



GEO

1995

TRACKER

*Owner's
Manual*

GEO The 1995 Geo Tracker Owner's Manual

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Here's an alphabetical listing of almost every subject in this manual. You can use it to quickly find something you want to read.	



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This manual includes the latest information at the time it was printed. We reserve the right to make changes in the product after that time without further notice. For vehicles first sold in Canada, substitute the name "General Motors of Canada Limited" for Chevrolet Motor Division whenever it appears in this manual.

Please keep this manual in your Geo, so it will be there if you ever need it when you're on the road. If you sell the vehicle, please leave this manual in it so the new owner can use it.



We support voluntary technician certification.

For Canadian Owners Who Prefer a French Language Manual:

Aux propriétaires canadiens: Vous pouvez vous procurer un exemplaire de ce guide en français chez votre concessionnaire ou au DGN Marketing Services Ltd., 1500 Bonhill Rd., Mississauga, Ontario L5T 1C7.

How to Use This Manual

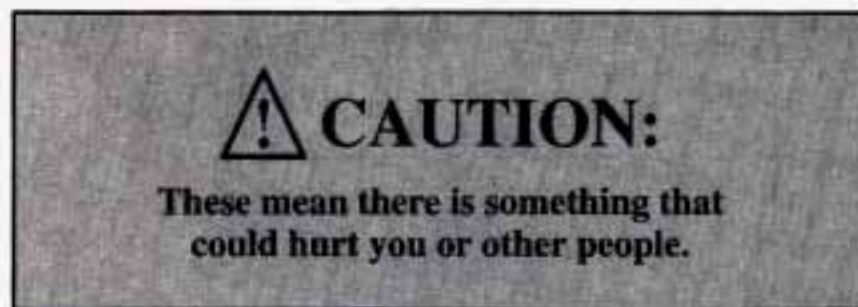
Many people read their owner's manual from beginning to end when they first receive their new vehicle. This will help you learn about the features and controls for your vehicle. In this manual, you'll find that pictures and words work together to explain things quickly.

Index

A good place to look for what you need is in the Index in the back of the manual. It's an alphabetical list of all that's in the manual, and the page number where you'll find it.

Safety Warnings and Symbols

You will find a number of safety cautions in this book. We use a box with gray background and the word **CAUTION** to tell you about things that could hurt you if you were to ignore the warning.



In the gray caution area, we tell you what the hazard is. Then we tell you what to do to help avoid or reduce the hazard. Please read these cautions. If you don't, you or others could be hurt.

You will also find a circle with a slash through it in this book.



This safety symbol means "Don't," "Don't do this," or "Don't let this happen."

Vehicle Damage Warnings

Also, in this book you will find these notices:

NOTICE:

**These mean there is something that
could damage your vehicle.**

In the notice area, we tell you about something that can damage your vehicle. Many times, this damage would not be covered by your warranty, and it could be costly. But the notice will tell you what to do to help avoid the damage.

When you read other manuals, you might see CAUTION and NOTICE warnings in different colors or in different words.

You'll also see warning labels on your vehicle. They use yellow for cautions, blue for notices and the words CAUTION or NOTICE.

Vehicle Symbols

These are some of the symbols you may find on your vehicle.

For example, these symbols are used on an original battery:

CAUTION
POSSIBLE
INJURY



PROTECT
EYES BY
SHIELDING



CAUSTIC
BATTERY
ACID COULD
CAUSE
BURNS



AVOID
SPARKS OR
FLAMES



SPARK OR
FLAME
COULD
EXPLODE
BATTERY



These symbols are important for you and your passengers whenever your vehicle is driven:

DOOR LOCK
UNLOCK



FASTEN
SEAT
BELTS



POWER
WINDOW



AIR BAG

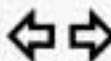


These symbols have to do with your lights:

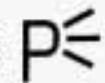
MASTER
LIGHTING
SWITCH



TURN
SIGNALS



PARKING
LAMPS



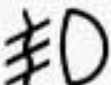
HAZARD
WARNING
FLASHER



LAMPS OR
HIGH BEAM



FOG LAMPS



These symbols are on some of your controls:

WINDSHIELD
WIPER



WINDSHIELD
WASHER



WINDSHIELD
DEFROSTER



REAR
WINDOW
DEFOGGER



VENTILATING
FAN

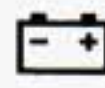


These symbols are used on warning and indicator lights:

ENGINE
COOLANT
TEMP



BATTERY
CHARGING
SYSTEM



BRAKE



RADIATOR
COOLANT



FUEL



ENGINE OIL
PRESSURE



ENGINE OIL
TEMP



ANTILOCK
BRAKE



Here are some other symbols you may see:

FUSE



HOOD
RELEASE



RADIO
VOLUME



AIR
CONDITIONING



TRUNK
RELEASE



LIGHTER



HORN



SPEAKER



NOTES

Geo Section 1 Seats and Restraint Systems

Here you'll find information about the seats in your Geo and how to use your safety belts properly. You can also learn about some things you should *not* do with safety belts.

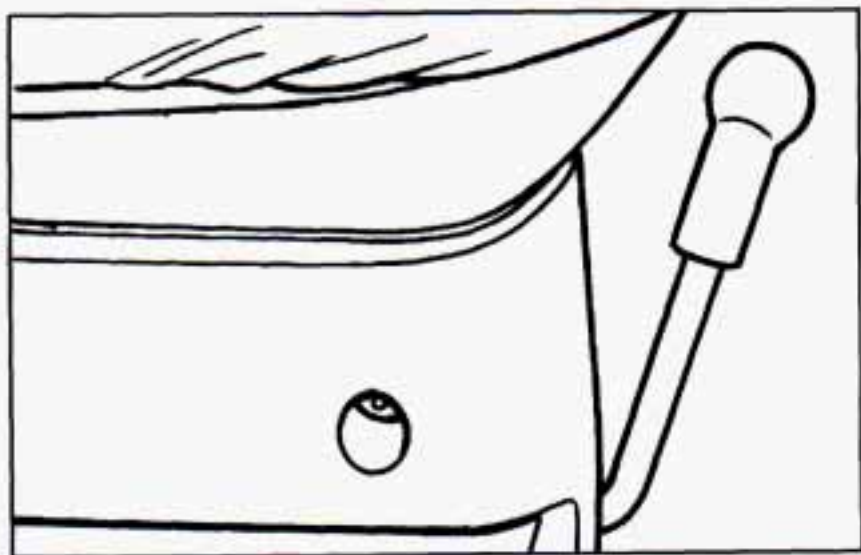
Seats and Seat Controls

This section tells you about the seats -- how to adjust them -- and also about reclining front seatbacks, head restraints, seatback latches, easy entry seats and the folding rear seatback.

Front Seat

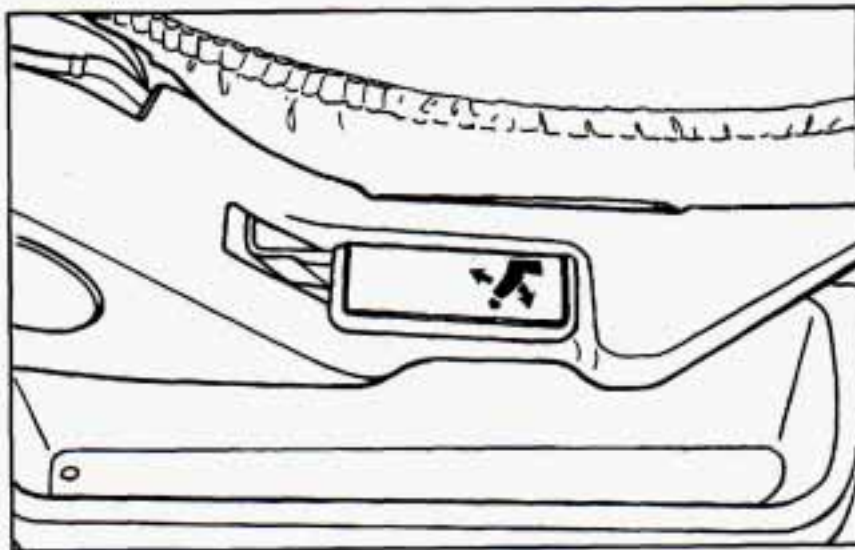
CAUTION:

You can lose control of the vehicle if you try to adjust a manual driver's seat while the vehicle is moving. The sudden movement could startle and confuse you, or make you push a pedal when you don't want to. Adjust the driver's seat only when the vehicle is not moving.



Pull the lever under the front seat toward the door to unlock it. Slide the seat to where you want it. Then release the lever and try to move the seat with your body, to make sure the seat is locked into place.

Reclining Front Seatbacks



To adjust the seatback, lift the lever on the outer side of the seat. Release the lever to lock the seatback where you want it. Pull up on the lever, and the seat will go to its original upright position.



But don't have a seatback reclined if your vehicle is moving.

⚠ CAUTION:

Sitting in a reclined position when your vehicle is in motion can be dangerous. Even if you buckle up, your safety belts can't do their job when you're reclined like this.

The shoulder belt can't do its job because it won't be against your body. Instead, it will be in front of you. In a crash you could go into it, receiving neck or other injuries.

The lap belt can't do its job either. In a crash the belt could go up over your abdomen. The belt forces would be there, not at your pelvic bones. This could cause serious internal injuries.

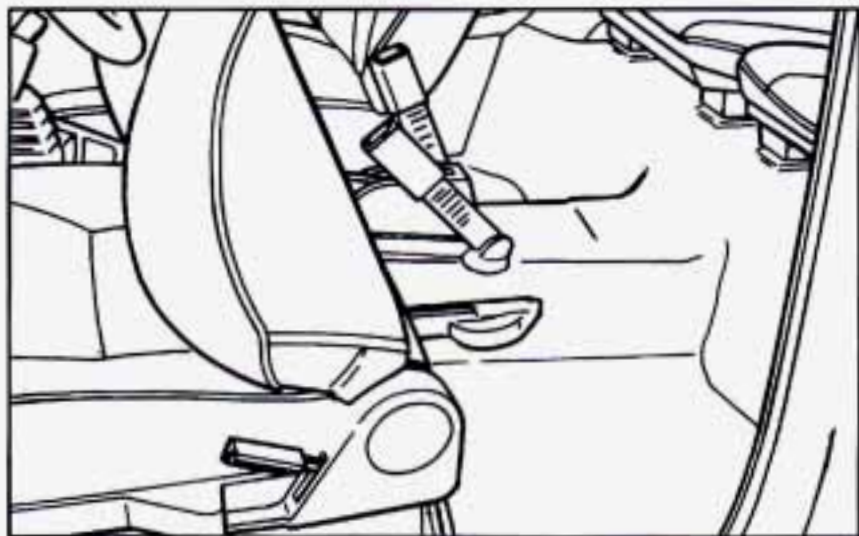
For proper protection when the vehicle is in motion, have the seatback upright. Then sit well back in the seat and wear your safety belt properly.

Head Restraints

Head restraints are fixed on some models and adjustable on others. Slide an adjustable head restraint up or down so that the top of the restraint is closest to the top of your ears. This position reduces the chance of a neck injury in a crash.

To raise or lower the restraint, push in the release while you pull up or push down on the restraint.

