGR Valve Inlet Pipe to Exhaust Manifold Bolt	29 N·m	21 lb ft
EGR Valve Nut	29 N·m	21 lb ft

Application	Specifications	
	Metric	English
EGR Valve Outlet Pipe Bolt/Nut	29 N·m	21 lb ft
EGR Valve Wiring Harness Heat Shield Bolt/Nut	10 N·m	89 lb in
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 Nut, Lower	43 N·m	32 lb ft
Engine Mount Nut, Upper	43 N·m	32 lb ft
Engine Mount Strut Bolt	48 N·m	35 lb ft
Engine Mount Strut Bracket Bolts	28 N·m	21 lb ft
Engine Mount Strut Bracket Bolts - Left Side	70 N·m	52 lb ft
Engine Mount Strut Bracket Bolt - Lower	50 N·m	37 lb ft
Engine Mount Strut Bracket Bolts - Right Side	50 N·m	37 lb ft
Engine Mount Strut Bracket Bolts - to the Cylinder Head	50 N·m	37 lb ft
Engine Mount Strut Bracket Bolts - Upper Radiator Support	28 N·m	21 lb ft
Engine Mount Strut Bracket Nut - Lower	30 N·m	22 lb ft
Engine Mount Strut Nut	48 N·m	35 lb ft
Engine Oil Cooler Housing Fitting	35 N·m	26 lb ft
Engine to Transaxle Bolt/Stud	75 N·m	55 lb ft
Engine Wiring Harness Ground Nut	35 N·m	26 lb ft
Engine Wiring Harness Heat Shield Bolt/Nut	10 N·m	89 lb in
Exhaust Manifold Bolt/Nut	30 N·m	22 lb ft
Exhaust Manifold Heat Shield Nut	20 N·m	15 lb ft
Exhaust Manifold Stud	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
Generator Bracket Bolt	50 N·m	37 lb ft
Heated Oxygen Sensor	42 N·m	31 lb ft
Heated Inlet Pipe Nut	25 N·m	18 lb ft
Idler Pulley Bolt	50 N·m	37 lb ft
Idler Pulley Bracket Bolt	30 N·m	22 lb ft
Ignition Control Module Assembly Bracket Bolt	30 N·m	22 lb ft
Ignition Control Module Assembly Bracket Nut	50 N·m	37 lb ft
Ignition Control Module Assembly Nut	8 N·m	71 lb in
Ignition Control Module Bracket Stud	17 N·m	12 lb ft
Knock Sensor	18 N·m	13 lb ft
Lower Intake Manifold Bolt	15 N·m	11 lb ft
MAP Sensor Bolt	3 N·m	22 lb in
MAP Sensor Bracket Bolt	30 N·m	22 lb ft
Oil Filter	30 N·m	22 lb ft
Oil Filter Adapter Bolt		
• First Pass	15 N·m	11 lb ft
• Final Pass	50 degrees	
Oil Gallery Plug	30 N·m	22 lb ft
Oil Level Indicator Tube Stud/Nut	19 N·m	14 lb ft
Oil Level Sensor Bolt	20 N·m	15 lb ft

Application	Specifications	
	Metric	English
Oil Pan Bolt	14 N·m	125 lb in
Oil Pan Drain Plug	30 N·m	22 lb ft
Oil Pressure Sensor	16 N·m	12 lb ft
Oil Pump Cover Screw	11 N·m	98 lb in
Oil Pump Pipe and Screen Bolt	15 N·m	11 lb ft
Power Steering Pump Bolt	34 N·m	25 lb ft
Positive Battery Cable Terminal Bolt	15 N·m	11 lb ft
Spark Plug - Initial Installation	27 N·m	20 lb ft
Spark Plug - Reinstallation	15 N·m	11 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	16 N·m	12 lb ft
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		
• Large Bolt	34 N·m	25 lb ft
• Small Bolt	22 N·m	16 lb ft
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.

