

SECTION 0A

GENERAL INFORMATION

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

NOTICE: Always use the correct fastener in the correct location. When you replace a fastener, use ONLY the exact part number for that application. General Motors will call out those fasteners that require a replacement after removal. General Motors will also call out the fasteners that require thread lockers or thread sealant. UNLESS OTHERWISE SPECIFIED, do not use supplemental coatings (paints, greases, or other corrosion inhibitors) on threaded fasteners or fastener joint interfaces. Generally, such coatings adversely affect the fastener torque and joint clamping force, and may damage the fastener. When you install fasteners, use the correct tightening sequence and specifications. Following these instructions can help you avoid damage to parts and systems.

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SUPPLEMENTAL INFLATABLE RESTRAINT (SIR) HANDLING

WHEN TO DISCONNECT THE NEGATIVE BATTERY CABLE

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

HANDLING ELECTROSTATIC DISCHARGE (ESD) SENSITIVE PARTS

Many solid state electrical components can be damaged by electrostatic discharge (ESD). Some will display a label, but many will not (Figure 1).

In order to avoid possibly damaging any components, observe the following:

1. Body movement produces an electrostatic charge. To discharge personal static electricity, touch a ground point (metal) on the vehicle. This should be done any time you:
 - Slide across the seat.
 - Sit down or get up.
 - Do any walking.
2. Do not touch exposed electric terminals on components with your finger or any tools. Remember, the connector that you are checking might be tied into a circuit that could be damaged by electrostatic discharge.
3. When using a screwdriver or similar tool to disconnect a connector, never let the tool come in contact with or come between the exposed terminals.

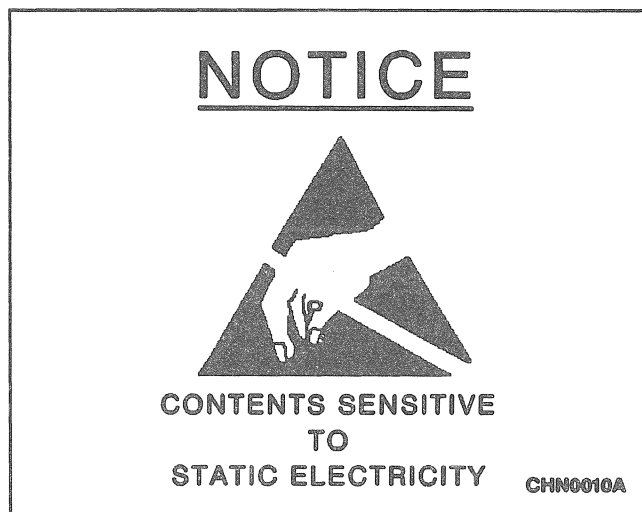


Figure 1—Electrostatic Discharge Label

4. Never jumper, ground, or use test equipment probes on any components or connectors unless specified in diagnosis. When using test equipment, always connect the ground lead first.
5. Do not remove the solid state component from its protective packaging until you are ready to install the part.
6. Always touch the solid state components package to a ground before opening. Solid state components can also be damaged if:
 - They are bumped or dropped.
 - They are laid on any metal work benches or components that operate electrically, such as a TV, radio, or oscilloscope.

REPLACEMENT LABELS

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

- Vehicle Emission Control Information (Exhaust Emission Tune-Up)
- Spare Wheel Caution
- Jacking
- Spare Tire Storage
- Serpentine Belt Routing
- Engine Fan Caution

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

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

SERVICE PARTS IDENTIFICATION LABEL

The Service Parts Identification Label has been developed and placed on the vehicle to aid service and parts personnel in identifying parts and options originally installed on the vehicle (Figure 2).

SPECIAL TOOL ORDERING INFORMATION

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

Kent-Moore
SPX Corporation
29784 Little Mack
Roseville, MI 48066-2298
1-800-345-2233
Mon.-Fri. 8:00 a.m.--5:00 p.m. EST
Telex: 244040 KMTR UR
Fax: 810-578-7375

Scan tools and accessories can be purchased through Kent-Moore at the above address and phone number.

VEHICLE CERTIFICATION LABEL

The vehicle certification label indicates the Gross Vehicle Weight Rating (GVWR), front and rear Gross Axle Weight Rating (GAWR), and the payload rating for the vehicle (Figures 3 and 4).

The gross vehicle weight (GVW) is the weight of the originally-equipped vehicle and all items added to it

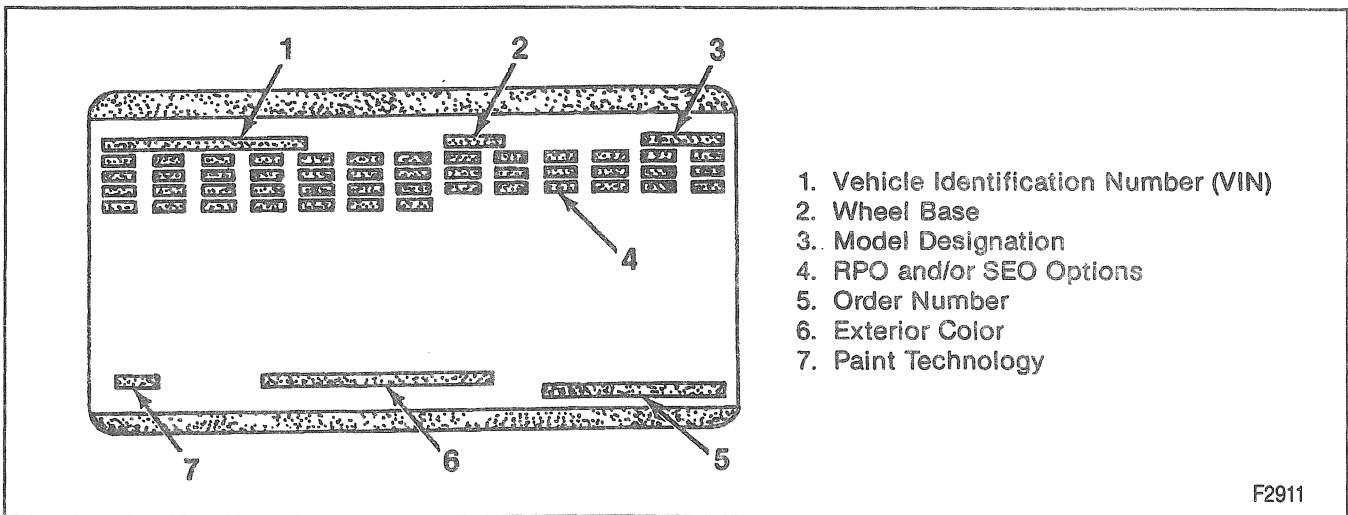


Figure 2—Service Parts Identification Label

after it has left the factory. This would include bodies, winches, etc., the driver and all occupants; and the load the vehicle is carrying. The gross vehicle weight (GVW) must not exceed the gross vehicle weight rating (GVWR). Also, the front and rear gross axle weights (GAW) must not exceed the front and rear gross axle weight rating (GAWR).

The payload rating shown on the label is the maximum allowable cargo load (including the weight of the driver and all occupants) that the vehicle can carry based on all factory installed equipment on the vehicle. The payload rating is reduced if any accessories or other equipment is added to the vehicle after final date of manufacture. The weight of these items should be determined and deducted from the payload rating.

The vehicle may also have a gross combination weight rating (GCWR). The GCW is the total weight of the loaded tow vehicle (including passengers) and a loaded trailer.

The tires on the vehicle must be the proper size and properly inflated for the load that the vehicle is carrying. The vehicle certification label shows the originally equipped tire size and recommended inflation pressures. For more information on tires, refer to SECTION 3E.

VEHICLE IDENTIFICATION NUMBER

The vehicle identification number (VIN) is the seventeen-digit legal identifier of the vehicle. It is located on a plate that is attached to the left top of the instrument panel and can be seen through the windshield (Figure 5). To find the manufacturer, model and chassis type, engine type, GVW range, model year, plant code, and sequential number, refer to Figure 6.

GM GVWR GAWR FRT GAWR RR LB/KG

PAYLOAD =

TIRE SIZE SPEED RTG RIM PSI/KPA (COLD)

FRT RR SPA

SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION

Figure 3—Complete Vehicle Certification Label

GM GVWR GAWR FRT GAWR RR LB/KG

PAYLOAD =

TIRE SIZE SPEED RTG RIM PSI/KPA (COLD)

FRT RR SPA

Figure 4—Incomplete Vehicle Certification Label

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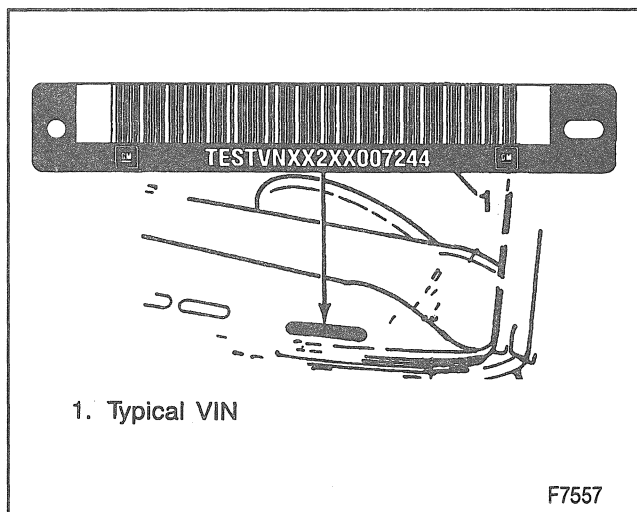


Figure 5—Vehicle Identification Number (VIN) Location

ENGINE IDENTIFICATION NUMBER

The VIN provides detailed engine identification and code information by liter and by the engine code letter located on the vehicle identification plate.

Stick-on labels attached to the engine, or laser etching or stampings on the engine block, indicate the engine unit number or date code.

All engines are stamped with an engine identification number. The stamping contains eight positions (Figures 8 through 11).

TRANSMISSION IDENTIFICATION NUMBER

Manual and automatic transmission model identification is located on a label or tag applied to the transmission case (Figures 12 through 17). If the label or tag is missing or unreadable, use the Service Parts Identification label to determine which transmission was installed in the vehicle. For more information, refer to "Service Parts Identification Label."