Easy Entry Seats

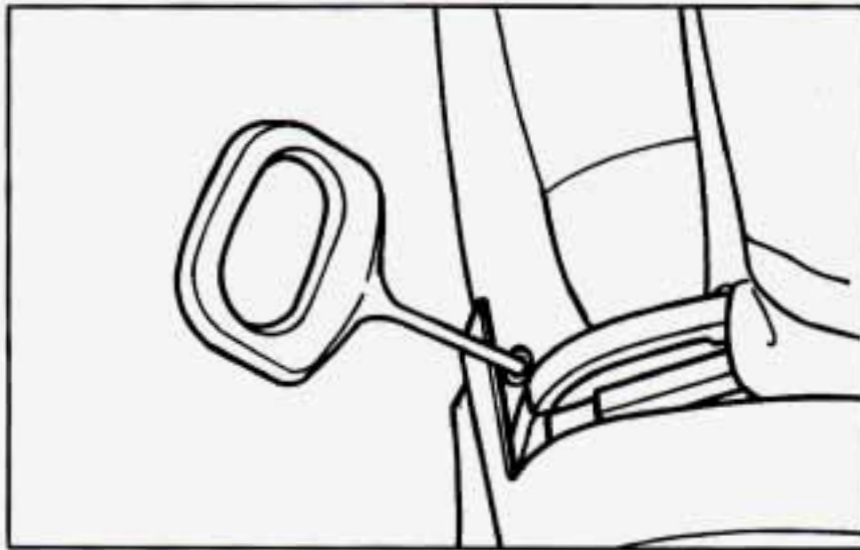


The front seats of your vehicle make it easy to get in and out of the rear seat.

- When you pull up on the recliner release lever, the seatback will tilt forward and the whole seat will slide forward.
- After someone gets into the rear seat area, move the seatback to its original position. Then move the seat rearward until it locks.

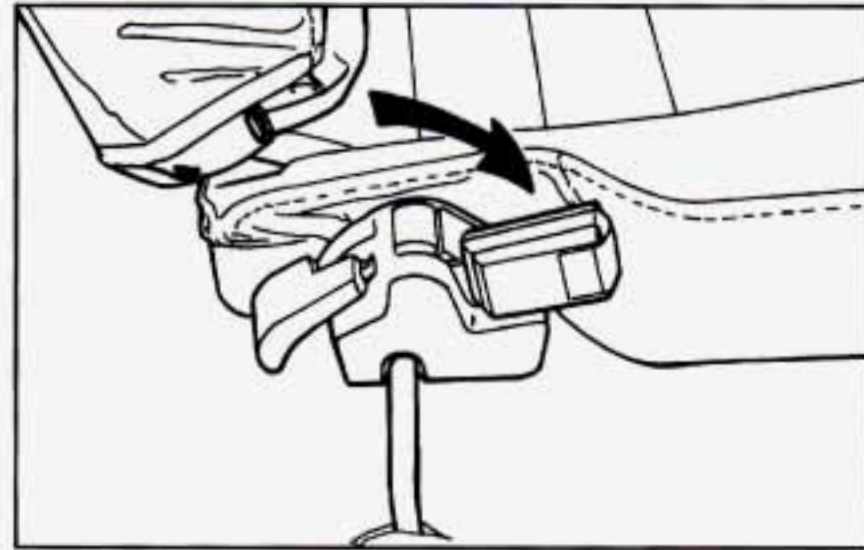
CAUTION:

If any easy entry seat isn't locked, it can move. In a sudden stop or crash, the person sitting there could be injured. And, even if there is no crash or sudden stop, a driver sitting in an unlocked easy entry seat could be startled by the sudden movement and hit the wrong control or pedal, causing an accident. After you've used it, be sure to push rearward on any easy entry seat to be sure it is locked.



- To get out, pull the release handle on the rear of the passenger's side front seat.

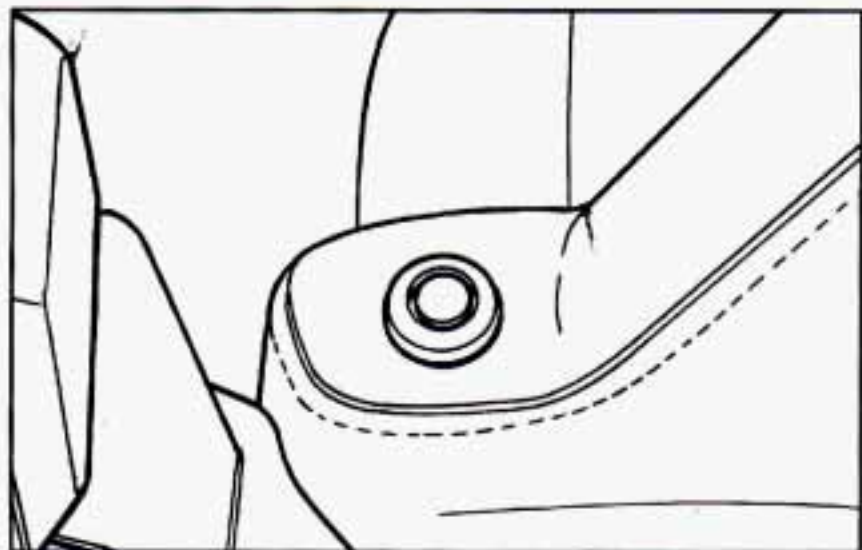
Folding Rear Seat



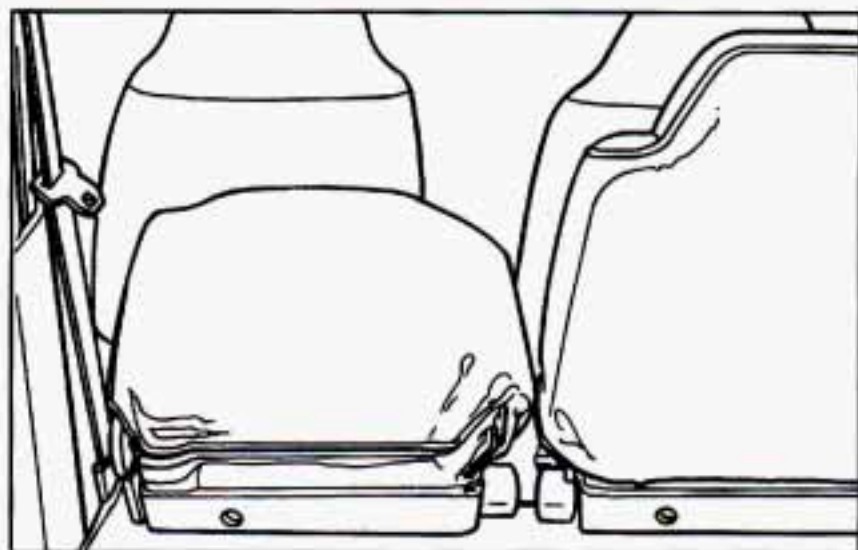
The rear seat in your Geo folds to provide more cargo space.

To fold the rear seat, lower the rear seatback and then flip the whole rear seat up against the front seats.

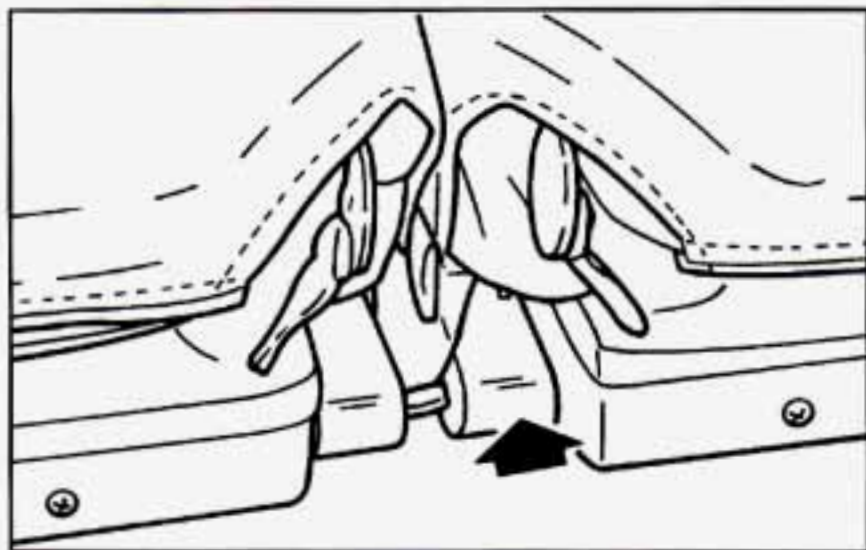
1. Swing the safety belt buckles forward and down.



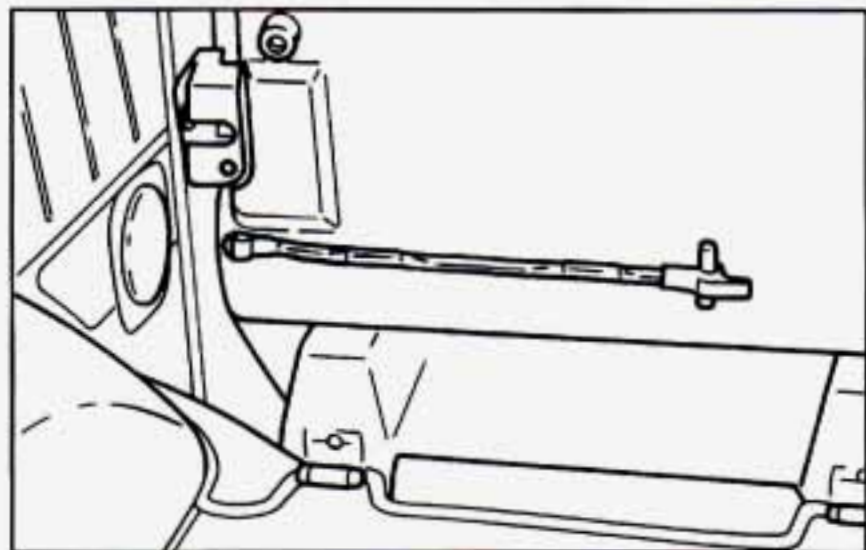
2. Pull the knobs on both sides of the seatback. If you have the split rear seat, you can fold half of the seat by pulling only the knob on the side you wish to fold.



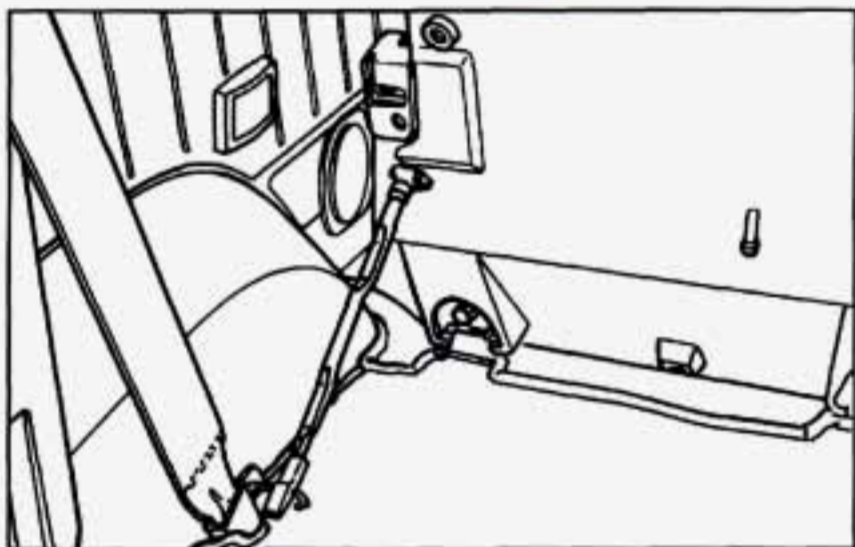
3. Fold the seatback down.



4. Unlock the bottom part of the seat:
 - On the one-piece rear seat, pull out the release ring.
 - On the split rear seat, lift the release lever on either seat.
5. Lift the bottom of the seat up and push it toward the front of the vehicle.



6. Find the support bar on the bottom of the seat. This bar keeps the rear seat from unfolding.
7. Pull the inner end of the support off of the seat bracket and swing it down.



To unfold the seat:

Keep your hands, safety belts and other objects away from where the seat will rest.