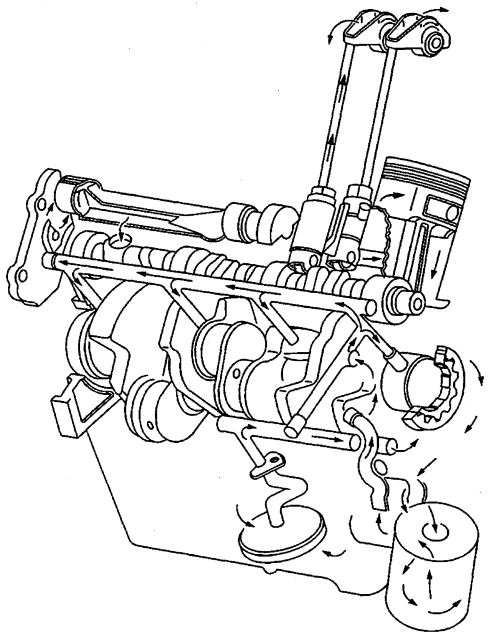
Each exhaust and intake valve has a valve spring to insure positive seating throughout the operating speed range. The valve rocker arms for each bank of the cylinders pivot on pedestals bolted to the cylinder head. Hydraulic roller valve lifters and tubular push rods are used to operate overhead rocker 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 transfered 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.

Supercharger Description and Operation

Description

The supercharger is a positive displacement pump that consists of two counter-rotating rotors in a housing with an inlet port and an outlet port. The rotors are designed with three lobes and a helical twist. An air bypass circuit is built into the housing. The rotors in the supercharger are designed to run at a minimal clearance, not in contact with each other or the housing. The rotors are timed to each other by a pair of precision spur gears which are pressed onto the rotor shafts. The forward end of the rotors are held in position by deep-groove ball bearings. The back end of the rotors are supported by sealed roller bearings.

The gears and ball bearings are lubricated by synthetic oil. The oil reservoir is self-contained in the supercharger and does not rely on engine oil for lubrication.

The cover on the supercharger contains the input shaft which is supported by two, deep-groove ball bearings and is coupled to the rotor drive gears. The pulley is pressed and keyed onto the input shaft. These bearings are lubricated by the synthetic oil contained in the same reservoir as the gears and rotor bearings.

Operation

The supercharger is designed to pump more air than the engine would normally use. This excess air creates a boost pressure in the intake manifold. Maximum boost can range from 48 to 63 kPa (7 to 9 psi). Because the supercharger is a positive displacement pump and is directly driven from the engine drive belt system, boost pressure is available at all driving conditions.

When boost is not desired, such as during idle and light throttle cruising, the excess air that the supercharger is producing is routed through the bypass passage between the intake manifold and the supercharger inlet. This bypass circuit is regulated by a bypass valve which is similar to a throttle plate. The bypass valve is controlled by a vacuum actuator which is connected to the vacuum signal between the throttle and the supercharger inlet. Spring force from the actuator holds the valve closed to create boost, and vacuum pulls the valve open when the throttle closes to decrease boost. The open bypass valve reduces pumping loss thereby increasing fuel efficiency.

The solenoid valve attached to the bypass actuator is an electronically controlled, three-way valve. This valve, controlled by the PCM, determines whether pressure from the manifold is routed to the bypass actuator or closed off. The valve allows pressure from the manifold to open the bypass valve and regulate boost pressure during specific driving conditions.

Engine Cooling

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
Coolant Heater Bolt	2 N·m	18 lb in
Drive Belt Shield Bolt	10 N·m	89 lb in
Engine Block Coolant Drain Plug	19 N·m	14 lb ft
Engine Block Heater Screw	2 N·m	18 lb in
Knock Sensor	19 N·m	14 lb ft
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
Water Outlet Housing Bolt 3.4L	25 N·m	18 lb ft
Water Outlet Housing Bolt/Stud 3.8L	27 N·m	20 lb ft
Water Pump Bolt 3.4L	10 N·m	89 lb in
Water Pump Bolt (Long) 3.8L	34 N·m	25 lb ft
Water Pump Bolt (Short) 3.8L	22 N·m	16 lb ft
Water Pump Pulley Bolt 3.4L	25 N·m	18 lb ft
Water Pump Pulley Bolt 3.8L	13 N·m	115 lb in