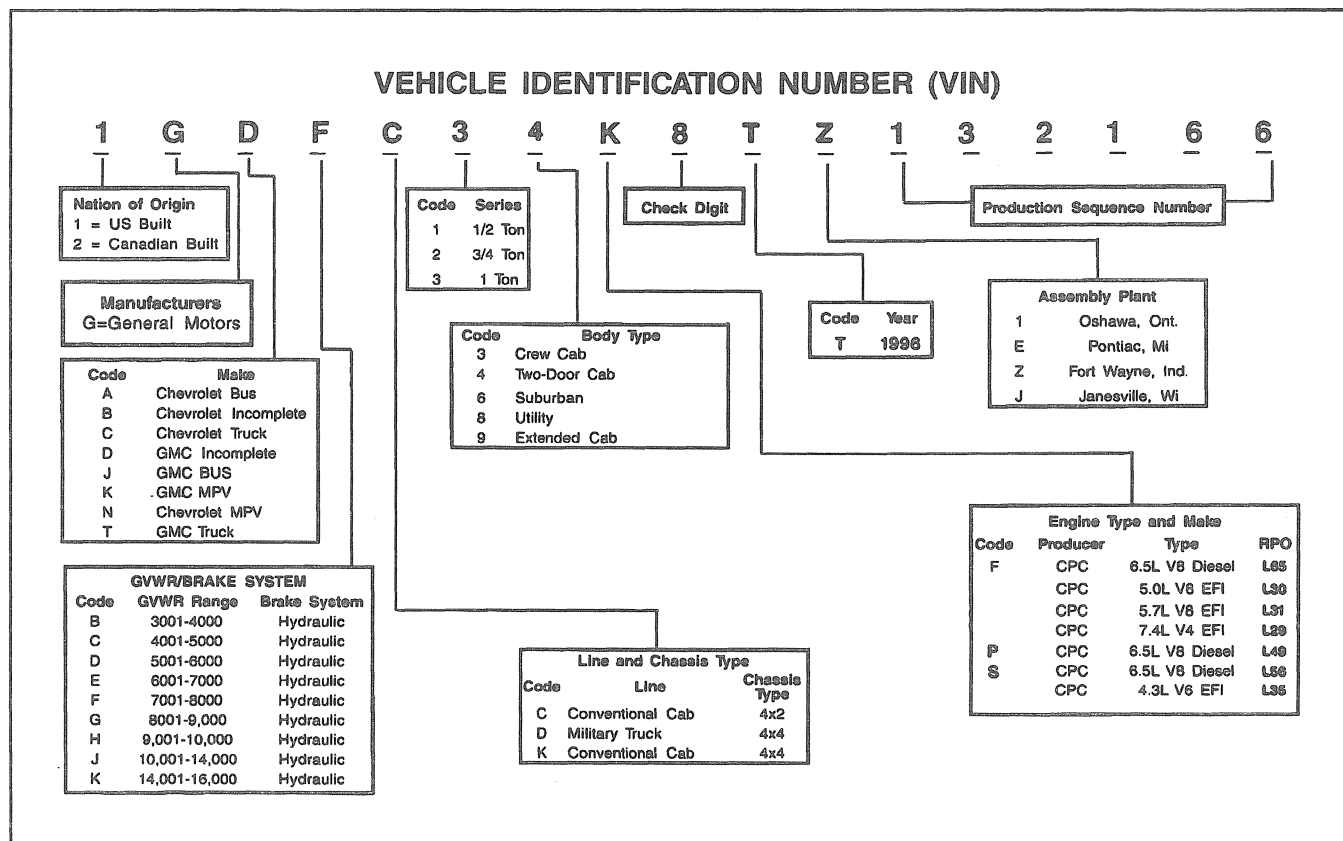


Figure 6—Vehicle Identification Chart

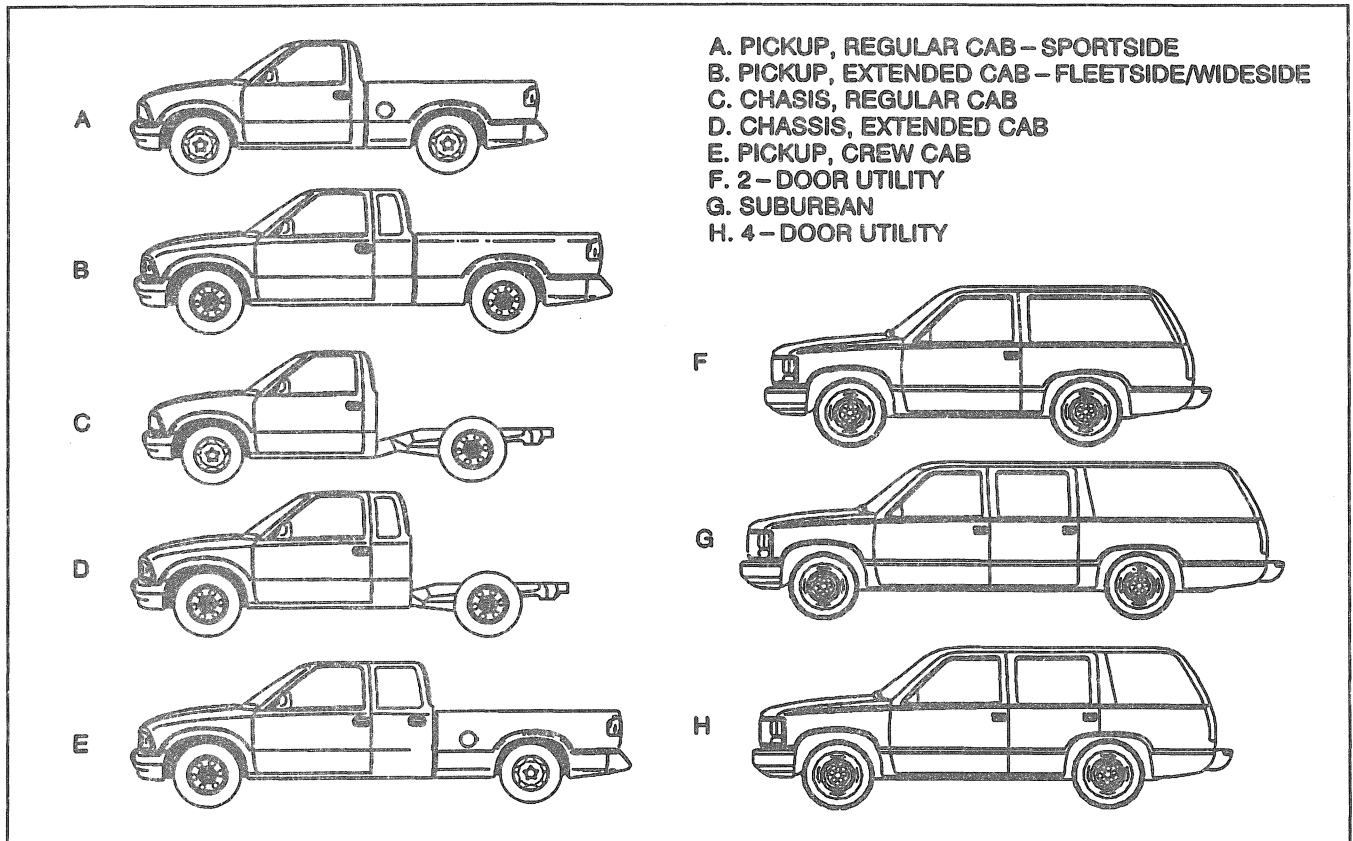


Figure 7—Model Identification

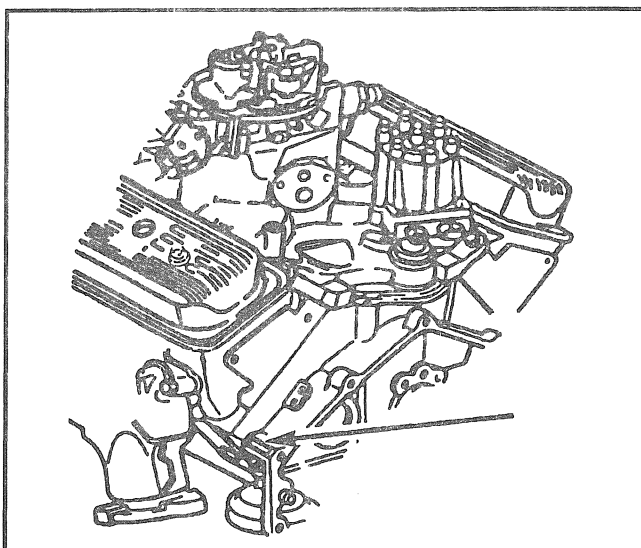


Figure 8—4.3L Engine I.D. Location

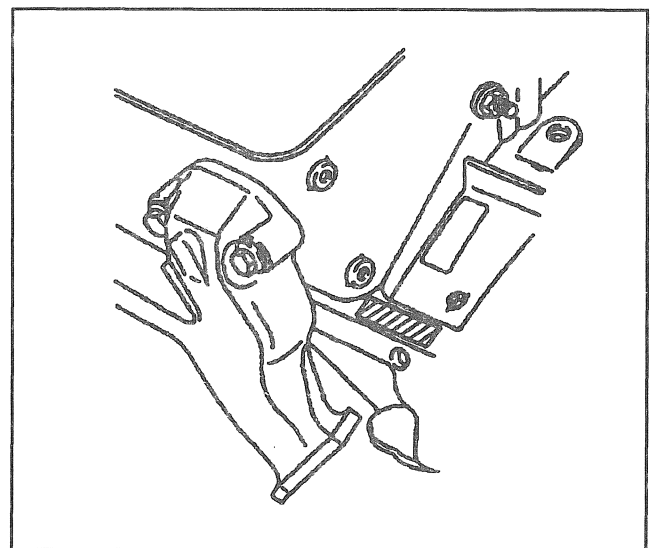


Figure 9—5.0L and 5.7L Engine I.D. Location

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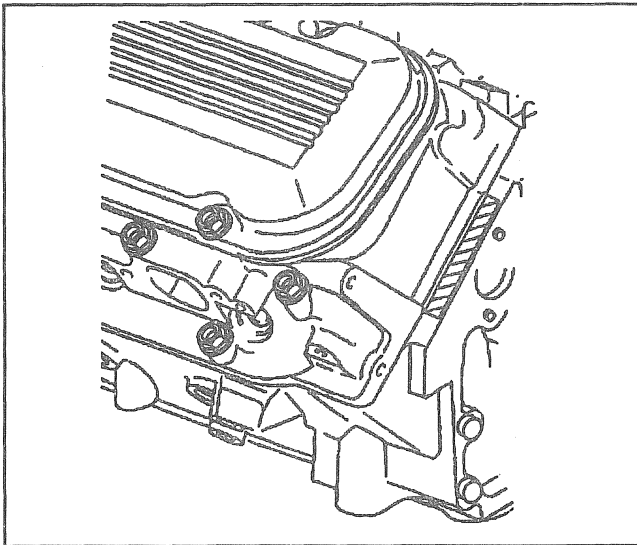