1. Pull the support bar out of the floor bracket and swing it up and toward the bottom of the seat.
2. Push and secure the support bar into the bracket on the bottom of the seat.
3. Slowly pull the seat down to the floor. The seat should latch into place. Pull up on the bottom of the seat to be sure it is locked in position.

4. Pull the seatback up and push it back to lock it into place. Push and pull the top of the seatback to be sure the seatback is locked in position.

Safety Belts: They're for Everyone

This part of the manual tells you how to use safety belts properly. It also tells you some things you should not do with safety belts.

CAUTION:

Don't let anyone ride where he or she can't wear a safety belt properly. If you are in a crash and you're not wearing a safety belt, your injuries can be much worse. You can hit things inside the vehicle or be ejected from it. You can be seriously injured or killed. In the same crash, you might not be if you are buckled up. Always fasten your safety belt, and check that your passengers' belts are fastened properly too.



Your vehicle has a light that comes on as a reminder to buckle up. (See “Safety Belt Reminder Light” in the Index.)

In many states and Canadian provinces, the law says to wear safety belts. Here’s why: *They work.*

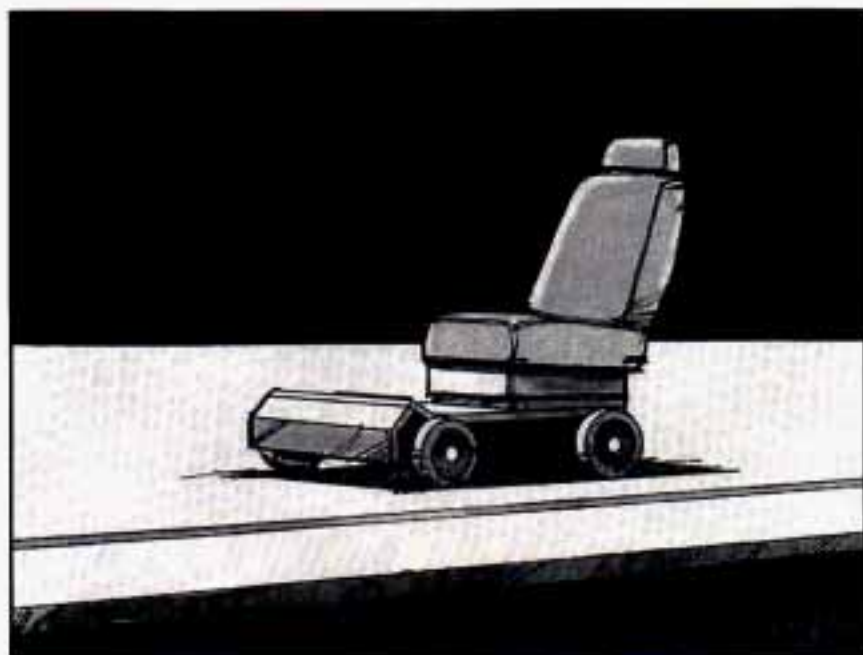
You never know if you’ll be in a crash. If you do have a crash, you don’t know if it will be a bad one.

A few crashes are mild, and some crashes can be so serious that even buckled up a person wouldn’t survive. But most crashes are in between. In many of them, people who buckle up can survive and sometimes walk away. Without belts they could have been badly hurt or killed.

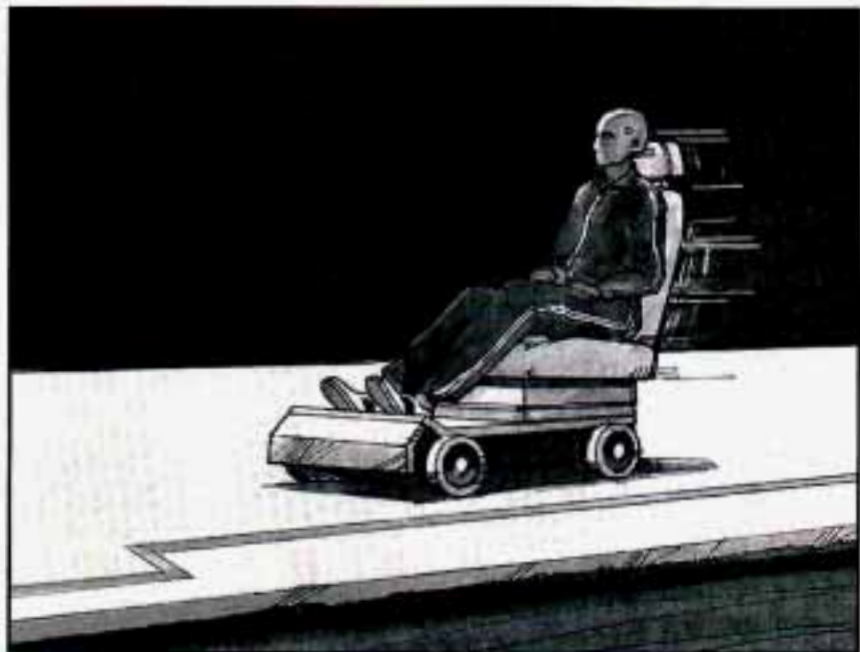
After more than 25 years of safety belts in vehicles, the facts are clear. In most crashes buckling up does matter ... a lot!

Why Safety Belts Work

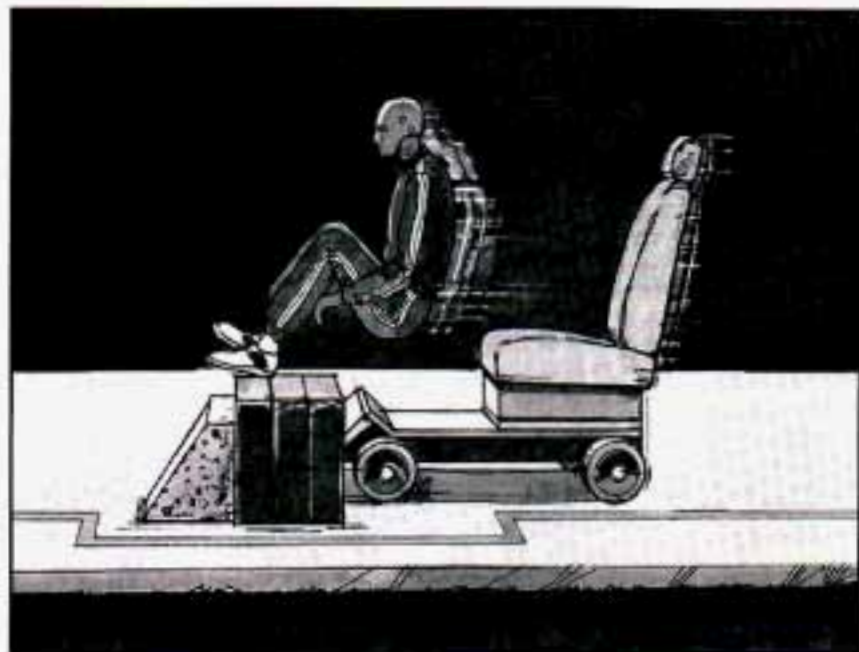
When you ride in or on anything, you go as fast as it goes.



Take the simplest vehicle. Suppose it’s just a seat on wheels.



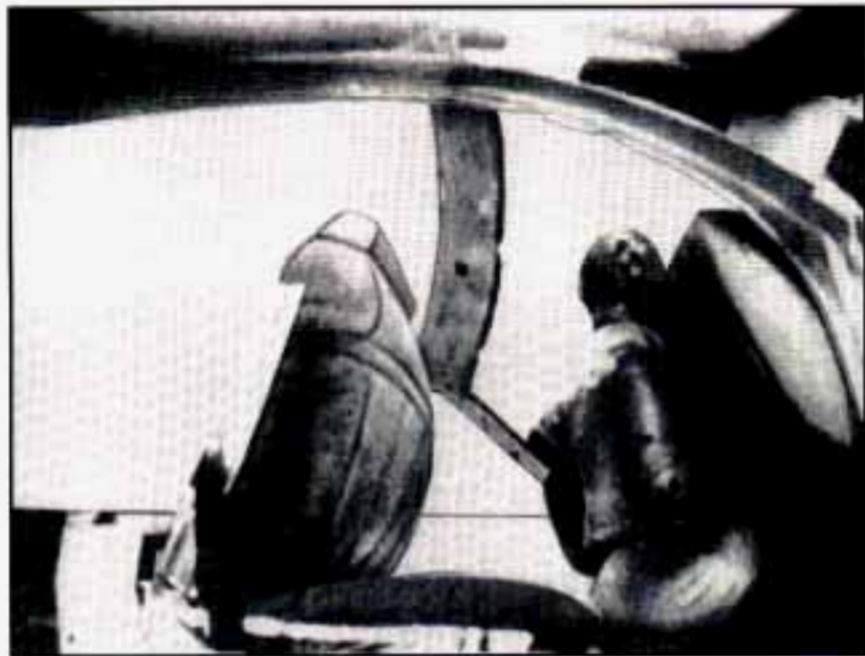
Put someone on it.



Get it up to speed. Then stop the vehicle. The rider doesn't stop.



The person keeps going until stopped by something.
In a real vehicle, it could be the windshield ...



or the instrument panel ...



or the safety belts!

With safety belts, you slow down as the vehicle does. You get more time to stop. You stop over more distance, and your strongest bones take the forces. That's why safety belts make such good sense.

Here Are Questions Many People Ask About Safety Belts -- and the Answers

Q: Won't I be trapped in the vehicle after an accident if I'm wearing a safety belt?

A: You *could* be -- whether you're wearing a safety belt or not. But you can unbuckle a safety belt, even if you're upside down. And your chance of being conscious during and after an accident, so you *can* unbuckle and get out, is *much* greater if you are belted.

Q: Why don't they just put in air bags so people won't have to wear safety belts?

A: Air bags are in many vehicles today and will be in more of them in the future. But they are supplemental systems only; so they work *with* safety belts -- not instead of them. Every air bag system ever offered for sale has required the use of safety belts. Even if you're in a vehicle that has air bags, you still have to buckle up to get the most protection. That's true not only in frontal collisions, but especially in side and other collisions.

Q: If I'm a good driver, and I never drive far from home, why should I wear safety belts?

A: You may be an excellent driver, but if you're in an accident -- even one that isn't your fault -- you and your passengers can be hurt. Being a good driver doesn't protect you from things beyond your control, such as bad drivers.

Most accidents occur within 25 miles (40 km) of home. And the greatest number of serious injuries and deaths occur at speeds of less than 40 mph (65 km/h).

Safety belts are for everyone.

How to Wear Safety Belts Properly

Adults

This part is only for people of adult size.

Be aware that there are special things to know about safety belts and children. And there are different rules for smaller children and babies. If a child will be riding in your Geo, see the part of this manual called "Children." Follow those rules for everyone's protection.

First, you'll want to know which restraint systems your vehicle has.

We'll start with the driver position.

Driver Position

This part describes the driver's restraint system.

Lap-Shoulder Belt

The driver has a lap-shoulder belt. Here's how to wear it properly.

1. Close and lock the door.
2. Adjust the seat (to see how, see "Seats" in the Index) so you can sit up straight.



3. Pick up the latch plate and pull the belt across you. Don't let it get twisted.

The shoulder belt may lock if you pull the belt across you very quickly. If this happens, let the belt go back slightly to unlock it. Then pull the belt across you more slowly.