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
Battery Hold Down Bolt	18 N·m	13 lb ft
Battery Negative Cable Bolt to Frame Rail	10 N·m	89 lb in
Battery Negative Terminal Bolt	15 N·m	11 lb ft
Battery Positive Cable Junction Block Lead Nut	10 N·m	89 lb ft
Battery Positive Terminal Bolt	15 N·m	11 lb ft
Battery Tray Bolts	5 N·m	44 lb in
Generator Bolt	50 N·m	37 lb ft
Generator Bracket 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/Nut 3.4L	25 N·m	18 lb ft
Generator Rear Brace Bolt/Nut 3.8L	50 N·m	37 lb ft
Generator Stud 3.8L	50 N·m	37 lb ft
Starter Bolt	43 N·m	32 lb ft
Starter Solenoid BAT Terminal Nut	10 N·m	89 lb in
Starter Solenoid S Terminal Nut	2.3 N·m	20.5 lb in
Underhood Accessory Wiring Juntion Block Nuts	2 N·m	18 lb in
Transaxle Stud Nut	45 N·m	33 lb ft

Battery Usage

Application	Specification
LA1	
Cold Cranking Amperage (CCA)	600 A
Reserve Capacity	115 Minutes
Replacement Model Number	78-6YR
L36	
Cold Cranking Amperage (CCA)	690 A
Reserve Capacity	115 Minutes
Replacement Model Number	78-7YR
L67	
Cold Cranking Amperage (CCA)	770 A
Reserve Capacity	115 Minutes
Replacement Model Number	100-6YR

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 D
L36, L67	PG260 G

Generator Usage

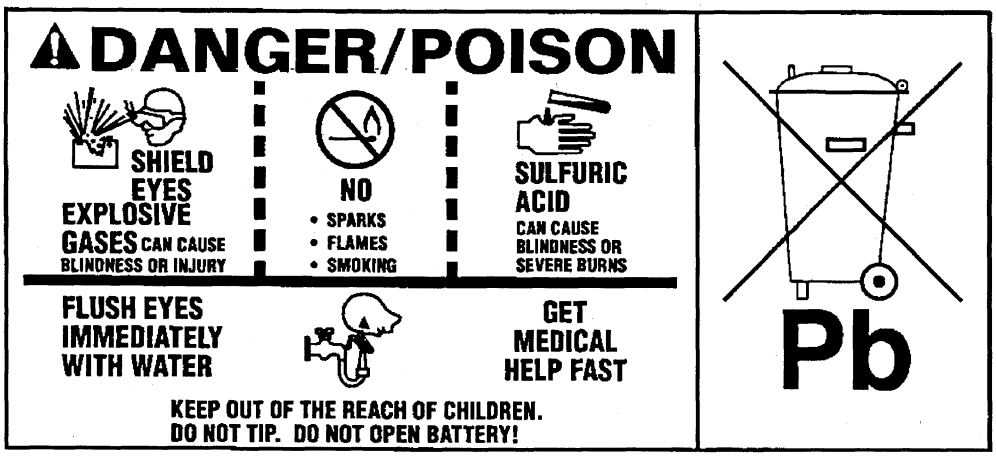
RPO K43	
Generator Model	AD230
Rated Output	105 A
Load Test Output	73 A
RPO KG7	
Generator Model	Bosch NCB1
Rated Output	125 A
Load Test Output	87.5 A

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.**



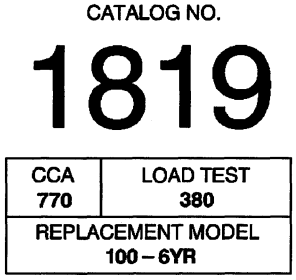
The maintenance free battery is standard. There are no vent plugs in the cover. The battery is completely sealed except for two small vent holes in the side. These vent holes allow the small amount of gas that is produced in the battery to escape.