Figure 10—7.4L Engine I.D. Location

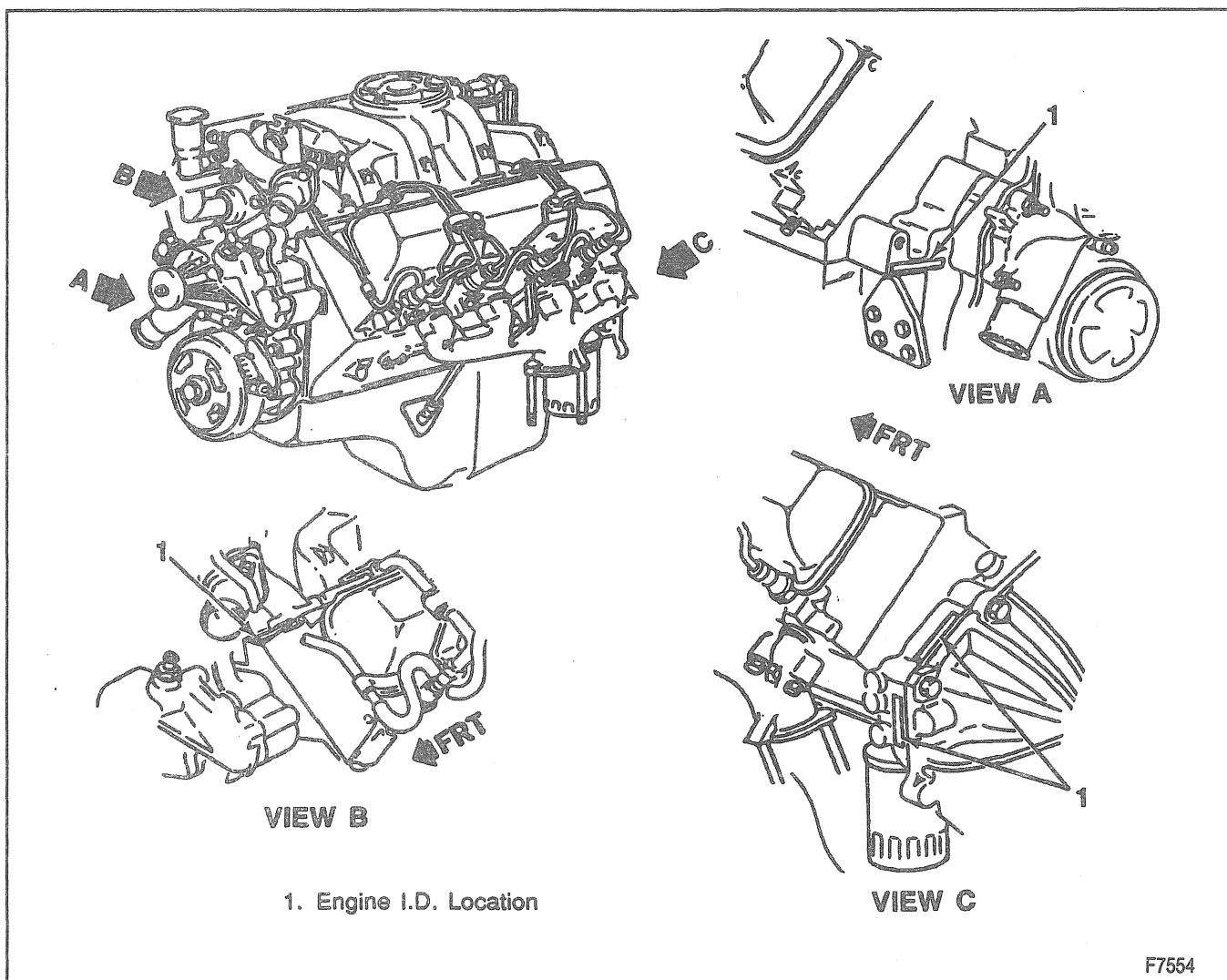


Figure 11—6.5L Diesel Engine I.D. Location

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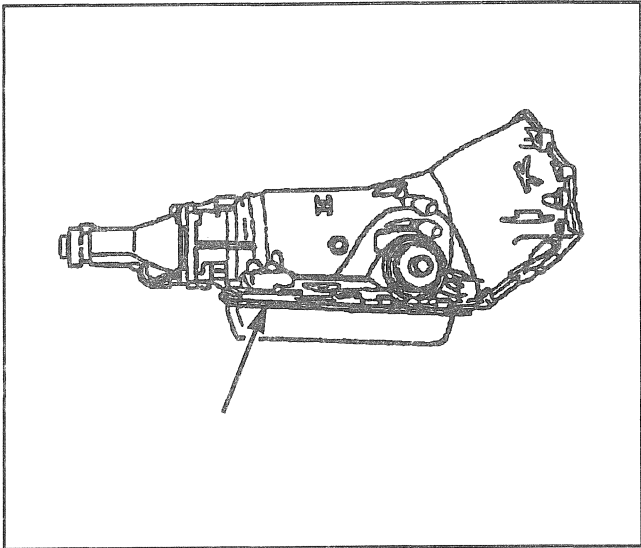


Figure 12—Hydra-Matic 4L60-E Transmission
I.D. Location

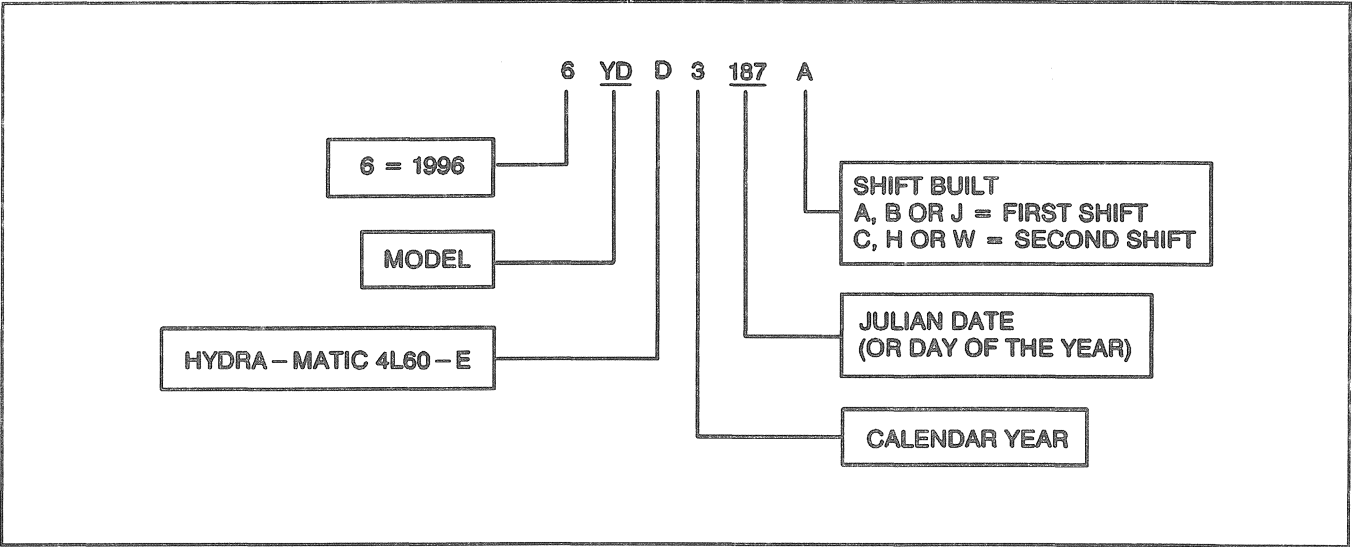


Figure 13—Hydra-Matic 4L60-E Transmission I.D.

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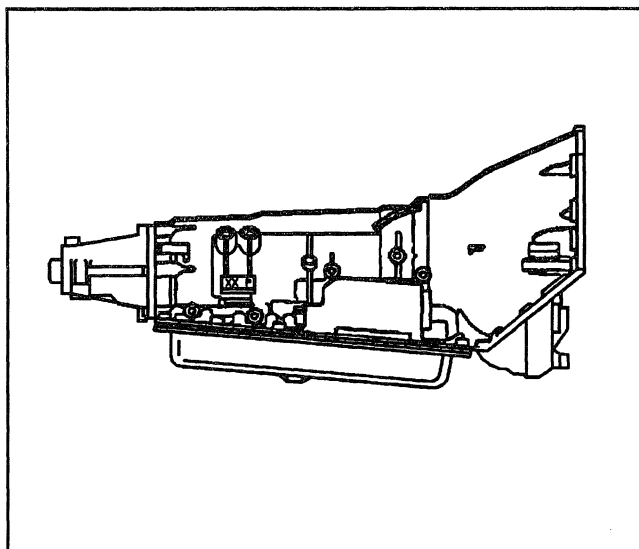


Figure 14—Hydra-Matic 4L80-E Transmission
I.D. Location (1 of 2)

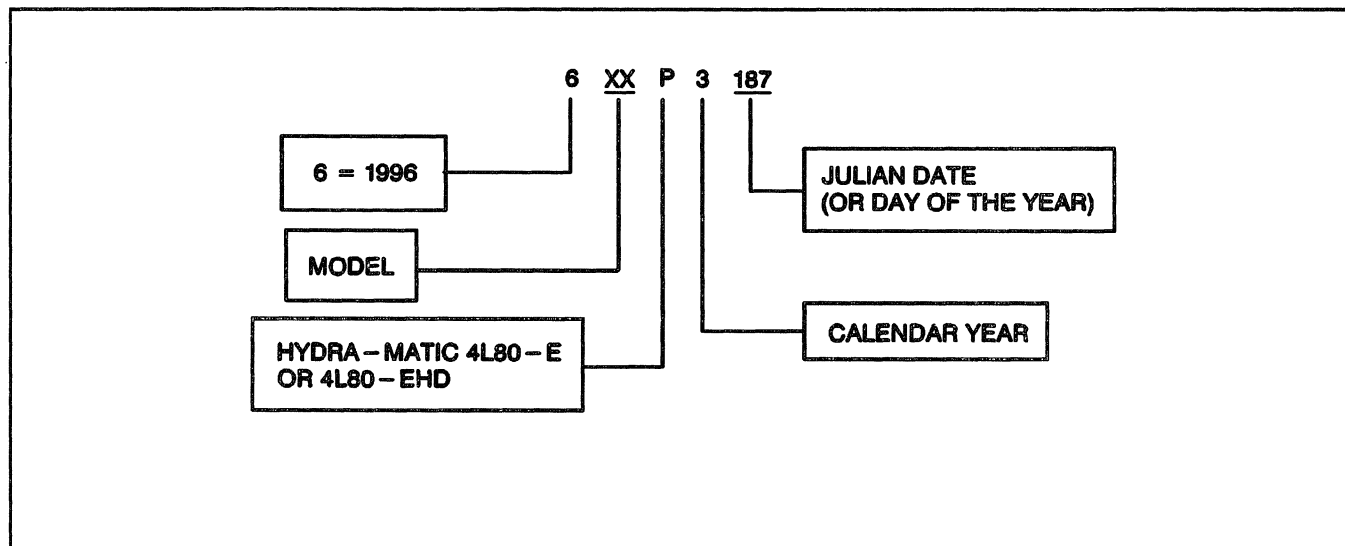


Figure 15—Hydra-Matic 4L80-E Transmission I.D.