4. Push the latch plate into the buckle until it clicks.

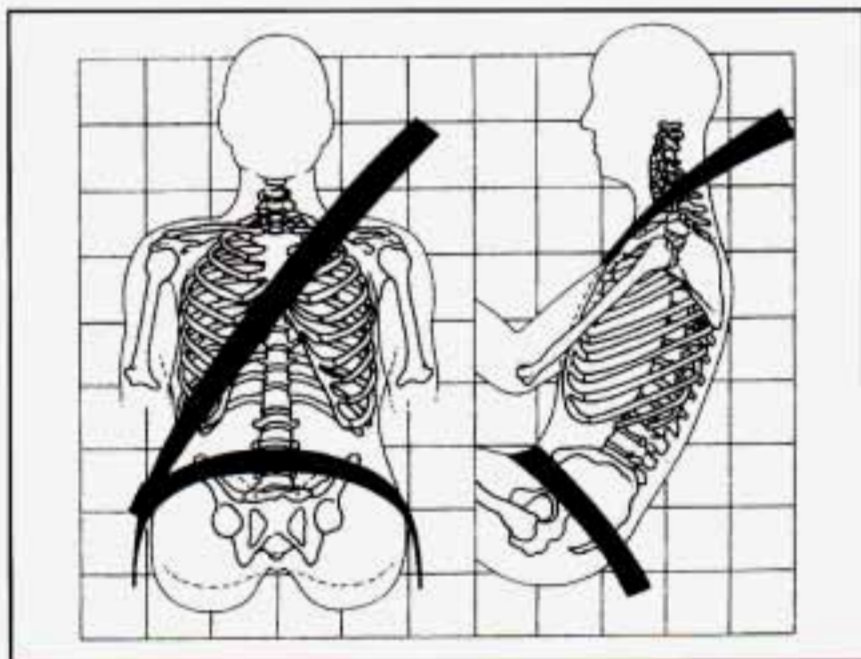
Pull up on the latch plate to make sure it is secure.

If the belt isn't long enough, see "Safety Belt Extender" at the end of this section.

Make sure the release button on the buckle is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.



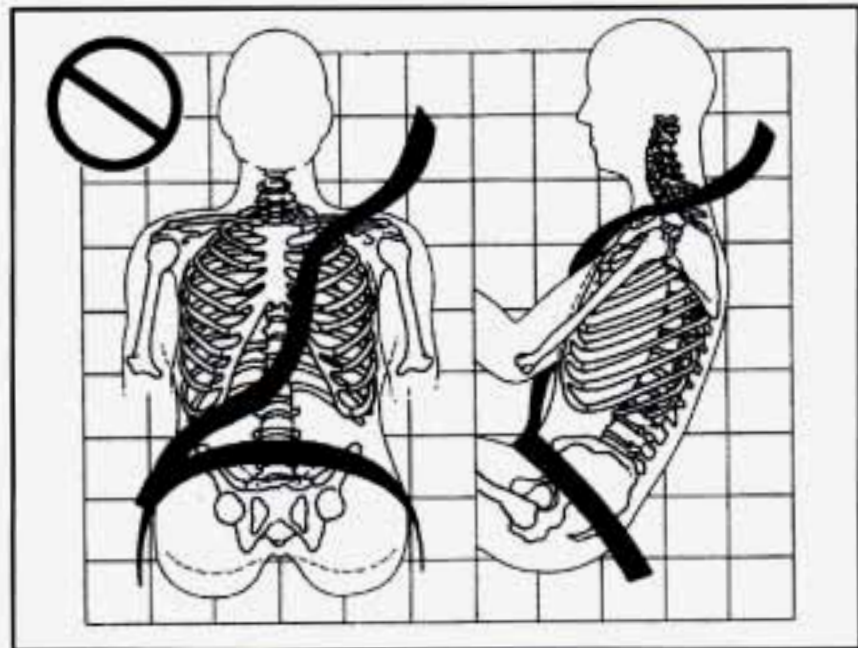
5. To make the lap part tight, pull down on the buckle end of the belt as you pull up on the shoulder belt.



The lap part of the belt should be worn low and snug on the hips, just touching the thighs. In a crash, this applies force to the strong pelvic bones. And you'd be less likely to slide under the lap belt. If you slid under it, the belt would apply force at your abdomen. This could cause serious or even fatal injuries. The shoulder belt should go over the shoulder and across the chest. These parts of the body are best able to take belt restraining forces.

The safety belt locks if there's a sudden stop or crash, or if you pull the belt very quickly out of the retractor.

Q: What's wrong with this?

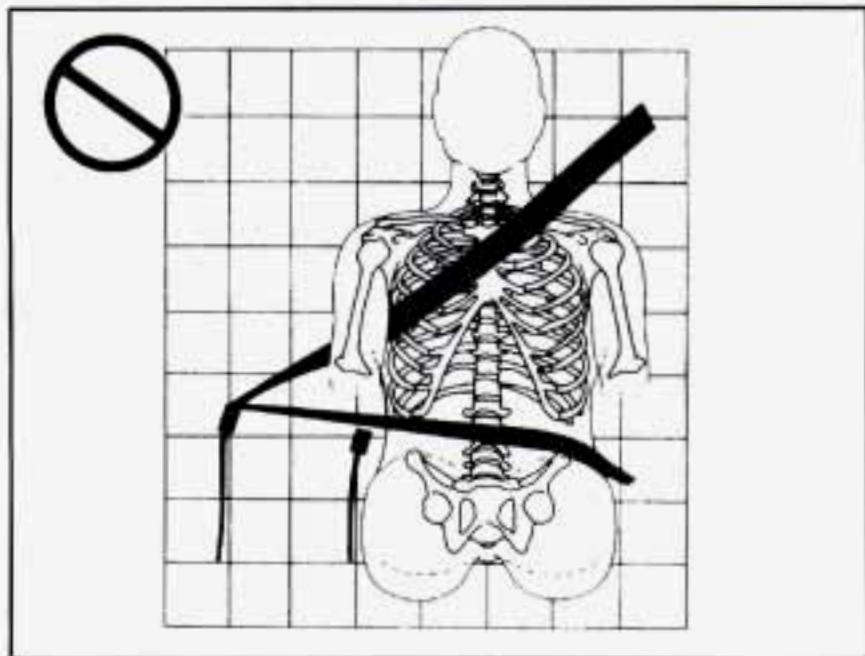


A: The shoulder belt is too loose. It won't give nearly as much protection this way.

⚠ CAUTION:

You can be seriously hurt if your shoulder belt is too loose. In a crash you would move forward too much, which could increase injury. The shoulder belt should fit against your body.

Q: What's wrong with this?

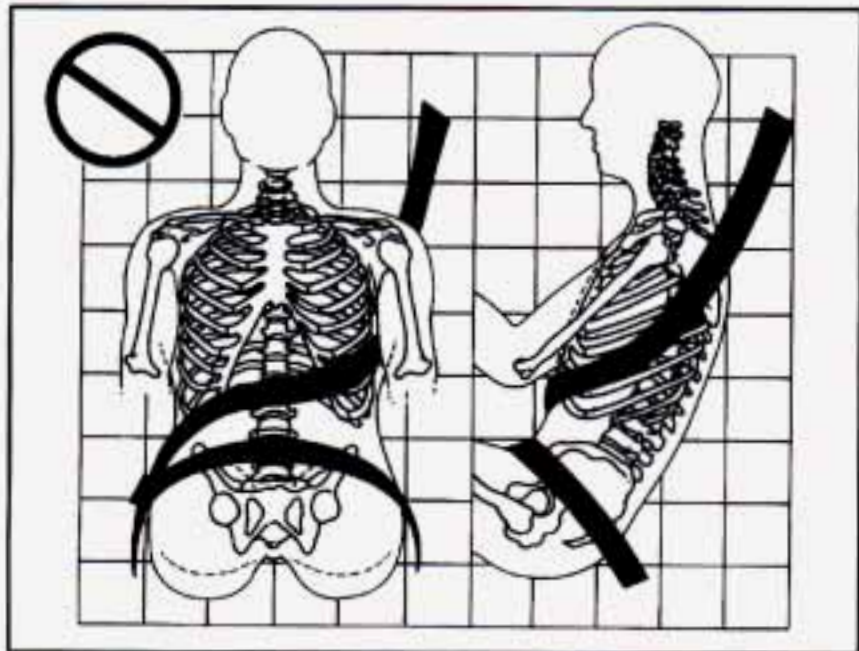


⚠ CAUTION:

You can be seriously injured if your belt is buckled in the wrong place like this. In a crash, the belt would go up over your abdomen. The belt forces would be there, not at the pelvic bones. This could cause serious internal injuries. Always buckle your belt into the buckle nearest you.

A: The belt is buckled in the wrong place.

Q: What's wrong with this?

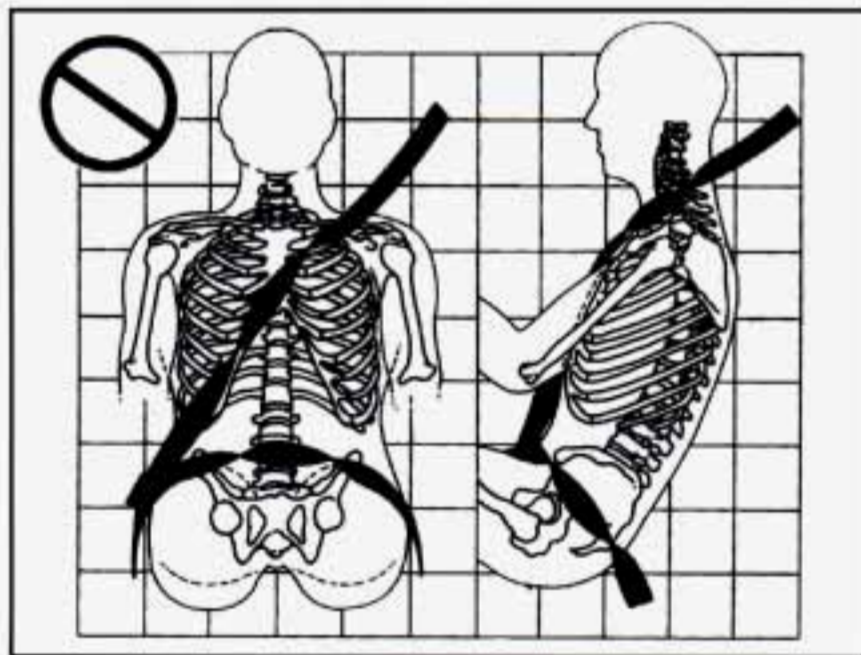


A: The shoulder belt is worn under the arm. It should be worn over the shoulder at all times.

⚠ CAUTION:

You can be seriously injured if you wear the shoulder belt under your arm. In a crash, your body would move too far forward, which would increase the chance of head and neck injury. Also, the belt would apply too much force to the ribs, which aren't as strong as shoulder bones. You could also severely injure internal organs like your liver or spleen.

Q: What's wrong with this?



A: The belt is twisted across the body.

⚠ CAUTION:

You can be seriously injured by a twisted belt. In a crash, you wouldn't have the full width of the belt to spread impact forces. If a belt is twisted, make it straight so it can work properly, or ask your dealer to fix it.

To unlatch the belt, just push the button on the buckle. The belt should go back out of the way.



Before you close the door, be sure the belt is out of the way. If you slam the door on it, you can damage both the belt and your vehicle.

Safety Belt Use During Pregnancy

Safety belts work for everyone, including pregnant women. Like all occupants, they are more likely to be seriously injured if they don't wear safety belts.

A pregnant woman should wear a lap-shoulder belt, and the lap portion should be worn as low as possible throughout the pregnancy.



The best way to protect the fetus is to protect the mother. When a safety belt is worn properly, it's more likely that the fetus won't be hurt in a crash. For pregnant women, as for anyone, the key to making safety belts effective is wearing them properly.

Right Front Passenger Position

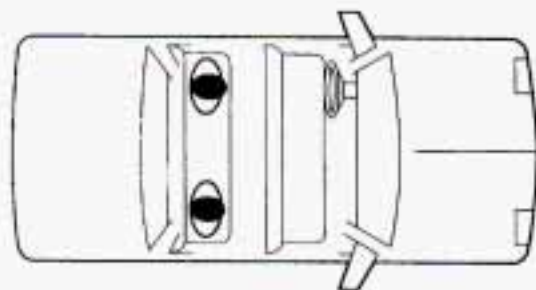
The right front passenger's safety belt works the same way as the driver's safety belt. See "Driver Position," earlier in this section.