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

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

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

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



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

The PG-260D and PG-260G are non-repairable starter motors. They have pole pieces that are arranged around the armature. Both solenoid windings are energized. The pull-in winding circuit is completed to the ground through the starter motor. The windings work together magnetically to pull and hold in the plunger. The plunger moves the shift lever. This action causes the starter drive assembly to rotate on the armature shaft spline as it engages with the flywheel ring gear on the engine. Moving at the same time, the plunger

also closes the solenoid switch contacts in the starter solenoid. Full battery voltage is applied directly to the starter motor and it cranks the engine.

As soon as the solenoid switch contacts close, current stops flowing thorough the pull-in winding because battery voltage is applied to both ends of the windings. The hold-in winding remains energized; its magnetic field is strong enough to hold the plunger, shift lever, starter drive assembly, and solenoid switch contacts in place to continue cranking the engine. When the engine starts, pinion overrun protects the armature from excessive speed until the switch is opened.

When the ignition switch is released from the START position, the START relay opens and battery voltage is removed from the starter solenoid S terminal. Current flows from the motor contacts through both windings to the ground at the end of the hold-in winding. However, the direction of the current flow through the pull-in winding is now opposite the direction of the current flow when the winding was first energized.

The magnetic fields of the pull-in and hold-in windings now oppose one another. This action of the windings, along with the help of the return spring, causes the starter drive assembly to disengage and the solenoid switch contacts to open simultaneously. As soon as the contacts open, the starter circuit is turned off.

Charging System Description and Operation

Generator

- The generators feature the following major components:
- The delta stator
- The rectifier bridge
- The rotor with slip rings and brushes
- A conventional pulley
- The regulator
- The pulley and the fan cool the slip ring and the frame.

The generator features permanently lubricated bearings. Service should only include tightening of mount components. Otherwise, replace the generator as a complete unit.

Regulator

The voltage regulator controls the rotor field current in order to limit the system voltage. When the field current is on, the regulator switches the current on and off at a rate of 400 cycles per second in order to perform the following functions:

- Radio noise control
- Obtain the correct average current needed for proper system voltage control

At high speeds, the on-time may be 10 percent with the off-time at 90 percent. At low speeds, the on-time may be 90 percent and the off-time 10 percent.

Circuit Description

The generator provides voltage to operate the vehicle's electrical system and to charge its 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.

When the engine is running, the generator turn-on signal is sent to the generator from the PCM, turning on the regulator. The generator's voltage regulator controls current to the rotor, thereby controlling the output voltage. The rotor current is proportional to the electrical pulse width supplied by the regulator. When the engine is started, the regulator senses generator rotation by detecting AC voltage at the stator through an internal wire. Once the engine is running, the regulator varies the field current by controlling the pulse width. This regulates the generator output voltage for proper battery charging and electrical system operation. The generator F terminal is connected internally to the voltage regulator and externally to the PCM. When the voltage regulator detects a charging system problem, it grounds this circuit to signal the PCM that a problem exists. The PCM monitors the generator field duty cycle signal circuit. The

system voltage sense circuit receives battery positive voltage that is Hot At All Times through the A/C RLY fuse in the under-hood junction block. This voltage is used by the regulator as the reference for system voltage control.

Engine Controls

Engine Controls – 3.4L

Ignition System Specifications

Application	Specification	
	Metric	English
Firing Order	1-2-3-4-5-6	
Spark Plug Gap	1.52 mm	0.060 in
Spark Plug Torque	15 N·m	11 lb ft
Spark Plug Type	41-940 [AC plug type]	
Spark Plug Wire Resistance	3000 ohms per ft	