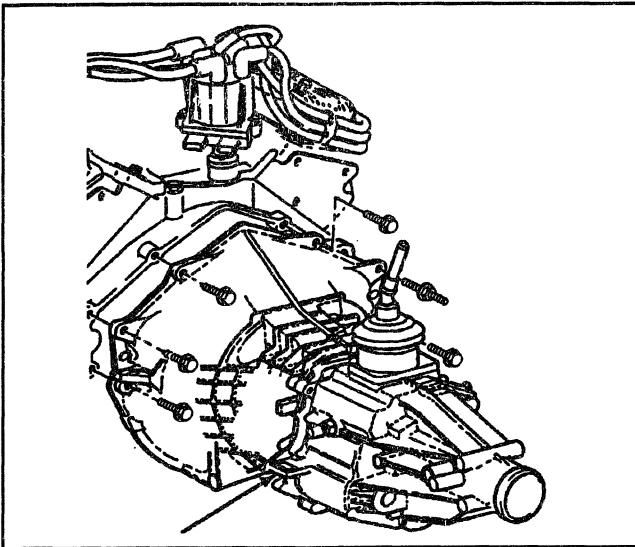


Figure 16—New Venture Gear 3500 Transmission I.D. Location

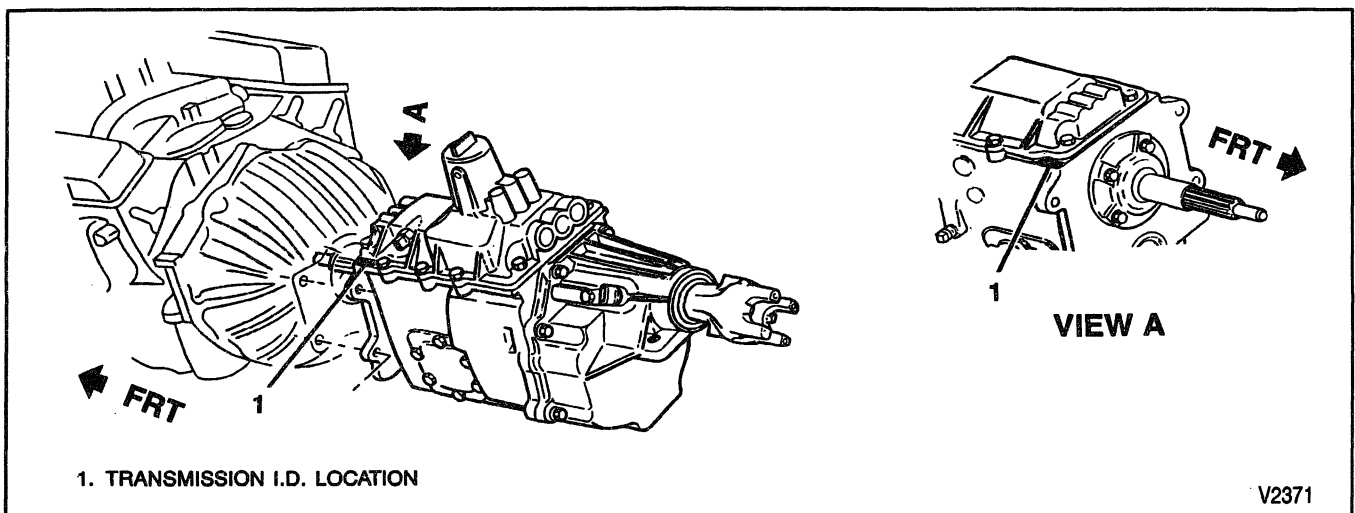


Figure 17—New Venture Gear 4500 Transmission I.D. Location

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Model	Engine		Transmission	
	Base	Option	Base	Option
C107 (03)	4.3L V6 (L35)	5.0L V8 (L30) 5.7L V8 (L31)	5 Spd. Manual (M50)	4 Spd. Auto (M30) 5 Spd. Manual (M50)
C107 (53)	4.3L V6 (L35)	5.0L V8 (L30) 5.7L V8 (L31) 6.5L V8 (L49) 6.5L V8 (L56)	5 Spd. Manual (M50)	5 Spd. Manual (MW3) 4 Spd. Auto (MT1) 4 Spd. Auto (M30) 5 Spd. Manual (M50)
C109 (03)	4.3L V6 (L35)	5.0L V8 (L30) 5.7L V8 (L31) 6.5L V8 (L56) 6.5L V8 (L49)	5 Spd. Manual (M50)	5 Spd. Manual (MW3) 4 Spd. Auto (MT1) 4 Spd. Auto (M30) 5 Spd. Manual (M50)
C109 (06)	5.7L V8 (L31)	6.5L V8 (L56)	4 Spd. Auto (M30)	4 Spd. Auto (MT1)
C109 (53)	4.3L V6 (L35)	5.0L V8 (L30) 5.7L V8 (L31) 6.5L V8 (L49) 6.5L V8 (L56)	5 Spd. Manual (M50)	5 Spd. Manual (M50) 4 Spd. Auto (MT1) 5 Spd. Manual (MW3) 4 Spd. Auto (M30)
C207 (53)	4.3L V6 (L35)	5.0L V8 (L30) 5.7L V8 (L31) 6.5L V8 (L56)	5 Spd. Manual (M50)	5 Spd. Manual (M50) 4 Spd. Auto (MT1) 5 Spd. Manual (MW3) 4 Spd. Auto (M30)
C209 (03)	4.3L V6 (L35)	5.0L V8 (L30) 5.7L V8 (L31) 7.4L V8 (L29) 6.5L V8 (L49) 6.5L V8 (L56) 6.5L V8 (L65)	5 Spd. Manual (M50)	5 Spd. Manual (M50) 5 Spd. Manual (MW3) 4 Spd. Auto (M30) 4 Spd. Auto (MT1)
C209 (06)	5.7L V8 (L30)	6.5L V8 (L65)	4 Spd. Auto (MT1)	4 Spd. Auto (MT1)
C209 (53)	4.3L V6 (L35)	5.0L V8 (L30) 5.7L V8 (L31) 7.4L V8 (L29) 6.5L V8 (L49) 6.5L V8 (L56) 6.5L V8 (L65)	5 Spd. Manual (M50)	5 Spd. Manual (M50) 5 Spd. Manual (MW3) 4 Spd. Auto (M30) 4 Spd. Auto (MT1)
C309 (03)	5.7L V8 (L31)	7.4L V8 (L29) 6.5L V8 (L65)	5 Spd. Manual (MW3)	5 Spd. Manual (MW3) 4 Spd. Auto (MT1)
C309 (43)	5.7L V8 (L31)	7.4L V8 (L29) 6.5L V8 (L65)	5 Spd. Manual (MW3)	5 Spd. Manual (MW3) 4 Spd. Auto (MT1)
C309 (53)	5.7L V8 (L31)	7.4L V8 (L29) 6.5L V8 (L65)	5 Spd. Manual (MW3)	5 Spd. Manual (MW3) 4 Spd. Auto (MT1)
C310 (03)	5.7L V8 (L31)	7.4L V8 (L29) 6.5L V8 (L65)	5 Spd. Manual (MW3)	5 Spd. Manual (MW3) 4 Spd. Auto (MT1)
C314 (03)	5.7L V8 (L31)	7.4L V8 (L29) 6.5L V8 (L65)	5 Spd. Manual (MW3)	5 Spd. Manual (MW3) 4 Spd. Auto (MT1)
C318 (03)	5.7L V8 (L31)	7.4L V8 (L29) 6.5L V8 (L65)	5 Spd. Manual (MW3)	5 Spd. Manual (MW3) 4 Spd. Auto (MT1)
K105 (16)	5.7L V8 (L31)	6.5L V8 (L56)	5 Spd. Manual (M50)	4 Spd. Auto (M30) 4 Spd. Auto (MT1)
K107 (03)	4.3L V6 (L35)	5.0L V8 (L30) 5.7L V8 (L31)	5 Spd. Manual (M50)	5 Spd. Manual (M50) 4 Spd. Auto (MT1) 5 Spd. Manual (MW3) 4 Spd. Auto (M30)
K107 (53)	4.3L V6 (L35)	5.0L V8 (L30) 5.7L V8 (L31) 6.5L V8 (L49) 6.5L V8 (L56)	5 Spd. Manual (M50)	5 Spd. Manual (M50) 4 Spd. Auto (MT1) 5 Spd. Manual (MW3) 4 Spd. Auto (M30)
K109 (03)	4.3L V6 (L35)	5.0L V8 (L30) 5.7L V8 (L31) 6.5L V8 (L49) 6.5L V8 (L56)	5 Spd. Manual (M50)	5 Spd. Manual (M50) 4 Spd. Auto (MT1) 5 Spd. Manual (MW3) 4 Spd. Auto (M30)

Model	Engine		Transmission	
	Base	Option	Base	Option
K109 (06)	5.7L V8 (L31)	6.5L V8 (L56)	4 Spd. Auto (M30)	4 Spd. Auto (MT1)
K109 (53)	4.3L V6 (L35)	5.0L V8 (L30) 5.7L V8 (L31) 6.5L V8 (L49) 6.5L V8 (L56)	5 Spd. Manual (M50)	5 Spd. Manual (MW3) 4 Spd. Auto (M30) 4 Spd. Auto (MT1)
K207 (53)	4.3L V6 (L35)	5.0L V8 (L30) 5.7L V8 (L31) 6.5L V8 (L49) 6.5L V8 (L56)	5 Spd. Manual (M50)	5 Spd. Manual (M50) 5 Spd. Manual (MW3) 4 Spd. Auto (M30) 4 Spd. Auto (MT1)
K209 (03)	4.3L V6 (L35)	5.0L V8 (L30) 5.7L V8 (L31) 7.4L V8 (L29) 6.5L V8 (L49) 6.5L V8 (L56) 6.5L V8 (L65)	5 Spd. Manual (M50)	5 Spd. Manual (M50) 5 Spd. Manual (MW3) 4 Spd. Auto (M30) 4 Spd. Auto (MT1)
K209 (06)	5.7L V8 (L31)	7.4L V8 (L29) 6.5L V8 (L65)	4 Spd. Auto (MT1)	4 Spd. Auto (MT1)
K209 (53)	4.3L V6 (L35)	5.0L V8 (L30) 5.7L V8 (L31) 7.4L V8 (L29) 6.5L V8 (L49) 6.5L V8 (L56) 6.5L V8 (L65)	5 Spd. Manual (M50)	5 Spd. Manual (M50) 5 Spd. Manual (MW3) 4 Spd. Auto (M30) 4 Spd. Auto (MT1)
K309 (03)	5.7L V8 (L31)	7.4L V8 (L29) 6.5L V8 (L65)	5 Spd. Manual (MW3)	5 Spd. Manual (MW3) 4 Spd. Auto (MT1)
K309 (43)	5.7L V8 (L31)	7.4L V8 (L29) 6.5L V8 (L65)	5 Spd. Manual (MW3)	5 Spd. Manual (MW3) 4 Spd. Auto (MT1)
K309 (53)	5.7L V8 (L31)	7.4L V8 (L29) 6.5L V8 (L65)	5 Spd. Manual (MW3)	5 Spd. Manual (MW3) 4 Spd. Auto (MT1)
K310 (03)	5.7L V8 (L31)	7.4L V8 (L29) 6.5L V8 (L65)	5 Spd. Manual (MW3)	5 Spd. Manual (MW3) 4 Spd. Auto (MT1)
K314 (03)	5.7L V8 (L31)	7.4L V8 (L29) 6.5L V8 (L65)	5 Spd. Manual (MW3)	5 Spd. Manual (MW3) 4 Spd. Auto (MT1)

Model Codes:

C—Two-Wheel Drive

K—Four-Wheel Drive

03—Two Door Cab

06—Four Door Suburban or Four Door Utility

16—Two Door Utility

43—Four Door Cab

53—Two Door Extended Cab

T2960

Figure 18 — Engine and Transmission Applications

GENERAL VEHICLE LIFTING AND JACKING

CAUTION: When a vehicle is on a hoist, support the vehicle at the opposite end from which components are being removed in order to reduce the possibility of the vehicle falling off the hoist and causing personal injury.

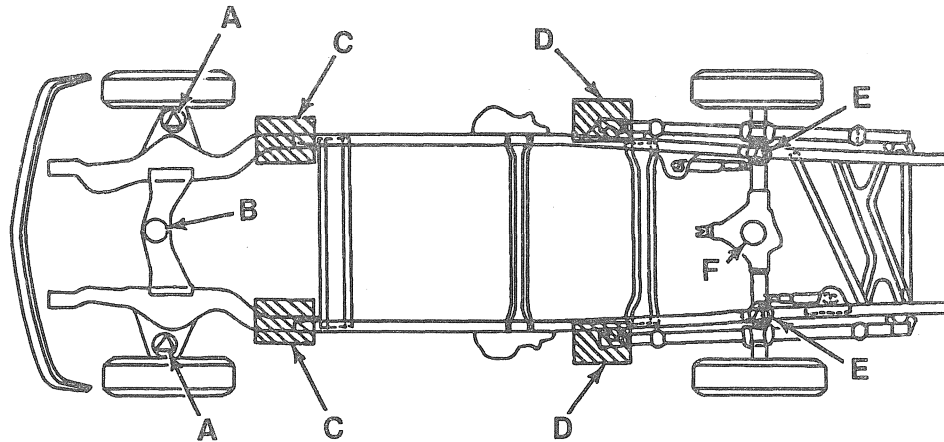
NOTICE: When jacking or lifting a vehicle, make sure that the lift pads do not contact the catalytic converter, brake lines, brake cables, or fuel lines. Such contact may result in damage or unsatisfactory vehicle performance.

When removing major components from the vehicle while the vehicle is on a hoist, chain the vehicle frame to the hoist pads at the same end as the removed components to prevent tip-off and personal injury.