When the shoulder belt is pulled out all the way, it will lock. If it does, let it go back all the way and start again.

Rear Seat Passengers

It's very important for rear seat passengers to buckle up! Accident statistics show that unbelted people in the rear seat are hurt more often in crashes than those who are wearing safety belts.

Rear passengers who aren't safety belted can be thrown out of the vehicle in a crash. And they can strike others in the vehicle who are wearing safety belts.



Lap-Shoulder Belt

The rear seats have lap-shoulder belts. Here's how to wear one properly.



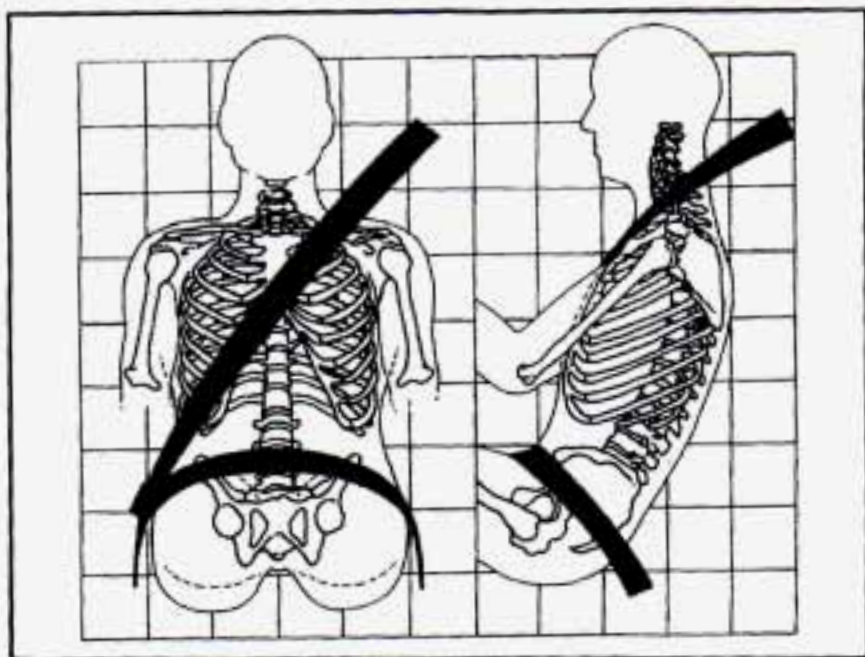
1. Pick up the latch plate and pull the belt across you. Don't let it get twisted.

The shoulder belt may lock if you pull the belt across you very quickly. If this happens, let the belt go back slightly to unlock it. Then pull the belt across you more slowly.

2. Push the latch plate into the buckle until it clicks. Pull up on the latch plate to make sure it is secure. When the shoulder belt is pulled out all the way, it will lock. If it does, let it go back all the way and start again. If the belt is not long enough, see "Safety Belt Extender" at the end of this section. Make sure the release button on the buckle is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.



3. To make the lap part tight, pull down on the buckle end of the belt as you pull up on the shoulder part.



The lap part of the belt should be worn low and snug on the hips, just touching the thighs. In a crash, this applies

force to the strong pelvic bones. And you'd be less likely to slide under the lap belt. If you slid under it, the belt would apply force at your abdomen. This could cause serious or even fatal injuries. The shoulder belt should go over the shoulder and across the chest. These parts of the body are best able to take belt restraining forces.

The safety belt locks if there's a sudden stop or a crash, or if you pull the belt very quickly out of the retractor.

⚠ CAUTION:

You can be seriously hurt if your shoulder belt is too loose. In a crash you would move forward too much, which could increase injury. The shoulder belt should fit against your body.



To unlatch the belt, just push the button on the buckle.

Children

Everyone in a vehicle needs protection! That includes infants and all children smaller than adult size. In fact, the law in every state in the United States and in every Canadian province says children up to some age must be restrained while in a vehicle.

Smaller Children and Babies

CAUTION:

Smaller children and babies should always be restrained in a child or infant restraint. The instructions for the restraint will say whether it is the right type and size for your child. A very young child's hip bones are so small that a regular belt might not stay low on the hips, as it should. Instead, the belt will likely be over the child's abdomen. In a crash the belt would apply force right on the child's abdomen, which could cause serious or fatal injuries. So, be sure that any child small enough for one is always properly restrained in a child or infant restraint.



CAUTION: (Continued)

at only 25 mph (40 km/h), a 12-pound (5.5 kg) baby will suddenly become a 240-pound (110 kg) force on your arms. The baby would be almost impossible to hold.

Secure the baby in an infant restraint.

 **CAUTION:**

Never hold a baby in your arms while riding in a vehicle. A baby doesn't weigh much -- until a crash. During a crash a baby will become so heavy you can't hold it. For example, in a crash

CAUTION: (Continued)



Child Restraints

Be sure to follow the instructions for the restraint. You may find these instructions on the restraint itself or in a booklet, or both. These restraints use the belt system in your vehicle, but the child also has to be secured within the restraint to help reduce the chance of personal injury. The instructions that come with the infant or child restraint will show you how to do that.

Where to Put the Restraint

Accident statistics show that children are safer if they are restrained in the rear rather than the front seat. We at General Motors therefore recommend that you put your child restraint in the rear seat unless the child is an infant and you're the only adult in the vehicle. In that case, you might want to secure the restraint in the front seat where you can keep an eye on the baby.

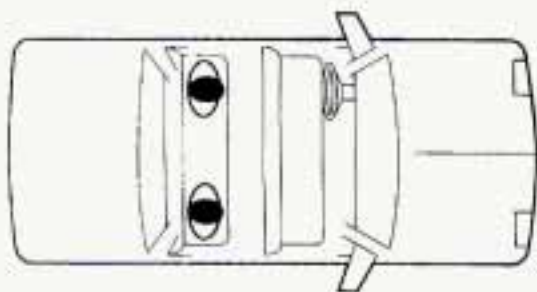
Wherever you install it, be sure to secure the child restraint properly.

Keep in mind that an unsecured child restraint can move around in a collision or sudden stop and injure people in the vehicle. Be sure to properly secure any child restraint in your vehicle -- even when no child is in it.

Top Strap

Some child restraints have a top strap. Don't use a restraint like that in your vehicle because the top strap anchor cannot be installed properly. You shouldn't use this type of child restraint without anchoring the top strap.

Securing a Child Restraint in a Rear Seat Position



You'll be using the lap-shoulder belt. See the earlier part about the top strap if the child restraint has one.

1. Put the restraint on the seat. Follow the instructions for the child restraint.
2. Secure the child in the child restraint as the instructions say.
3. Pick up the latch plate, and run the lap and shoulder portions of the vehicle's safety belt through or around the restraint. The child restraint instructions will show you how.

If the shoulder belt goes in front of the child's face or neck, put it behind the child restraint.

4. Buckle the belt. Make sure the release button is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.



5. Pull the rest of the shoulder belt all the way out of the retractor to set the lock.



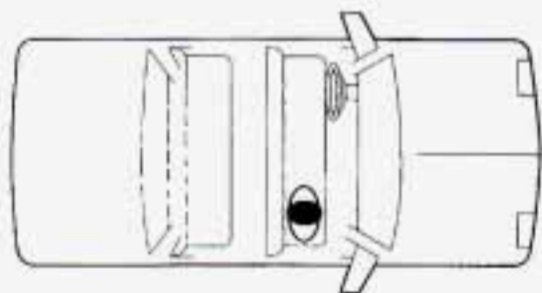
6. To tighten the belt, feed the shoulder belt into the retractor while you push down on the child restraint.



7. Push and pull the child restraint in different directions to be sure it is secure.

To remove the child restraint, just unbuckle the vehicle's safety belt and let it go back all the way. The safety belt will move freely again and be ready to work for an adult or larger child passenger.

Securing a Child Restraint in the Right Front Seat Position



You'll be using the lap-shoulder belt. See the earlier part about the top strap if the child restraint has one.

1. Move the seat as far back as it will go. (See "Seats" in the Index.)
2. Put the restraint on the seat. Follow the instructions for the child restraint.
3. Secure the child in the child restraint as the instructions say.
4. Pick up the latch plate, and run the lap and shoulder portions of the vehicle's safety belt through or around the restraint. The child restraint instructions will show you how.

If the shoulder belt goes in front of the child's face or neck, put it behind the child restraint.



5. Buckle the belt.

Make sure the release button is positioned so you would be able to unbuckle the safety belt quickly if you ever had to.

6. Pull the rest of the shoulder belt all the way out of the retractor to set the lock.



7. To tighten the belt, feed the shoulder belt back into the retractor while you push down on the child restraint.
8. Push and pull the child restraint in different directions to be sure it is secure.

To remove the child restraint, just unbuckle the vehicle's safety belt and let it go back all the way.

The safety belt will move freely again and be ready to work for an adult or larger child passenger.

Larger Children



Children who have outgrown child restraints should wear the vehicle's safety belts.

Accident statistics show that children are safer if they are restrained in the rear seat. But they need to use the safety belts properly.

- Children who aren't buckled up can be thrown out in a crash.
- Children who aren't buckled up can strike other people who are.



⚠ CAUTION:

Never do this.

Here two children are wearing the same belt. The belt can't properly spread the impact forces. In a crash, the two children can be crushed together and seriously injured. A belt must be used by only one person at a time.

Q: What if a child is wearing a lap-shoulder belt, but the child is so small that the shoulder belt is very close to the child's face or neck?

A: Move the child toward the center of the vehicle, but be sure that the shoulder belt still is on the child's shoulder, so that in a crash the child's upper body would have the restraint that belts provide.



⚠ CAUTION:

Never do this.

Here a child is sitting in a seat that has a lap-shoulder belt, but the shoulder part is behind the child. If the child wears the belt in this way, in a crash the child might slide under the belt. The belt's force would then be applied right on the child's abdomen. That could cause serious or fatal injuries.

Wherever the child sits, the lap portion of the belt should be worn low and snug on the hips, just touching the child's thighs. This applies belt force to the child's pelvic bones in a crash.

Safety Belt Extender

If the vehicle's safety belt will fasten around you, you should use it.

But if a safety belt isn't long enough to fasten, your dealer will order you an extender. It's free. When you go in to order it, take the heaviest coat you will wear, so the extender will be long enough for you. The extender will be just for you, and just for the seat in your vehicle that you choose. Don't let someone else use it, and use it only for the seat it is made to fit. To wear it, just attach it to the regular safety belt.

Checking Your Restraint Systems

Now and then, make sure all your belts, buckles, latch plates, retractors, anchorages and reminder systems are working properly. Look for any other loose or damaged restraint system parts. If you see anything that might keep a restraint system from doing its job, have it repaired.

Torn or frayed belts may not protect you in a crash. They can rip apart under impact forces. If a belt is torn or frayed, get a new one right away.

Replacing Seat and Restraint System Parts After a Crash

If you've had a crash, do you need new belts?

After a very minor collision, nothing may be necessary. But if the belts were stretched, as they would be if worn during a more severe crash, then you need new belts.

If belts are cut or damaged, replace them. Collision damage also may mean you will need to have safety belt or seat parts repaired or replaced. New parts and repairs may be necessary even if the belt wasn't being used at the time of the collision.

Before replacing any safety belt, see your dealer for the correct part number. You'll need the model year and model name for your vehicle. The model year is on your title and registration.



The model name on the replacement belt must be listed on the safety belt you want to replace. This label is on the safety belt near the door opening.