Fastener Tightening Specifications

Application	Specification	
	Metric	English
Accelerator Cable Bracket Bolts	13 N·m	115 lb in
Accelerator Cable Bracket Nut	10 N·m	89 lb in
Accelerator Pedal Bolt/Stud	5 N·m	44 lb in
Air Cleaner Duct Clamp	2 N·m	18 lb in
Air Cleaner Housing Screws	3 N·m	27 lb in
Camshaft Position (CMP) Sensor Bolt	10 N·m	89 lb in
Crankshaft Position 7X (CKP) Sensor Bolts	11 N·m	97 lb in
Crankshaft Position 24X (CKP) Sensor Bolts	10 N·m	89 lb in
Exhaust Gas Recirculation (EGR) Pipe Bolt	30 N·m	22 lb ft
Exhaust Gas Recirculation (EGR) Pipe Nut	25 N·m	18 lb ft
Engine Coolant Temperature (ECT) Sensor	20 N·m	15 lb ft
EVAP Canister Purge Valve Bracket Bolt	9 N·m	80 lb in
EVAP Vent Valve Bracket Bolt	10 N·m	89 lb in
Exhaust Gas Recirculation (EGR) Valve Bolts	30 N·m	22 lb ft
Fuel Filler Pipe Screw	2.5 N·m	22 lb in
Fuel Filler Pipe to Underbody Screw	10 N·m	89 lb in
Fuel Filter Mounting Bracket Bolt	20 N·m	15 lb ft
Fuel Pressure Regulator Bolt	8.5 N·m	75 lb in
Fuel Pressure and Return Pipes	17 N·m	13 lb ft
Fuel Rail Nuts/Bolts	10 N·m	89 lb in
Fuel Sender Access Panel Nuts	10 N·m	89 lb in
Fuel Tank Filler Pipe Hose Clamp	2.5 N·m	22 lb in
Fuel Tank Strap Bolts	48 N·m	35 lb ft
Heated Oxygen Sensors (HO2S)	41 N·m	30 lb ft
Heater Pipe to Throttle Body Nut	25 N·m	18 lb ft
Idle Air Control (IAC) Valve Screws	3 N·m	27 lb in
Ignition Coil to Ignition Control Module (ICM) Screws	4.5 N·m	40 lb in
In-Line Fuel Filter Outlet Nut	30 N·m	22 lb ft
Knock Sensor (KS)	19 N·m	14 lb ft
Manifold Absolute Pressure (MAP) Sensor Bolt	3 N·m	27 lb in
PCM Connector	8 N·m	71 lb in·
Spark Plug		
• CKP Sensor Harness Retaining Clip Bolt	10 N·m	89 lb in
• To a New Cylinder Head	20 N·m	15 lb ft
• To an Existing Cylinder Head	15 N·m	11 lb ft
Throttle Body Nuts/Bolts	28 N·m	21 lb ft
Throttle Position (TP) Sensor Screws	2 N·m	18 lb in

Engine Controls – 3.8L

Ignition System Specifications

Application	Specification	
	Metric	English
Firing Order	1-6-5-4-3-2	
Spark Plug Wire Resistance	3000 ohms per ft	
Spark Plug Wire Resistance - POLICE	600 ohms per ft	
Spark Plug Torque	15 N·m	11 lb ft
Spark Plug Gap	1.52 mm	0.060 in
Spark Plug Type	41-921 [AC plug type]	