VEHICLES UNDER 12,000 LB. GVWR

NOTICE: Do not attempt to use a hoist to lift a vehicle equipped with a camper body. The weight distribution of the body may make the vehicle unstable during hoisting and cause damage to the frame.

The only lift points for these vehicles are shown in Figures 18 and 19, and are described in the following paragraphs.



- A. Lower control arm; inboard of the lower ball joint.
- B. Center of front suspension crossmember.
- C. Frame at forward edge of crossmember.
- D. Rear spring at front bracket.
- E. Rear axle just inboard of the spring.
- F. Rear axle at the center of the differential case.

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Figure 19—Chassis Lift Points—C Models (Under 12,000 Lb. GVWR)

When lifting a C or K model vehicle with a hoist, the front pads should be positioned under the frame rails, just forward of the second crossmember. The rear pads should be positioned under the rear spring front brackets.

When lifting a C model vehicle front end with a floor jack, position the jack pad under the lower control arm and inboard from the ball joint. The C model vehicle front end can also be lifted by positioning the floor jack pad under the center of the front crossmember.

When lifting a C model vehicle front end with a vehicle jack, position the jack under the lower control arm and inboard from the ball joint.

When lifting a C or K model vehicle rear end with a floor jack, position the jack pad either between the spring pad and the shock absorber hanger or under the axle differential case.

When lifting a C or K model vehicle rear end with a vehicle jack, position the jack pad between the spring pad and the shock absorber hanger.

When lifting a K model vehicle front end with a floor jack, position the jack pad either under the middle of the front crossmember or under the lower control arm at the lowest point of the control arm.

Any time a vehicle is lifted with a vehicle jack or a floor jack, the wheels at the opposite end of the lifted end should be chocked. Also, use jack stands to provide support. When supporting the vehicle with jack stands, the jack stands should be placed under the frame, the front suspension crossmember, or the axle.

When removing major components from the vehicle while the vehicle is on a hoist, the vehicle frame should be chained to the hoist pads in order to prevent tip-off.

VEHICLES BETWEEN 12,000 AND 15,000 LB. GVWR

Lifting With a Hoist:

Do not attempt to lift either of these vehicles with a single-post hoist. Single-post hoists are not rated to lift vehicles of these weights. The 12,000 lb. GVWR vehicle may be lifted with a wheel hoist if the hoist is rated for more than 12,000 lb.

A twin-post hoist can be used, provided each post is rated for more than the GAWR of the vehicle being lifted. This is particularly true for the rear axle. The addition of various types of bodies and other equipment to the original cab chassis may have resulted in heavier GAWRs than indicated on the certification label.

If the 12,000 lb. GVWR vehicle is being lifted, place the front hoist supports at the lower control arms, inboard of the lower ball joints. Place the rear support at the axle tube.

If the 15,000 lb. GVWR vehicle is being lifted, the front support can be placed under the I-beam front axle. Place the rear support under the axle tube.

When removing major components from the vehicle while the vehicle is on a hoist, the vehicle frame should be chained to the hoist pads in order to prevent tip-off.

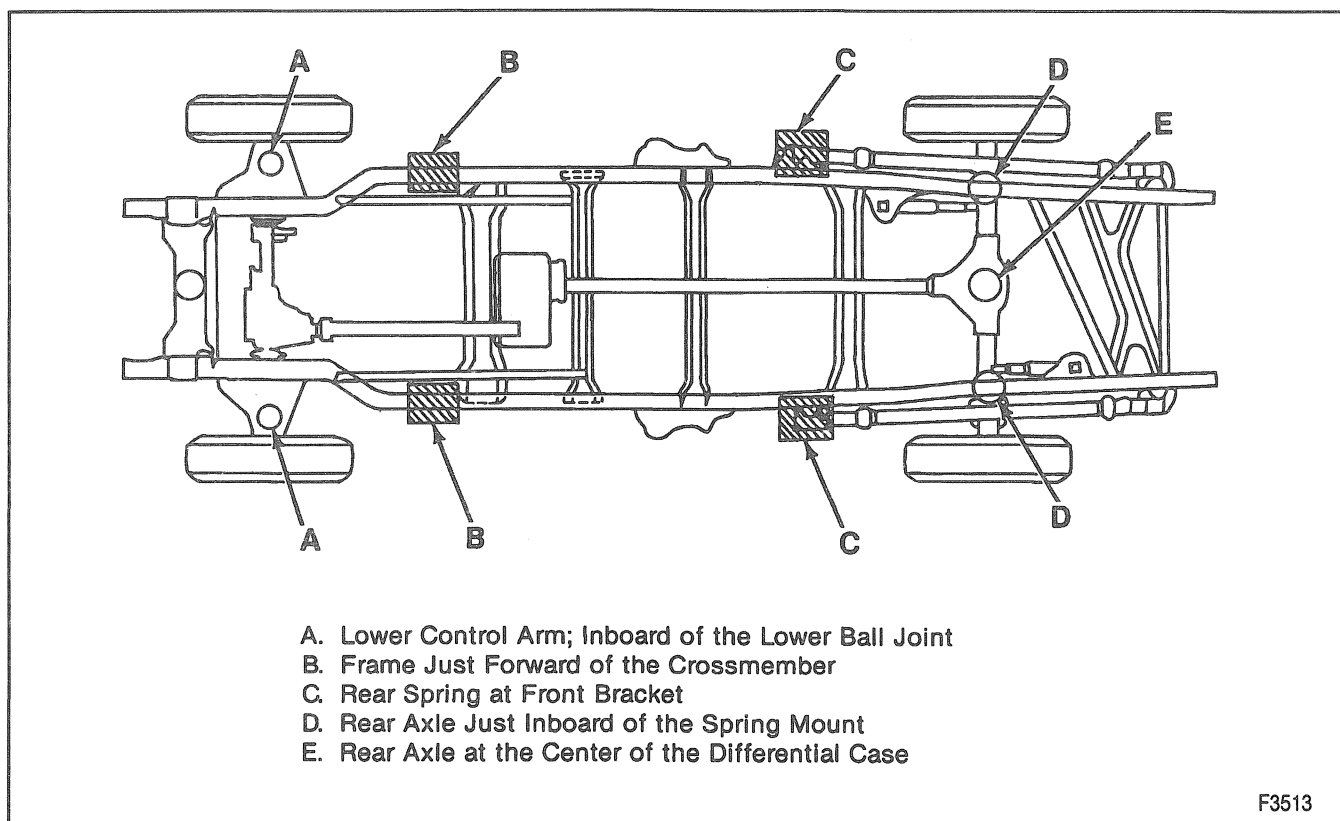


Figure 20—Chassis Lift Points—K Models (Under 12,000 Lb. GVWR)

Lifting With a Floor Jack:

CAUTION: Do not attempt to use an in-vehicle type jack, such as a bumper or scissors jack, on the 15,000 lb. GVWR vehicle. These jacks are not strong enough for the weight of the vehicle, and could collapse suddenly, causing damage to the vehicle or personal injury.

When lifting the front end of the vehicle with a floor jack, position the jack pad under the frame rail just rearward of the body mount or under the lower control arm and inboard from the ball joint. The 15,000 lb. GVWR vehicle can also be lifted under the front axle.

When lifting the rear end of the vehicle, position the jack pad under the rear axle between the spring attachment and shock bracket.

Any time a vehicle is lifted with a vehicle jack or a floor jack, the wheels at the opposite end of the lifted end should be chocked. If jack stands are also used for support, they may only be placed just rearward of the body mounts. Do not place jack stands under the rear section of the frame or under any crossmember.

LOCK CYLINDER CODING**Key Identification and Usage**

These vehicles use a one-key locking system. A single, two-sided key operates the ignition, all doors, and any lockable storage compartments. The key is reversible, and can be inserted with either side facing up.

Key code information is provided on an alpha-numeric bar-coded tag attached to the key ring. This tag accompanies the vehicle to the dealership. If the tag is not available, call Roadside Assistance. You will need the seventeen digit vehicle identification number to obtain the key code.

Once the key code is identified, the lock combination can be determined using a coded list. This list is available from key cutting equipment suppliers.

Cutting Keys

1. Determine the code from the code list.
2. Cut a blank key to the proper level for each of six tumbler positions.
3. Check the key operation in the lock cylinder.

Replacement Lock Cylinders

Lock cylinders are available from service parts warehouses. The new cylinder has a locking bar staked in place. Tumblers are also available and must be assembled into the cylinder.

Assembling and Coding Lock Cylinders**Ignition Lock Cylinders**

Ignition tumblers are shaped exactly alike with the exception of two notch positions on the key shank. As the key is inserted in the lock cylinder, tumblers are lowered to the correct heights so that notches on each tumbler are at the same level. When the notches on all tumblers line up, the side bar is pushed into the notches by two small springs. This allows the cylinder to turn in its bore. Four types of tumblers result in various lock

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combinations. Each tumbler is coded according to a number, 1 through 4, stamped on it's side.



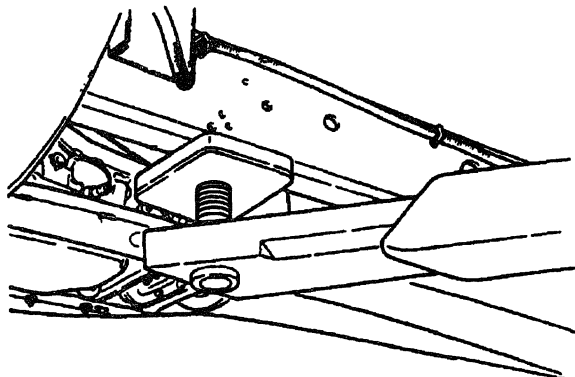
Assemble

1. Determine the tumbler numbers and arrangement.
 - With the numerical key code, use the code list provided by a key cutting equipment supplier.
 - Without the numerical key code or without a code list, read the key (Figure 21).
 - A. Lay the key on the key code diagram. Make sure the key is outlined by the diagram.
 - B. Start with position number one. Find and record the lowest level (tumbler number) that is visible. Repeat for each of the remaining five positions.
2. Starting with position one (the open end or head of the cylinder), insert tumblers in their proper slots in the order called for by the code (Figure 21).
3. Pull the side bar out so that the tumblers will drop completely into place.

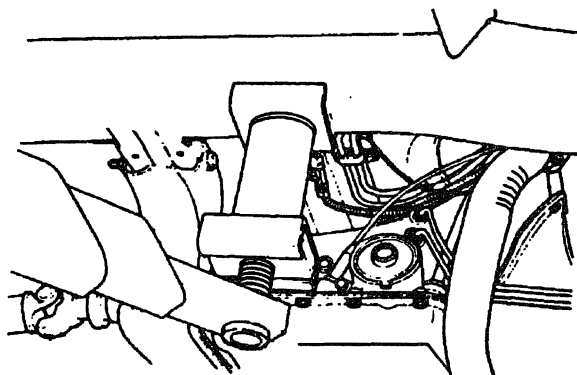
4. Insert one tumbler spring above each tumbler.
5. Insert the spring retainer so that the end prongs slide into the slots at each end of the cylinder. Press the retainer down.
6. Insert the key into the lock cylinder to check for proper installation. If the tumblers are installed properly, the side bar will drop down. If it doesn't, take the cylinder apart and reassemble it.