Geo Section 2 Features and Controls

Here you can learn about the many standard and optional features on your Geo, and information on starting, shifting and braking. Also explained are the instrument panel and the warning systems that tell you if everything is working properly -- and what to do if you have a problem.

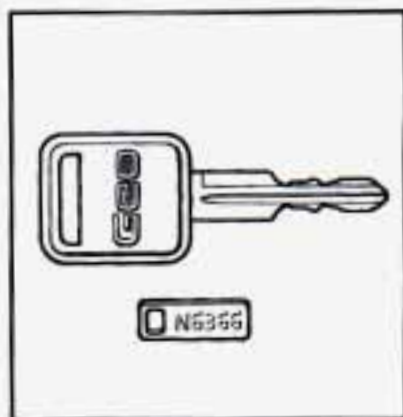
Keys

CAUTION:

Leaving young children in a vehicle with the ignition key is dangerous for many reasons. A child or others could be badly injured or even killed.

They could operate controls or even make the vehicle move. Don't leave the keys in a vehicle with young children.





One key is used for the ignition, the doors, and all other locks.

When a new Tracker is delivered, the dealer removes the metal plate from the key ring and gives it to the first owner.

The metal plate has a code on it that tells your dealer or a qualified locksmith how to make extra keys. Keep the code in a safe place. If you lose your keys, you'll be able to have new ones made easily using this code.

NOTICE:

Your Geo has a number of features that can help prevent theft. But you can have a lot of trouble getting into your vehicle if you ever lock your keys inside. You may even have to damage your vehicle to get in. So be sure you have an extra key.

Door Locks

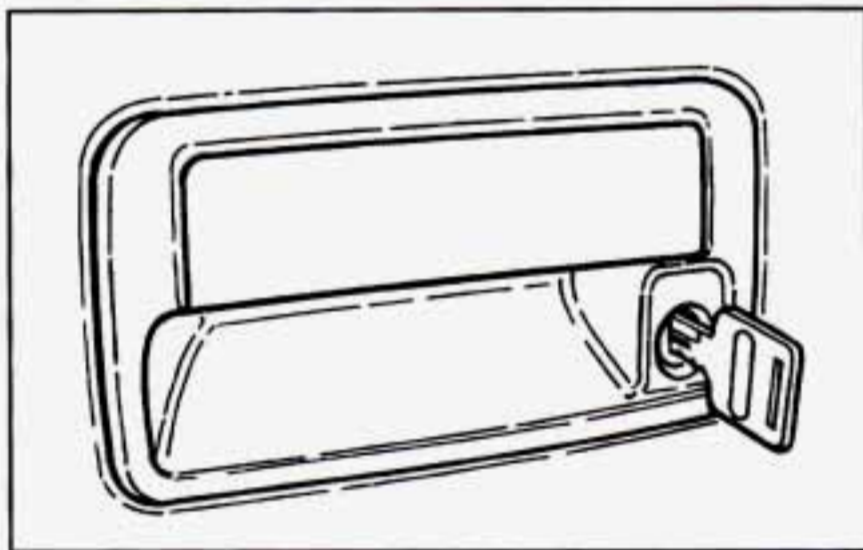
CAUTION:

Unlocked doors can be dangerous.

Passengers -- especially children -- can easily open the doors and fall out. When a door is locked, the inside handle won't open it.

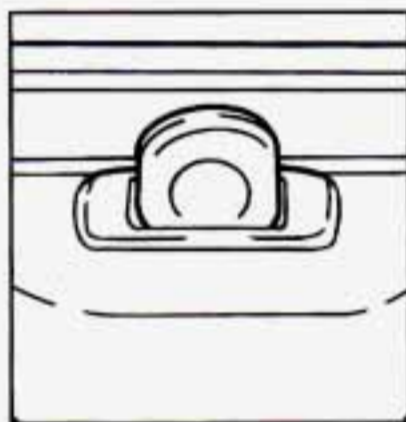
Outsiders can easily enter through an unlocked door when you slow down or stop your vehicle.

This may not be so obvious: You increase the chance of being thrown out of the vehicle in a crash if the doors aren't locked. Wear safety belts properly, lock your doors, and you will be far better off whenever you drive your vehicle.



There are several ways to lock and unlock your vehicle:

From the outside, use your key. To lock the door, turn the key toward the front of the vehicle. To unlock the door, turn the key toward the rear.

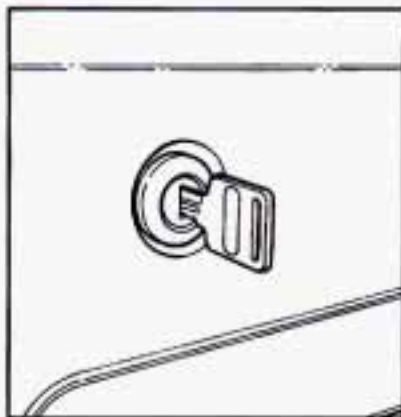


To lock the door from the inside, push down the button on the door. To unlock it, pull up on the button.

Leaving Your Vehicle

If you are leaving the vehicle, take your key, open your door and set the locks from inside. Then get out and close the door.

Tailgate



Use your key to lock or unlock your tailgate.

If you have a convertible, you can still open or close the tailgate with the rear window closed.



CAUTION:

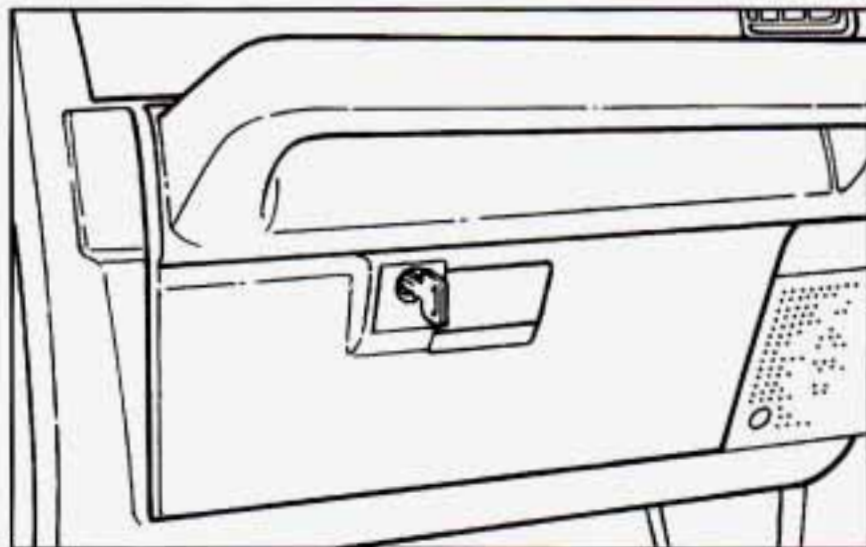
It can be dangerous to drive with the tailgate window open because carbon monoxide (CO) gas can come into your vehicle. You can't see or smell CO. It can cause unconsciousness and even death.

If you must drive with the tailgate window open or if electrical wiring or other cable connections must pass through the seal between the body and the tailgate window:

- **Make sure all windows are shut.**
- **Turn the fan on your heating or cooling system to its highest speed with the setting on CIRCULATE. That will force outside air into your vehicle. See "Comfort Controls" in the Index.**
- **If you have air outlets on or under the instrument panel, open them all the way. See "Engine Exhaust" in the Index.**

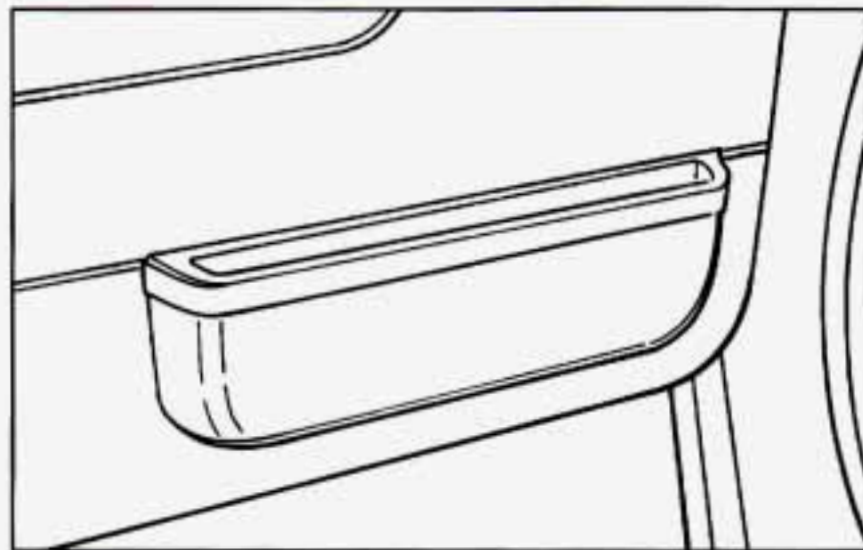
Storage and Compartments

Glove Box



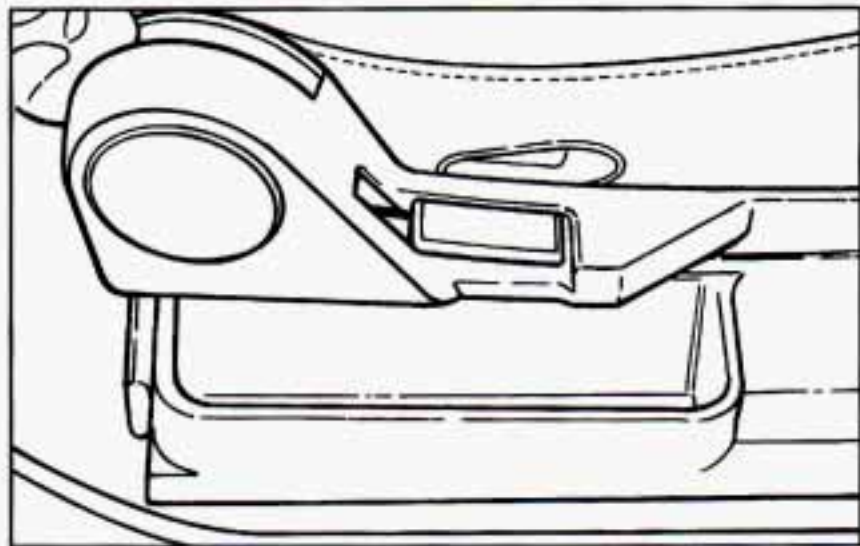
To open the glove box, pull the latch toward you. Use your key to lock and unlock the glove box.

Door Storage Compartments



Each door has a storage compartment.

Front Seat Side Pockets

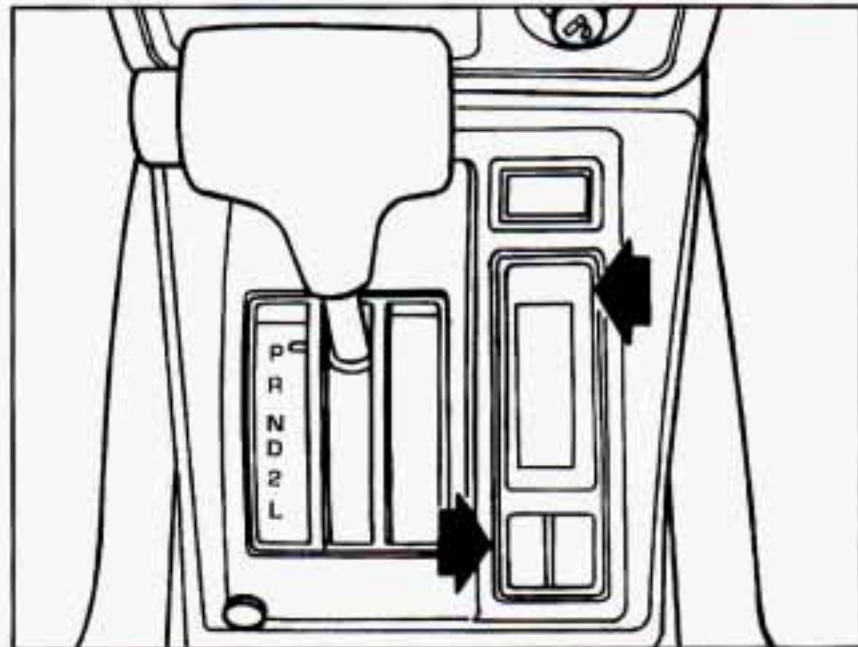


On the outside of each front seat is a storage pocket.