Fastener Tightening Specifications

Application	Specification	
	Metric	English
Accelerator Cable Bracket Bolt	10 N·m	89 lb in
Accelerator Control Pedal Bolt and Stud	5 N·m	44 lb in
Air Cleaner Housing Cover Screws	4 N·m	35 lb in
Air Cleaner Intake Duct Clamp	2 N·m	18 lb in
Boost Control Solenoid Nut	8 N·m	71 lb in
Bypass Valve Actuator Mounting Bolt	25 N·m	18 lb ft
Camshaft Position (CMP) Sensor Bolt	10 N·m	89 lb in
Crankshaft Position (CKP) Sensor Stud	30 N·m	22 lb ft
Engine Coolant Temperature (ECT) Sensor	20 N·m	15 lb ft
Engine Mount Strut Bolt/Nut	48 N·m	35 lb ft
EVAP Solenoid Vent Valve Bracket Bolt	10 N·m	89 lb in
Exhaust Gas Recirculation (EGR) Valve Adapter Bolt and Stud	50 N·m	37 lb ft
Exhaust Gas Recirculation (EGR) Valve Intake Pipe to Exhaust Manifold Bolt	30 N·m	22 lb ft
Exhaust Gas Recirculation (EGR) Valve Outlet Pipe to Adapter Nut	30 N·m	22 lb ft
Exhaust Gas Recirculation (EGR) Valve Outlet Pipe to Intake Manifold Bolt	30 N·m	22 lb ft
Exhaust Gas Recirculation (EGR) Valve Nut	30 N·m	22 lb ft
Fuel Filler Pipe Screw to the Fuel Filler Pipe	2.5 N·m	22 lb in
Fuel Rail Hold-Down Bolt/Nut	10 N·m	89 lb in
Fuel Rail Hold-Down Stud	25 N·m	18 lb ft
Fuel Sender Access Panel Nut	10 N·m	89 lb in
Fuel Tank Filler Pipe Hose Clamp	2.5 N·m	22 lb in
Fuel Tank Filler Pipe Screw	13 N·m	115 lb in
Fuel Tank Retaining Strap Bolt	48 N·m	35 lb ft
Heated Oxygen Sensor (HO2S)	41 N·m	30 lb ft
Idle Air Control (IAC) Valve Screw	3 N·m	27 lb in
Ignition Coil to Ignition Control Module (ICM) Screw	4.5 N·m	40 lb in
Ignition Control Module (ICM) Nut	10 N·m	89 lb in
Ignition Control Module 14 Way Connector to Module Screw	2.1 N·m	19 lb in
In-Line Fuel Filter Mounting Bracket Bolt	20 N·m	15 lb ft
In-Line Fuel Filter Outlet Nut	30 N·m	22 lb ft
Knock Sensor (KS)	19 N·m	14 lb ft
Knock Sensor (KS) Heat Shield Bolt	60 N·m	44 lb ft
Manifold Absolute Pressure (MAP) Sensor Screw	5 N·m	44 lb in
Mass Air Flow (MAF) Sensor Screw	3 N·m	27 lb in
Powertrain Control Module (PCM) Electrical Connector Bolt	8 N·m	71 lb in
Spark Plug		
To a New Cylinder Head	27 N·m	20 lb ft
To an Existing Cylinder Head	15 N·m	11 lb ft

Application	Specification	
	Metric	English
Throttle Body Nut	10 N·m	89 lb in
Throttle Body Support Bracket Bolt	16 N·m	12 lb ft
Throttle Position (TP) Sensor Screw	2 N·m	18 lb in

Fuel System Specifications

If you have the 3400 V6 engine (VIN Code M) or 3800 V6 engine (VIN Code K), 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 Manufactures 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 Nut	60 N·m	44 lb ft
EGR Adapter Pipe to Exhaust Manifold Bolt 3.8L	29 N·m	21 lb ft
Engine Lift Bracket Bolt/Nut	30 N·m	22 lb ft
Exhaust Crossover Pipe Bolt/Stud 3.8L	20 N·m	15 lb ft
Exhaust Crossover Pipe Heat Shield Bolt 3.4L	10 N·m	89 lb in
Exhaust Crossover Pipe Heat Shield Nut 3.8L	20 N·m	15 lb ft
Exhaust Crossover Pipe Nut 3.4L	25 N·m	18 lb ft
Exhaust Manifold Bolt/Nut 3.8L	30 N·m	22 lb ft
Exhaust Manifold Heat Shield Bolt 3.4L	10 N·m	89 lb in
Exhaust Manifold Heat Shield Nut 3.8L	20 N·m	15 lb ft
Exhaust Manifold Nut 3.4L	16 N·m	12 lb ft
Exhaust Manifold Pipe Stud Nut	32 N·m	24 lb ft
Exhaust Pipe Rear Hanger Bolt	25 N·m	18 lb ft
Exhaust Pipe Stud	45 N·m	33 lb ft
Fuel Injector Sight Shield Bracket Nut	30 N·m	22 lb ft
Rear Bumper Impact Bar Bolt	25 N·m	18 lb ft

Exhaust System Description

Important

Use of non-OEM parts may cause driveability concerns.