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

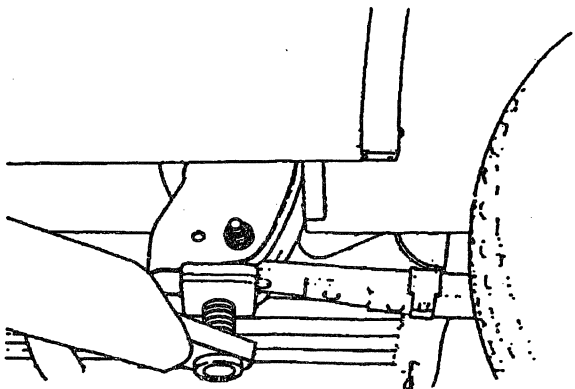
7. Remove the key and secure the cylinder in a vise with the spring retainer exposed.
8. Stake the spring retainer securely in place at each end, using a suitable staking tool. Stake the cylinder metal over the retainer (Figure 22).
9. Lock cylinders should be lubricated with GM multi-purpose lubricant Superlube® GM P/N 12346241 or a light oil (5W30).



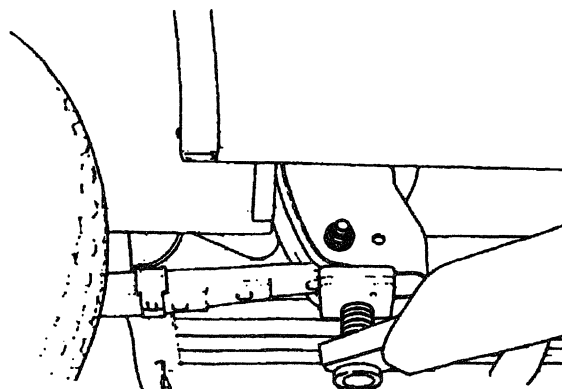
FRONT, LEFT SIDE (WITHOUT ADAPTOR)
(RIGHT SIDE SIMILAR)



FRONT, RIGHT SIDE



REAR, LEFT SIDE



REAR, RIGHT SIDE

Figure 21—Lifting The Vehicle

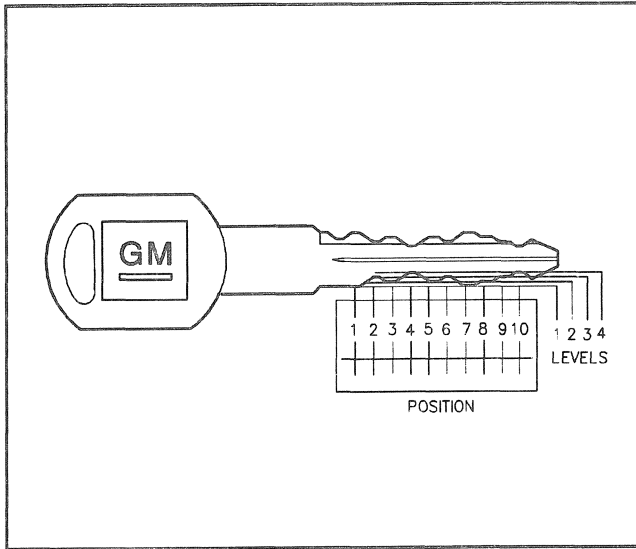


Figure 22—Key Code Diagram

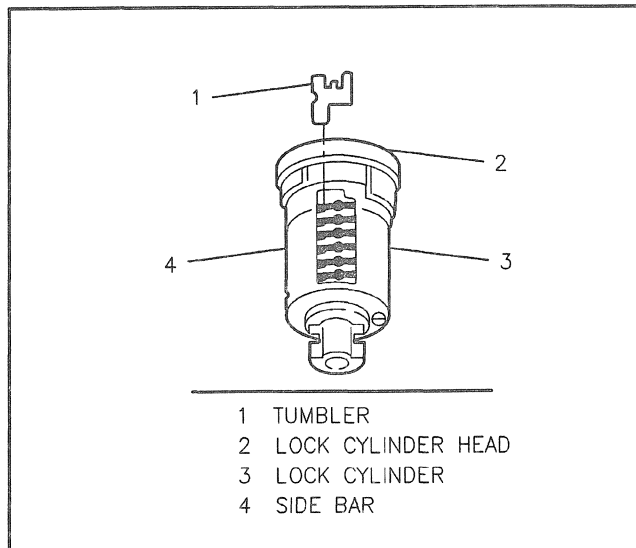


Figure 23—Installing Tumblers

All Other Lock Cylinders

Lock cylinders with snap-in tumblers are used for all locks except the ignition. The lock cylinder has four or five tumbler positions. The number 1 or 2 position (closest to the cylinder head) is a brass retainer tumbler. The 2 through 5 positions or 3 through 5 positions are standard tumbler positions depending on cylinder type. Therefore, only the last 4 or 5 tumbler combinations are required. To assemble the lock cylinder, determine the tumbler numbers and arrangement, as previously described, and install the tumblers.

METRIC FASTENERS

Current model GM vehicles are primarily dimensioned in the metric system. Many metric fasteners are very close in dimension to well-known customary fasteners in the inch system. It is very important that replacement fasteners be of the correct nominal diameter, thread pitch, and strength.

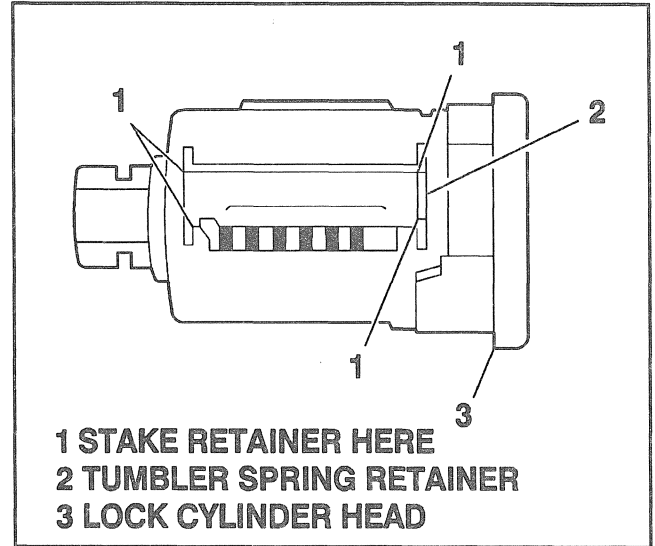


Figure 24—Locking Tumblers in Place

Original equipment metric fasteners (except "beauty" bolts, such as exposed bumper bolts, and cross-recess head screws) are identified by a number or marking indicating the strength of the material in the fastener as outlined later. Metric cross-recess screws are identified by a Posidrive or Type 1A. Either a Phillips head or Type 1A cross-recess screwdriver can be used in Posidrive recess screw heads, but Type 1A cross-recess screwdrivers will perform better.

FASTENER STRENGTH IDENTIFICATION

Most commonly used metric fastener strength property classes are 9.8 and 10.9 with the class identification embossed on the head of each bolt. Some metric nuts will be marked with single digit strength identification numbers on the nut face.

When replacing metric fasteners, use bolts and nuts of the same strength (or greater) as the original fasteners (the same number marking or higher). Likewise, select replacement fasteners of the correct size. Correct replacement metric fasteners available in the aftermarket parts channels were designed to metric standards of countries other than the United States, and may be of a lower strength, may not have the numbered head marking system, and may be of a different thread pitch. The metric fasteners used on GM products are designed to new, international standards that may not yet be manufactured by some non-domestic bolt and nut suppliers.

PREVAILING TORQUE FASTENERS

A prevailing torque nut is designed to develop an interference between the nut and bolt threads. This is most often accomplished by distortion of the top of an all-metal nut by using a nylon patch on the threads in the middle of the hex flat. A nylon insert may also be used as a method of interference between nut and bolt threads.

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A prevailing torque bolt is designed to develop an interference between bolt and nut threads, or the threads of a tapped hole. This is accomplished by distorting some of the threads or by using a nylon patch or adhesive.

Recommendations For Reuse:

1. Clean, unruined prevailing torque nuts and bolts may be reused as follows:
 - A. Clean dirt and other foreign material off the nut or bolt.
 - B. Inspect the nut or bolt to ensure there are no cracks, elongation, or other signs of abuse or overtightening. If there is any doubt, replace with a new prevailing torque fastener of equal or greater strength.
 - C. Assemble the parts. Hand start the nut or bolt.
 - D. Observe that, before fastener seats, it develops the proper torque. If there is any doubt, replace with a new prevailing torque fastener of equal or greater strength.
 - E. Tighten the fastener to the torque specified in the appropriate section of this manual.

2. Bolts and nuts that are rusty or damaged should be replaced with new parts of equal or greater strength.

J1930 WORD CONVERSION

General Motors complies with the Society of Automotive Engineers (SAE) Recommended Practice J1930. J1930 is an industry-wide standard that was adopted into government regulations and requires certain electrical and electronic components and systems be known by the same nomenclature that have the same function. This standard is also being applied to abbreviations and acronyms. This standard is being used in all GM service publications.

To make this standard work, some names and abbreviations are being replaced with those recommended by the SAE standard.

For determining J1930 word conversions, Refer to Figure 25.