Instrument Panel Bins

On the top center of the instrument panel is a storage bin.

Coinholder and Bin



Your console has a coinholder and a small storage bin.

Cupholder

Two cupholders are on the center console next to the parking brake lever.

Theft

Vehicle theft is big business, especially in some cities. Although your Geo has a number of theft deterrent features, we know that nothing we put on it can make it impossible to steal. However, there are ways you can help.

Key in the Ignition

If you walk away from your vehicle with the keys inside, it's an easy target for joy riders or professional thieves -- so don't do it.

When you park your Geo and open the driver's door, you'll hear a chime reminding you to remove your key from the ignition and take it with you. Always do this. Your steering wheel will be locked, and so will your ignition. If you have an automatic transmission, taking your key out also locks your transmission. And remember to lock the doors.

Parking at Night

Park in a lighted spot, close all windows and lock your vehicle. Remember to keep your valuables out of sight. Put them in a storage area, or take them with you.

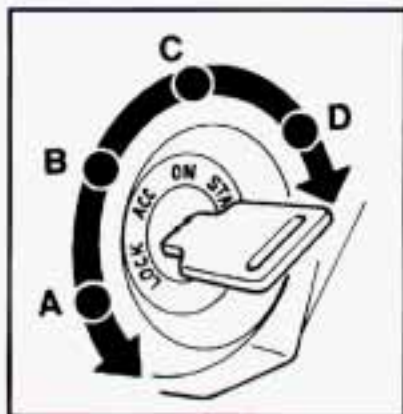
New Vehicle "Break-In"

NOTICE:

Your modern Geo doesn't need an elaborate "break-in." But it will perform better in the long run if you follow these guidelines:

- **Keep your speed at 55 mph (88 km/h) or less for the first 500 miles (804 km).**
- **Don't drive at any one speed -- fast or slow -- for the first 500 miles (804 km). Don't make full-throttle starts.**
- **Avoid making hard stops for the first 200 miles (322 km) or so. During this time your new brake linings aren't yet broken in. Hard stops with new linings can mean premature wear and earlier replacement. Follow this "breaking-in" guideline every time you get new brake linings.**
- **Don't tow a trailer during "break-in." See "Towing a Trailer" in the Index for more information.**

Ignition Switch



With the key in the ignition switch, you can turn the switch to four positions:

LOCK (A): The only position in which you can remove the key. This locks your steering wheel, ignition and automatic transmission. Press in the ignition switch as you turn the top of it toward you.

If you have an automatic transmission, the ignition switch can't be turned to LOCK unless the shift lever is in the PARK (P) position.

ACC (B): The position that you can operate your electrical power accessories. It unlocks the steering wheel and ignition. Use this position if your vehicle must be pushed or towed.

ON (C): The position that the switch returns to after you start your engine and release the switch. The switch stays in the ON position when the engine is running. But even when the engine is not running, you can use ON to operate your electrical power accessories and to display some instrument panel warning and indicator lights.

START (D): The position that starts the engine. When the engine starts, release the key. The ignition switch will return to ON for normal driving.

When the engine is not running, ACC and ON allow you to operate your electrical accessories, such as the radio and ventilation fan.

A warning chime will sound if you open the driver's door when the ignition is in ACC or LOCK and the key is in the ignition.



CAUTION:

On manual transmission vehicles, turning the key to **LOCK** will lock the steering column and result in a loss of ability to steer the vehicle. This could cause a collision. If you need to turn the engine off while the vehicle is moving, turn the key only to **ACC**. Don't push the key in while the vehicle is moving.

NOTICE:

If your key seems stuck in **LOCK** and you can't turn it, be sure it is all the way in. If it is, then turn the steering wheel left and right while you turn the key hard. But turn the key only with your hand. Using a tool to force it could break the key or the ignition switch. If none of this works, then your vehicle needs service.

Starting Your Engine

Automatic transmission:

Move your shift lever to **PARK (P)** or **NEUTRAL (N)**. Your engine won't start in any other position -- that's a safety feature. To restart when you're already moving, use **NEUTRAL (N)** only.

NOTICE:

Don't try to shift to **PARK (P)** if your Geo is moving. If you do, you could damage the transmission. Shift to **PARK (P)** only when your vehicle is stopped.

Manual transmission:

The gear selector should be in neutral. Hold the clutch pedal to the floor and start the engine. Your vehicle won't start if the clutch pedal is not all the way down -- that's a safety feature.

To start your 1.6 Liter engine:

1. Without pushing the accelerator pedal, turn your ignition key to **START**. When the engine starts, let go of the key.

NOTICE:

Holding your key in *START* for longer than 15 seconds at a time will cause your battery to be drained much sooner. And the excessive heat can damage your starter motor.

2. If it doesn't start right away, hold your key in **START** for about three seconds at a time until your engine starts. Wait about 15 seconds between each try to help avoid draining your battery.

If your engine still won't start, call your dealer for help.

NOTICE:

Your engine is designed to work with the electronics in your vehicle. If you add electrical parts or accessories, you could change the way the fuel injection system operates. Before adding electrical equipment, check with your dealer. If you don't, your engine might not perform properly.

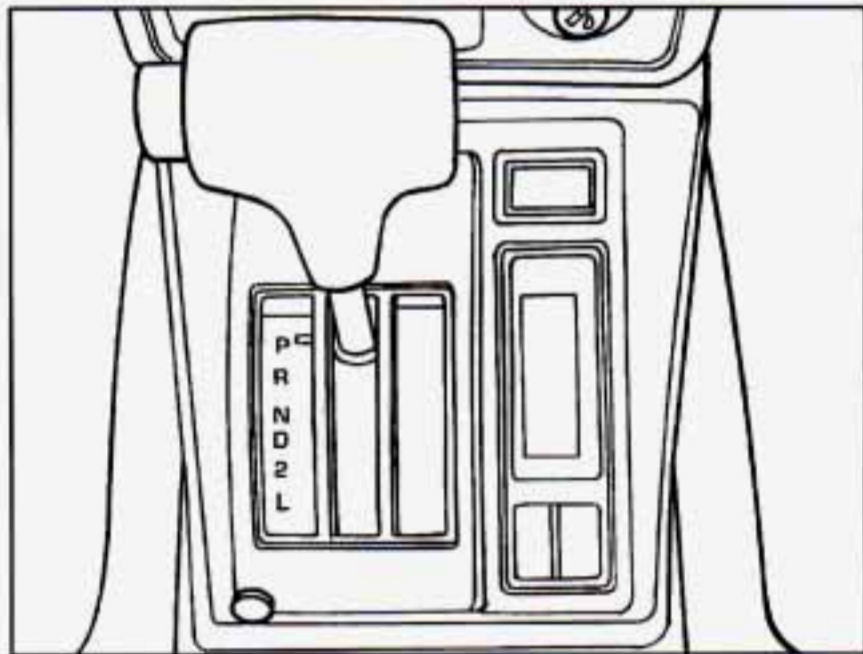
If you ever have to have your vehicle towed, see the part of this manual that tells how to do it without damaging your vehicle. See "Towing Your Vehicle" in the Index.

Driving Through Deep Standing Water

NOTICE:

If you drive too quickly through deep puddles or standing water, water can come in through your engine's air intake and badly damage your engine. Never drive through water that is slightly lower than the underbody of your vehicle. If you can't avoid deep puddles or standing water, drive through them very slowly.

Automatic Transmission



There are several different positions for your shift lever.

PARK (P): This locks your rear wheels. It's the best position to use when you start your engine because your vehicle can't move easily.

 **CAUTION:**

It is dangerous to get out of your vehicle if the shift lever is not fully in PARK (P) with the parking brake firmly set. Your vehicle can roll. Don't leave your vehicle when the engine is running unless you have to. If you have left the engine running, the vehicle can move suddenly. You or others could be injured. To be sure your vehicle won't move, even when you're on fairly level ground, always set your parking brake and move the shift lever to PARK (P).

If you have four-wheel drive, your vehicle will be free to roll -- even if your shift lever is in PARK (P) -- if your transfer case is in NEUTRAL (N). So, be sure the transfer case is in a drive gear, two-wheel high (2H) or four-wheel high (4H) or four-wheel low (4L) -- not in NEUTRAL (N). See "Shifting Into PARK (P)" in the Index. If you're pulling a trailer, see "Towing a Trailer" in the Index.

Ensure the shift lever is fully in PARK (P) range before starting the engine. Your Geo has a brake-transmission shift interlock. You have to fully *apply* your regular brakes *before* you can shift from PARK (P) when the ignition key is in the ON position. If you cannot shift out of PARK (P), ease pressure on the shift lever - push the shift lever all the way into PARK (P) and release the shift lever button as you maintain brake application. Then press the shift lever button and move the shift lever into the gear you wish. See "Shifting Out of PARK (P)" in the Index.

REVERSE (R): Use this gear to back up.

NOTICE:

Shifting to REVERSE (R) while your vehicle is moving forward could damage your transmission. Shift to REVERSE (R) only after your vehicle is stopped.

To rock your vehicle back and forth to get out of snow, ice or sand without damaging your transmission, see "Stuck: In Sand, Mud, Ice or Snow" in the Index.

NEUTRAL (N): In this position, your engine doesn't connect with the wheels. To restart when you're already moving, use NEUTRAL (N) only. Also, use NEUTRAL when your vehicle is being towed.



CAUTION:

Shifting out of PARK (P) or NEUTRAL (N) while your engine is "racing" (running at high speed) is dangerous. Unless your foot is firmly on the brake pedal, your vehicle could move very rapidly. You could lose control and hit people or objects. Don't shift out of PARK (P) or NEUTRAL (N) while your engine is racing.

NOTICE:

Damage to your transmission caused by shifting out of PARK (P) or NEUTRAL (N) with the engine racing isn't covered by your warranty.

DRIVE (D): This position is for normal driving.

If you need more power for passing, and you're:

- Going less than about 15 mph (25 km/h), push your accelerator pedal about halfway down.
- Going about 15 mph (25 km/h) or more, push your accelerator pedal all the way down.

You'll shift down to the next gear and have more power.

SECOND (2): This position gives you more power but lower fuel economy. You can use SECOND (2) on hills. It can help control your speed as you go down steep mountain roads, but then you would also want to use your brakes off and on.