The exhaust system carries exhaust gases, treated by the catalytic converter, through a resonator, if applicable and into the exhaust muffler where exhaust noise is lessened.

In order to secure the exhaust pipe to the exhaust manifold, a flange and seal-joint coupling is utilized. The exhaust system may utilize a slip-joint coupling design with a clamp and a U-bolt or a flange connection with a gasket.

Exhaust hangers and rubber insulators help to support the weight of the exhaust pipe along with insulating any exhaust system vibration, rattle, or noise.

Exhaust hangers also space the exhaust system away from the underbody of the vehicle and allows the exhaust system to expand as the exhaust system warms up.

Exhaust heat shields are used to protect the body and other components from damage due to the heat from the exhaust system.

The exhaust system may be comprised of the following components:

- Exhaust manifold
- Exhaust pipes
- Catalytic converters
- Exhaust muffler
- Exhaust resonator, if equipped
- Exhaust tail pipe, if equipped
- Exhaust hangers
- Exhaust heat shields

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:

- Platium (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
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	26 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
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	11 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	2.86, 3.05, 3.29
Overall Final Drive Ratios	2.86, 3.05, 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 Componants

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
CO2	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
H2O	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	
O2	Oxygen
O2S	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
SO2	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
In/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
5/8	0.625	15.875
41/64	0.640625	16.27187

Fraction (in)	Decimal (in)	Metric (mm)
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

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Fasteners

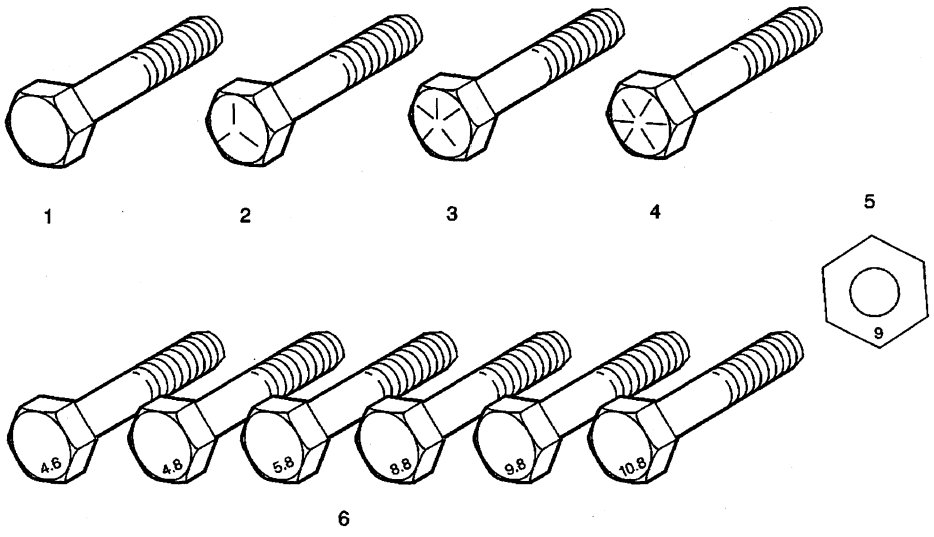
Metric Fasteners

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

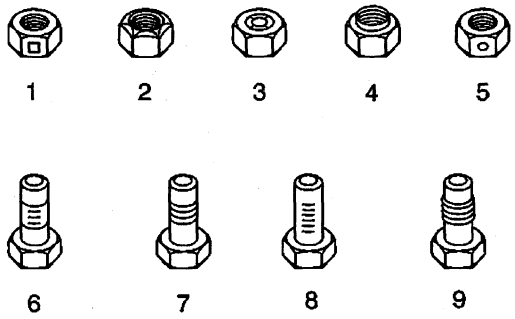
These fasteners accomplish the thread interface by a designed distortion or deformation in the fastener.

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