THREAD NOTATION

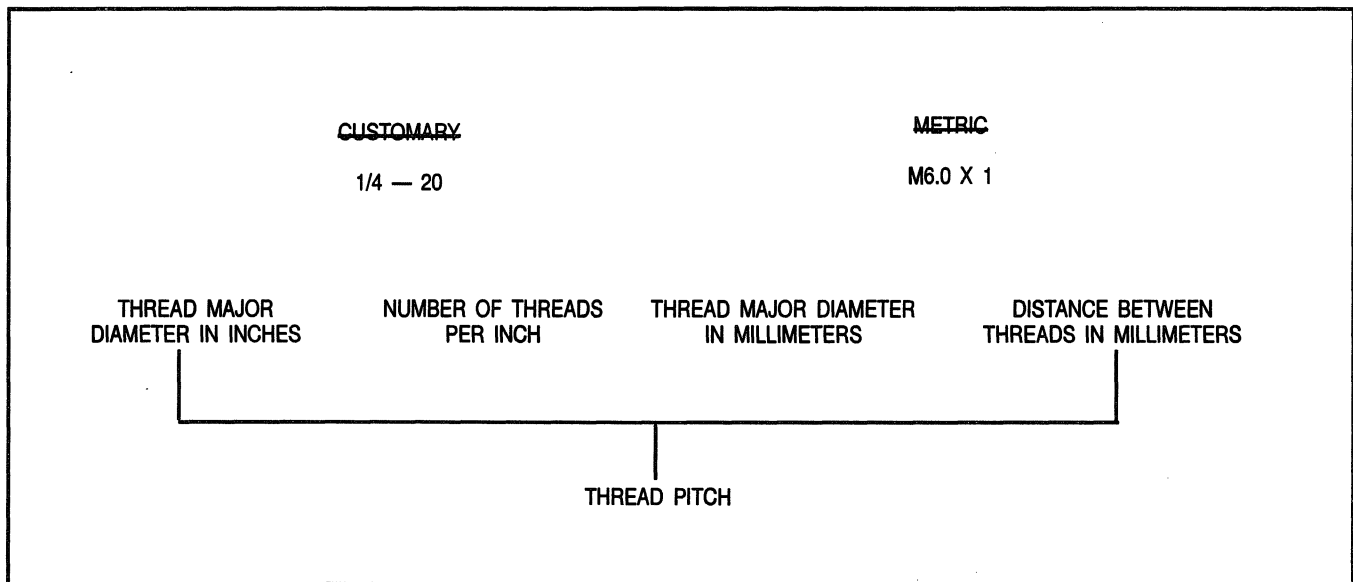


Figure 25—Thread Notation

T3340

J1930 CONVERSION CHART	
From	To
Absolute Pressure Sensor (APS)	Manifold Absolute Pressure Sensor (MAP Sensor)
Accelerator (ACCEL)	Accelerator Pedal (AP)
Air Cleaner Assembly	Air Cleaner (ACL)
Air Cleaner Filter Element	Air Cleaner Filter (ACL Filter)
Air Induction System	Air Intake System
Air Injection Reaction System (A.I.R. System)	Secondary Air Injection System (AIR System)
Assembly Line Communication Link (ALCL)	Data Link Connector (DLC)
Assembly Line Data Link (ALDL)	Data Link Connector (DLC)
BCM-PCM Data Problem	BCM-PCM Data Link
Calibration Pack (CAL-PAK)	<ol style="list-style-type: none"> 1. Electronically Erasable Programmable Read Only Memory (EEPROM) 2. Erasable Programmable Read Only Memory (EPROM) 3. Programmable Read Only Memory (PROM)
Camshaft Sensor	Camshaft Position Sensor (CMP Sensor)
Canister Purge (CP)	Evaporative Emission Canister Purge (EVAP Canister Purge)
Catalytic Converter (Cat. Conv.)	<ol style="list-style-type: none"> 1. Oxidation Catalytic Converter (OC) 2. Three Way Catalytic Converter (TWC) 3. Three Way and Oxidation Catalytic Converter (TWC&OC) 4. Warmup Oxidation Catalytic Converter (WU-OC) 5. Warmup Three Way Catalytic Converter (WU-TWC)
Check Engine Indicator	Malfunction Indicator Lamp (MIL)
Code	Diagnostic Trouble Code (DTC)
Computer Controlled Coil Ignition (C3I)	Electronic Ignition (EI)
Computer Command Control (CCC)	Engine Control Module (ECM)
Controlled Canister Purge (CCP)	Evaporative Emission Canister Purge (EVAP Canister Purge)
Coolant Temperature Switch (CTS)	Engine Coolant Temperature Switch (ECT Switch)
Coolant Temperature Sensor (CTS)	Engine Coolant Temperature Sensor (ECT Sensor)
Cooling Fan Control	Cooling Fan Control (Cooling FC)
Detonation Sensor	Knock Sensor (KS)
Diagnostic Circuit Check	Onboard Diagnostic System Check (OBD System Check)
Digital Fuel Injection (DFI)	<ol style="list-style-type: none"> 1. Multiport Fuel Injection (MFI) 2. Sequential Multiport Fuel Injection (SFI)
Digital Electronic Fuel Injection (DEFI)	<ol style="list-style-type: none"> 1. Multiport Fuel Injection (MFI) 2. Sequential Multiport Fuel Injection (SFI)
Direct Ignition System (DIS)	Electronic Ignition System (EI System)
Distributor HEI Module	Distributor Ignition Control Module (DI Control Module)
Distributorless Ignition System (DIS)	Electronic Ignition (EI)
Dual Bed Monolith (DBM)	<ol style="list-style-type: none"> 1. Oxidation Catalytic Converter (OC) 2. Three Way Catalytic Converter (TWC)
Electric Air Control (EAC)	Secondary Air Injection Bypass Valve (AIR Bypass Valve)
Electric Air Switching (EAS)	Secondary Air Injection Switching Valve (AIR Switching Valve)
Electronic Control Module (ECM)	Engine Control Module (ECM)
Electronic Fuel Injection	<ol style="list-style-type: none"> 1. Multiport Fuel Injection (MFI) 2. Sequential Multiport Fuel Injection (SFI) 3. Throttle Body Fuel Injection (TBI)
Electronic Spark Timing (EST)	Ignition Control (IC)
Electronic Spark Timing Circuit (EST Circuit)	Ignition Control Circuit (IC Circuit)
Electronic Spark Timing System (EST System)	Distributor Ignition System (DI System)
Electronic Spark Control Circuit (ESC Circuit)	Knock Sensor Circuit (KS Circuit)

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J1930 CONVERSION CHART	
From	To
Electronic Spark Control System (ESC System)	Knock Sensor System (KS System)
Electronic Vacuum Regulator Valve (EVRV)	Exhaust Gas Recirculation Electronic Vacuum Regulator Solenoid Valve
Engine Calibration Unit (ECU)	Programmable Read Only Memory (PROM)
Evaporative Emission Control System (EECS)	Evaporative Emission Control System (EVAP Control System)
Evaporative Emission Control System (EECS)	Evaporative Emission System (EVAP System)
Exhaust Gas Recirculation/Thermostatic Vacuum Switch (EGR/TVS)	Exhaust Gas Recirculation Thermal Vacuum Valve (EGR TVV)
Fuel Cal-Pak Missing	PROM Missing
Generator (Gen)	Generator (GEN)
Governor	Engine Speed Governor (RPM Governor)
High Energy Ignition (HEI)	Distributor Ignition (DI)
Lean Exhaust	1. Heated Oxygen Sensor Signal (HO2S Signal) 2. Oxygen Sensor Signal (O2S Signal)
Manifold Air Temperature Sensor (MAT Sensor)	Intake Air Temperature Sensor (IAT Sensor)
Mem-Cal Error	1. EPROM Error 2. PROM Error
Memory and Calibration Unit (MEM-CAL)	1. Erasable Programmable Read Only Memory (EPROM) 2. Programmable Read Only Memory (PROM)
Mixture Control (M/C)	Mixture Control (MC)
Multi-Port Fuel Injection (MPFI)	Multiport Fuel Injection (MFI)
Nitrogen Oxides (NO _x)	Nitrogen Oxides (NO _x)
Oxygen (O ₂)	Oxygen (O2)
Oxygen Sensor (O2)	1. Heated Oxygen Sensor (HO2S) 2. Oxygen Sensor (O2S)
Park/Neutral Switch (P/N Switch)	Park/Neutral Position Switch (PNP Switch)
Port Fuel Injection (PFI)	Multiport Fuel Injection (MFI)
Power Steering (P/S)	Power Steering (PS)
Power Steering Switch	Power Steering Pressure Switch (PSP Switch)
Pulse Air Injection System (PAIR)	Pulsed Secondary Air Injection System (PAIR System)
Revolutions Per Minute (RPM)	Engine Speed (RPM)
Rich Exhaust	1. Heated Oxygen Sensor Signal (HO2S Signal) 2. Oxygen Sensor Signal (O2S Signal)
"Scan" Data	Scan Tool Data (ST Data)
Sequential Fuel Injection (SFI)	Sequential Multiport Fuel Injection (SFI)
Sequential-port Fuel Injection (SFI)	Sequential Multiport Fuel Injection (SFI)
Service Engine Soon Indicator (SES Indicator)	Malfunction Indicator Lamp (MIL)
Thermal Vacuum Switch (TVS)	Thermal Vacuum Valve (TVV)
Thermostatic Air Cleaner (TAC)	Air Cleaner (ACL)
Throttle Body Injection (TBI)	Throttle Body Fuel Injection (TBI)
Throttle Switch	1. Closed Throttle Position Switch (CTP Switch) 2. Wide Open Throttle Switch (WOT Switch)
Throttle Position Sensor (TPS)	Throttle Position Sensor (TP Sensor)
Throttle Position Switch (TPS)	1. Closed Throttle Position Switch (CTP Switch) 2. Wide Open Throttle Switch (WOT Switch)
Tuned Port Injection (TPI)	Multiport Fuel Injection (MFI)
Transmission/Transaxle Converter Clutch (TCC)	Torque Converter Clutch (TCC)
Viscous Converter Clutch (VCC)	Torque Converter Clutch (TCC)
	T2934

Figure 26—J 1930 Conversion Chart

SYMBOLS, ABBREVIATIONS, AND ACRONYMS

The following abbreviations and symbols may appear in this manual.

A

A - Ampere(s)
 ABS - Anti-lock Brake System
 A/C - Air Conditioning
 AC - Alternating Current
 ACC - Automatic Climate Control
 ACL - Air Cleaner
 ACR4 - Air Conditioning Refrigerant, Recovery, Recycling, Recharging
 A/D - Analog-to-Digital
 Adj - Adjust
 A/F - Air/Fuel (Ratio)
 AIR - Secondary Air Injection
 ALC - Automatic Level Control
 Alt - Altitude
 AM/FM - Amplitude Modulation/Frequency Modulation
 Ant-Antenna
 API - American Petroleum Institute
 APT - Adjustable Part Throttle
 ARS - Automatic Restraint System
 asm - assembly
 ASR - Acceleration Slip Regulation
 A/T - Automatic Transmission/Transaxle
 ATC - Automatic Temperature Control
 ATDC - After Top Dead Center
 Auto - Automatic
 avg - average
 AWD - All Wheel Drive
 AWG - American Wire Gauge

B

B+ - Battery Positive
 B- - Battery Negative
 BARO - Barometric (pressure)
 bat - battery
 BCM - Body Control Module
 BHP - Brake Horsepower
 BP - Back Pressure
 BTDC - Before Top Dead Center
 BTSI - Brake Transmission Shift Interlock
 Btu - British thermal units

C

°C - Degrees Celsius
 CAC - Charge Air Cooler

Calif - California
 Cam - Camshaft
 CCM - Central Control Module
 CCOT - Cycling Clutch Orifice Tube
 CD - Compact Disc
 CE - Commutator End
 CEAB - Cold Engine Air Bleed
 CEMF - Counter Electromotive Force
 cfm - cubic feet per minute
 cg - center of gravity
 CID - Cubic Inch Displacement
 CKP - Crankshaft Position
 CKT - Circuit
 CL - Closed Loop
 cm3 - cubic centimeters
 CMP - Camshaft Position
 CO - Carbon Monoxide
 CO2 - Carbon Dioxide
 Coax - Coaxial
 Conn - Connector
 Conv - Converter
 CPA - Connector Position Assurance
 CMFI - Central Multi-port Fuel Injection
 CPP - Clutch Pedal Position
 CPS - Central Power Supply
 CPU - Central Processing Unit
 CRT - Cathode Ray Tube
 CRTC - Cathode Ray Tube Controller
 CS - Charging System
 CTP - Closed Throttle Position
 cu ft or ft3 - cubic foot, or feet
 cu in or in3 - cubic inch, or inches
 CV - Constant Velocity (joint)
 Cyl - Cylinder(s)

D

DAB - Delayed Accessory Bus
 dB - decibels
 dBA - decibels on A-weighted scale
 DC - Direct Current
 DE - Drive End
 DEC - Digital Electronic Controller
 DERM - Diagnostic Energy Reserve Module
 DFI - Direct Fuel Injection
 DI - Distributor Ignition
 dia - diameter
 DIC - Driver Information Center
 Diff - Differential
 DLC - Data Link Connector
 DOHC - Dual Overhead Camshafts
 DRL - Daytime Running Lamps
 DTC - Diagnostic Trouble Code
 DVM - Digital Voltmeter
 DVOM - Digital Volt/Ohmmeter

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E

EBCM - Electronic Brake Control Module
EBTCM - Electronic Brake and Traction Control Module
ECC - Electronic Climate Control
ECI - Extended Compressor at Idle
ECM - Engine Control Module
ECS - Emission Control System
ECT - Engine Coolant Temperature
EEPROM - Electronically Erasable Programmable Read Only Memory
EEVIR - Evaporator Equalized Values in Receiver
EFE - Early Fuel Evaporation
EGR - Exhaust Gas Recirculation
EI - Electronic Ignition
ELC - Electronic Level Control
EMF - Electromotive Force
EPA - Environmental Protection Agency
EPR - Exhaust Pressure Regulator
EPROM - Erasable Programmable Read Only Memory
ESD - Electrostatic Discharge
ETC - Electronic Temperature Control
ETCC - Electronic Touch Climate Control
ETR - Electronically Tuned Receiver
EVAP - Evaporative Emission
Exh - Exhaust

F

*F - Degrees Fahrenheit
FC - Fan Control
FDC - Fuel Data Center
FED - Federal (all states except California)
FI - Fuel Injection
FMVSS - Federal Motor Vehicle Safety Standards
ft - foot, feet
FT - Fuel Trim
4WAL - Four Wheel Anti-lock
4WD - Four Wheel Drive
FWD - Front Wheel Drive

G

g - gravitational acceleration, grams
GA - Gage
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
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
Hg - Mercury
Hi Alt - High Altitude
HO₂S - Heated Oxygen Sensor
hp - horsepower
HPL - High Pressure Liquid
HPS - High Performance System
HPV - High Pressure Vapor
HUD - Head-Up Display
HVAC - Heater-Vent-Air Conditioning
HVACM - Heater-Vent-Air Conditioning Module
HVM - Heater Vent Module
Hz - Hertz

I

IAC - Idle Air Control
IAT - Intake Air Temperature
IC - Ignition Control / Integrated Circuit
ICM - Ignition Control Module
ID - Inside Diameter, Identification
IDI - Integrated Direct Ignition
ign - ignition
ILC - Idle Load Compensator
in. - inch(es)
INJ - Injection
Int - Intake
I/P - Instrument Panel
ISC - Idle Speed Control
ISO - International Standards Organization
ISS - Input Shaft Speed

K

KAM - Keep Alive Memory
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
lb. ft. - pound feet (torque)
lb. in. - pound inch (torque)
LCD - Liquid Crystal Display
LED - Light Emitting Diode
LF - Left Front
LH - Left Hand
LR - Left Rear
lt - left
LTPWS - Low Tire Pressure Warning System

M

MAF - Mass Air Flow
Man - Manual
MAP - Manifold Absolute Pressure
Max - Maximum
M/C - Mixture Control
MDP - Manifold Differential Pressure
MFI - Multi-port Fuel Injection
mi - miles
MIL - Malfunction Indicator Lamp
min - minimum
mL - milliliters
mm - millimeters
mpg - miles per gallon
mph - miles per hour
ms - millisecond
MST - Manifold Surface Temperature
M/T - Manual Transmission/Transaxle
MV - Megavolt
mV - Millivolt

N

NC - Normally Closed
NEG - Negative
Neu - Neutral
NLGI - National Lubricating Grease Institute
N.m - Newton-meters (torque)
NO - Normally Open
NOx - Oxides of Nitrogen
NPTC - National Pipe Thread Coarse
NPTF - National Pipe Thread Fine

O

O2 - Oxygen
O2S - Oxygen Sensor
OBD - On-Board Diagnostic
OBD II - On-Board Diagnostic II
OC - Oxidation Converter (Catalytic)
OD - Outside Diameter
OE - Original Equipment
OEM - Original Equipment Manufacturer
OHC - Overhead Camshaft
OL - Open Loop
ORC - Oxidation Reduction Converter (Catalytic)
oz - ounce(s)

P

PAG - Polyalkylene Glycol
PAIR - Pulsed Secondary Air Injection
PASS-Key® - Personalized Automotive Security System
P/B - Power Brakes
PCM - Powertrain Control Module
PCS - Pressure Control Solenoid
PCV - Positive Crankcase Ventilation
PID - Parameter Identification
PKE - Passive Keyless Entry
PM - Permanent Magnet
P/N - Part Number
PNP - Park/Neutral Position
POA - Pilot Operated Absolute (Valve)
POS - Positive
POT - Potentiometer (Variable Resistor)
ppm - parts per million
PROM - Programmable Read Only Memory
PS - Power Steering
PSP - Power Steering Pressure
psi - pounds per square inch
psia - pounds per square inch absolute
psig - pounds per square inch gage
pt - pint
PWM - Pulse Width Modulation

Q

qt - quart(s)

R

R-12 - Refrigerant-12
R-134a - Refrigerant-134a

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RAM - Random Access Memory (non permanent memory devise, memory contents are lost when power is removed)

RAP - Retained Accessory Power

Ref - Reference

RF - Right Front

RFI - Radio Frequency Interference

RH - Right Hand

ROM - Read Only Memory (permanent memory devise, memory contents are retained when power is removed)

RPM - Engine Speed

RPO - Regular Production Option

RR - Right Rear

rt - right

RTD - Real Time Dampening

RTV - Room Temperature Vulcanizing (sealer)

RWD - Rear Wheel Drive

S

s - second(s)

SAE - Society of Automotive Engineers

SC - Supercharger

SCB - Supercharger Bypass

SDM - Sensing and Diagnostic Module

SEO - Special Equipment Option

SFI - Sequential Multi-port Fuel Injection

SI - System International (modern version of metric system)

SIR - Supplemental Inflatable Restraint

sol - solenoid

SO₂ - Sulfur Dioxide

SPO - Service Parts Operations

sq ft, ft² - square foot(feet)

sq in, in² - square inch(es)

SRC - Selective Ride Control

SS - Shift Solenoid

Stat - Status

ST - Scan Tool

syn - synchronizer

T

TAC - Throttle Actuator Control

Tach - Tachometer

TAP - Transmission Adaptive Pressure

TBI - Throttle Body Fuel Injection

TCC - Torque Converter Clutch

TCS - Traction Control System

TDC - Top Dead Center

TEMP - Temperature

Term - Terminal

TFT - Transmission Fluid Temperature

THM - Turbo Hydra-Matic

TP - Throttle Position

TPM - Tire Pressure Monitor

TR - Transmission Range

TRANS - Transmission/Transaxle

TC - Turbocharger

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

U-joint - Universal Joint

V

V - Volt(s), Voltage

V6 - Six Cylinder Engine

V8 - Eight Cylinder Engine

Vac - Vacuum

VATS - Vehicle Anti-Theft System

VCM - Vehicle Control Module

VDOT - Variable Displacement Orifice Tube

VDV - Vacuum Delay Valve

vel - velocity

VF - Vacuum Fluorescent

VIN - Vehicle Identification Number

VMV - Vacuum Modulator Valve

VR - Vacuum Regulator

VSS - Vehicle Speed Sensor

W

w - with

W/B - Wheel Base

w/o - without

WOT - Wide Open Throttle

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

Z

ZF - Zahmradfabrik Friedrichshafen

OPTION AND PROCESS CODES

AE7	Seating: 40/60 Split Front Bench	C7I	6450 Lb. GVW Rating
AG9	Seat Adjuster: Power, 6 Way	C7L	12,000 Lb. GVW Rating
AJ1	Window: Deep Tint, All Except Windshield and Door Glass	C95	Roof Lamp: Courtesy, Dual Reading
AJ3	Restraint System: Front Seat, Inflatable, Driver	DD7	Mirror, Inside Rearview, Light Sensitive, Compass
AM7	Seat: Rear Folding Bench	DE2	Mirror, Outside Rearview, Left and Right, Folding
APC	Provisions: Front Bucket Seating	DF2	Mirrors Exterior: Camper Type, Stainless Steel
APD	Provisions: Front Bench Seating	DG5	Mirrors Exterior: West Coast Type, Stainless Steel
APR	Sales Incentive: Work Truck 2500	DK6	Console: Instrument, Roof
AS3	Rear Seat: Suburban	DR1	Mirrors, Exterior: LH & RH Man. Cont., Painted
ATZ	Rear Seat: Delete	D44	Mirrors, Exterior: Black
AT5	Rear Seat: Center, Folding	D45	Mirrors, Exterior: Bright
AU0	Lock Control, Remote Entry	D48	Mirrors, Exterior: Electric, Painted
AU3	Lock: Side Door, Electric	D55	Console: Frt. Compt., Floor
AU6	Lock: Tailgate, Elect. Release	EF1	Rear Bumper Provisions: Delete
AXP	VIN Ident Position	EXP	Export I.E.S.
A20	Window: Rear Quarter Vent, Swing Out	EF1	Rear Bumper Provisions: Delete
A28	Window: Rear Full Width, Sliding	E24	Side Cargo Door: Hinged
A31	Window: Side, Power	E55	Endgate
A50	Seat: Front Bucket	E62	Pickup Box: Sportside/Stepside
A52	Seat: Front Folding Bench	E63	Pickup Box: Fleetside
A95	Front Bucket Seats, High Back and Reclining	FE9	Certification, Emission, Federal
BG9	Covering: Floor, Rubber	FF4	Torsion Bar Spring Adjust Arm, Left
BNP	Molding, Wheel Opening Delete	FF5	Torsion Bar Spring Adjust Arm, Right
BVE	Steps, Side, Running Board	FF6	Torsion Bar Spring Adjust Arm, Left
BYP	Sales: Sport Equipment Package	FF7	Torsion Bar Spring Adjust Arm, Right
BZY	Liner, Pickup Box	FF8	Torsion Bar Spring Adjust Arm, Left
B30	Floor: Carpet Covering	FF9	Torsion Bar Spring Adjust Arm, Right
B32	Floor Mats: Front Removable, Color Keyed	FG5	Shock Absorbers FRT & RR, Gas Preloaded, Delco/Bilstein
B33	Floor Mats: Rear Removable, Color Keyed	FK2	Torsion Bar Spring Adjust Arm, Left
B37	Covering: Floor Mats, Frt. & Rear, Aux	FK3	Torsion Bar Spring Adjust Arm, Right
B4L	Label: Price Refer Geographic Chart	FWI	Plant Code: Fort Wayne, IN
B71	Moldings: Wheel Opening, Colored	F44	Chassis Equipment, Heavy Duty
B85	Moldings: Bright Body Side	F51	Shock Absorbers: Front & Rear, Heavy Duty
B96	Moldings: Chrome Wheel Opening	F60	Springs, Front: Heavy Duty
CMD	Plant Code: Flint, MI, GM T&D	F61	Rear Stabilizer Shaft
C25	Wiper System: Rear Window	GK9	Axle: Rear, 4.63 Ratio
C3F	7700 Lb. GVW Rating	GMC	Plant Code: Pontiac, MI
C36	Heater: Auxiliary	GTY	Rear Axle, Wide Track
C49	Defogger: Rear Window, Electric 15,000 Lb. GVW Rating	GT4	Axle: Rear, 3.73 Ratio
C5I	8050 Lb. GVW Rating	GT5	Axle: Rear, 4.10 Ratio
C5M	6100 Lb. GVW Rating	GU4	Axle: Rear, 3.08 Ratio
C5P	6250 Lb. GVW Rating	GU6	Axle: Rear, 3.42 Ratio
C5Q	6300 Lb. GVW Rating	G50	Spring: Rear, Heavy Duty, Variation 1
C5S	6600 Lb. GVW Rating	G80	Axle, Rear: Limited Slip Differential
C5U	6800 Lb. GVW Rating	HC4	Axle: Rear, 4.56 Ratio
C5Z	7200 Lb. GVW Rating	HC7	Axle: Rear, 5.13 Ratio
C6P	8600 Lb. GVW Rating	JAN	Plant Code: Janesville, WI.
C6U	9000 Lb. GVW Rating	JB5	Power Brake, Disc/Drum, 6400 Lb.
C6W	9200 Lb. GVW Rating	JB6	Power Brakes, Disc/Drum, 7200 Lb.
C6Y	9600 Lb. GVW Rating	JB7	Power Brakes, Disc/Drum, 8400 Lb.
C60	Air Conditioning: Front, Manual	JB8	Power Brakes, Disc/Drum, 10,000 Lb.
C69	Air Conditioning: Rear, Roof Mounted	JD5	Dual Power Brakes, Disc/Drum, 6400 Lb.
C7A	10,000 Lb. GVW Rating	JD6	Hydraulic Power Brakes, Disc/Drum, 7200 Lb.
C7E	11,000 Lb. GVW Rating	JD7	Hydraulic Power Brakes, Disc/Drum, 8400 Lb.