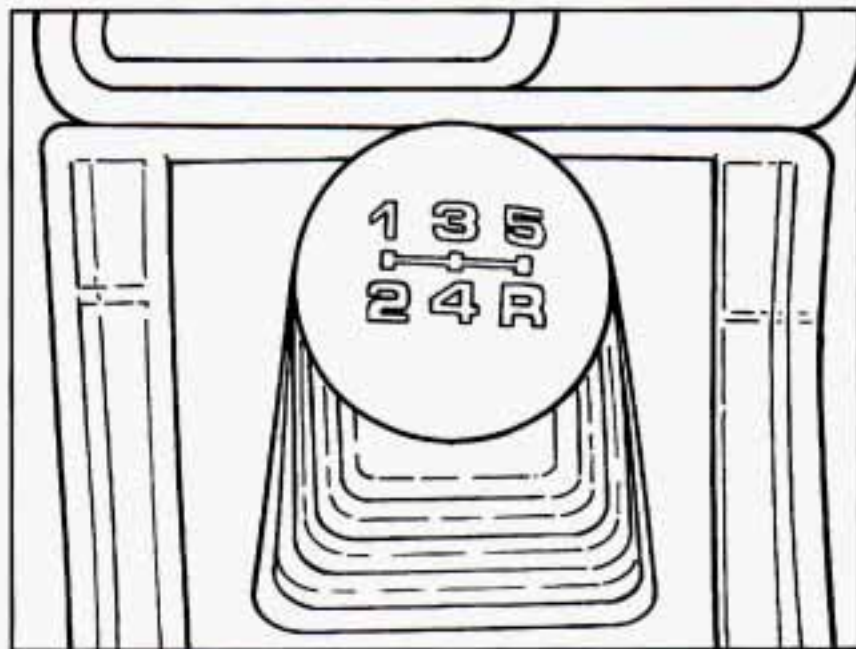
NOTICE:

Don't shift into SECOND (2) unless you are going slower than 65 mph (105 km/h) with the transfer case in FOUR HIGH (4H), or 35 mph (55 km/h) with the transfer case in FOUR LOW (4L) or you can damage your transmission.

LOW (L): This position gives you even more power (but lower fuel economy) than **SECOND (2)**. You can use it on very steep hills, or in deep snow or mud. If the selector lever is put in **LOW**, the transmission won't shift into low gear until the vehicle is going slowly enough.

Manual Transmission

Five-Speed



This is your shift pattern. Here's how to operate your transmission:

FIRST (1): Press the clutch pedal and shift into **FIRST (1)**. Then, slowly let up on the clutch pedal as you press the accelerator pedal.

NOTICE:

Don't shift into **LOW (L)** at speeds above 40 mph (65 km/h) with the transfer case in **FOUR-WHEEL LOW (4L)**, or you can damage your transmission.

NOTICE:

If your rear wheels can't rotate, don't try to drive. This might happen if you were stuck in very deep sand or mud or were up against a solid object. You could damage your transmission.

Also, if you stop when going uphill, don't hold your vehicle there with only the accelerator pedal. This could overheat and damage the transmission. Use your brakes to hold your vehicle in position on a hill.

You can shift into **FIRST (1)** when you're going less than 20 mph (32 km/h). If you've come to a complete stop and it's hard to shift into **FIRST (1)** put the shift lever in **NEUTRAL (N)** and let up on the clutch. Press the clutch pedal back down. Then shift into **FIRST (1)**.

SECOND (2): Press the clutch pedal as you let up on the accelerator pedal and shift into **SECOND (2)**. Then, slowly let up on the clutch pedal as you press the accelerator pedal.

THIRD, FOURTH, FIFTH (3, 4 and 5): Shift into **THIRD (3)**, **FOURTH (4)** and **FIFTH (5)** the same way you do for **SECOND (2)**. Slowly let up on the clutch pedal as you press the accelerator pedal.

TO STOP: Let up on the accelerator pedal and press the brake pedal. Just before the vehicle stops, press the clutch pedal and the brake pedal, and shift to **NEUTRAL (N)**.

NEUTRAL (N): Use this position when you start or idle your engine.

REVERSE (R): To back up, press down the clutch pedal and shift into **REVERSE (R)**. Let up on the clutch pedal slowly while pressing the accelerator pedal.

You cannot go from **FIFTH (5)** into **REVERSE (R)**. If you try, you will be locked out. You must first shift into **NEUTRAL (N)**, move the lever to the left, back to the right, and then shift into **REVERSE (R)**. This is a safety feature.

NOTICE:

Shift to REVERSE (R) only after your vehicle is stopped. Shifting to REVERSE (R) while your vehicle is moving could damage your transmission.

Also, use **REVERSE (R)** along with the parking brake for parking your vehicle.

Shift Speeds (Manual Transmission)

This chart shows when to shift to the next higher gear for best fuel economy.

Engine	Acceleration Shift Speed				Cruise Shift Speed		
	1 to 2	2 to 3	3 to 4	4 to 5	2 to 3	3 to 4	4 to 5
1.6L L4 8-valve	15 (24)	26 (42)	35 (56)	45 (72)	20 to 26	30 to 35	39 to 45
1.6L L4 16-valve	15 (24)	25 (40)	40 (64)	45 (72)	(32 to 42)	(46 to 56)	(63 to 72)

If your speed drops below 20 mph (30 km/h), or if the engine is not running smoothly, you should downshift to the next lower gear. You may have to downshift two or more gears to keep the engine running smoothly or for good performance.



CAUTION:

If you skip more than one gear when you downshift, you could lose control of your vehicle. And you could injure yourself or others. Don't shift from **FIFTH (5) to SECOND (2)** or **FOURTH (4) to FIRST (1)**.

NOTICE:

If you skip more than one gear when you downshift, or if you race the engine when you downshift, you can damage the clutch or transmission.

Four-Wheel Drive (Option)

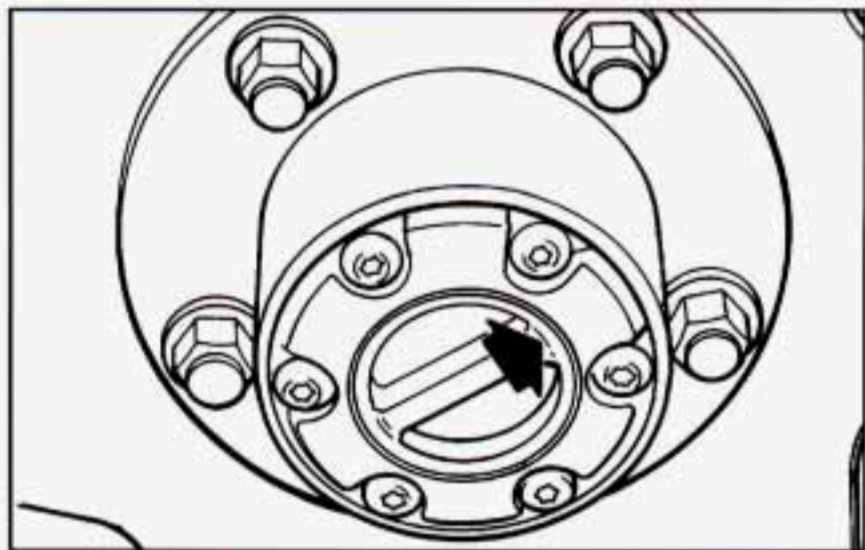
If your vehicle has four-wheel drive, you can send your engine's driving power to all four wheels for extra traction. To shift out of two-wheel drive and into four-wheel drive, lock the freewheeling hubs (manual hubs only) and move the transfer case shift lever to **FOUR-WHEEL HIGH (4H)** or **FOUR-WHEEL LOW (4L)** (see the following). You should use **TWO-WHEEL HIGH (2H)** for most normal driving.

Rear wheel anti-lock brakes do not work when you shift into four-wheel drive. Your regular brakes will still work. When you shift back into two-wheel drive, you will then have regular and rear wheel anti-lock brakes.

NOTICE:

Driving in FOUR-WHEEL HIGH (4H) or FOUR-WHEEL LOW (4L) positions for a long time on dry or wet pavement could shorten the life of your vehicle's drivetrain.

Freewheeling Hubs



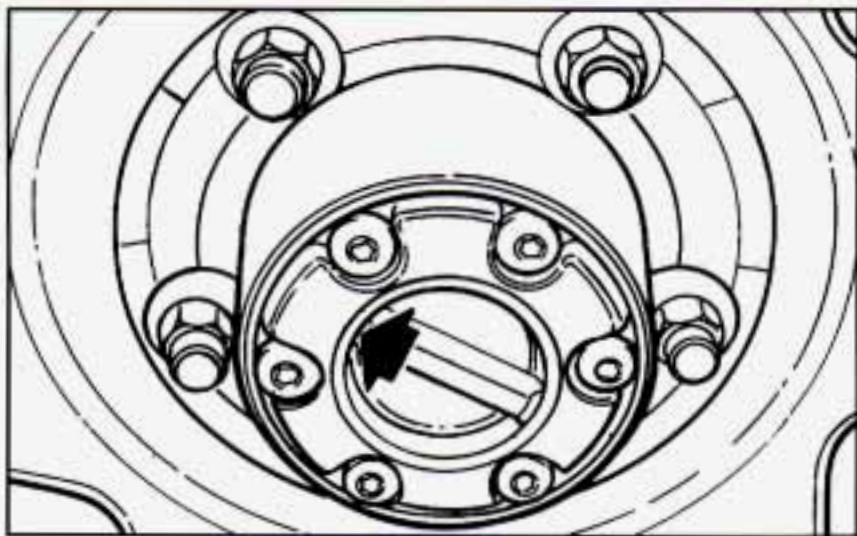
Your vehicle may have either manual or automatic freewheeling hubs. You must lock the hubs before you use **FOUR-WHEEL HIGH (4H)** or **FOUR-WHEEL LOW (4L)**.

Manual

To lock or unlock the hubs, you must park your vehicle (see “Shifting into PARK (P)” or “Parking Your Vehicle” in the Index) and get out. To lock the hubs, turn the hub dials to LOCK.

NOTICE:

Don't drive in TWO-WHEEL HIGH (2H) with the manual locking hubs in LOCK. If you do, you could damage your front driveshaft parts.



To unlock the hubs, turn the hub dials to FREE.

Automatic

With automatic freewheeling hubs, you don't have to get out of the vehicle to lock or unlock the hubs.

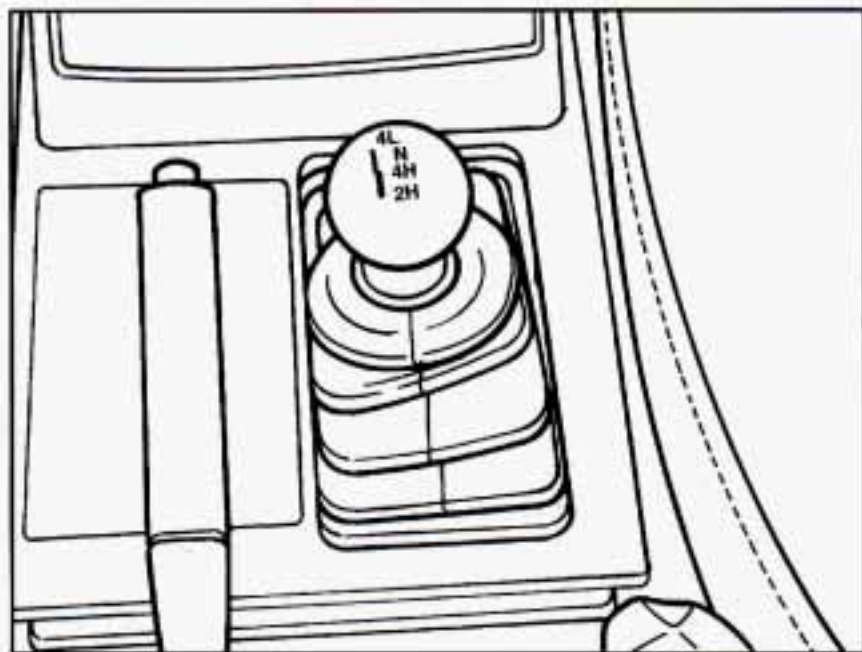
To lock the hubs:

1. Stop your vehicle.
2. Shift the transfer case to FOUR-WHEEL HIGH (4H) or FOUR-WHEEL LOW (4L).
3. Drive slowly forward and the hubs will lock.

To unlock the hubs:

1. Stop your vehicle.
2. Drive seven feet (two meters) in the direction opposite to the direction you were driving before you stopped.
3. Then, press the clutch if you have a manual transmission, and shift the transfer case to TWO-WHEEL HIGH (2H). The hubs will unlock.

Transfer Case



The transfer case shift lever is on the floor to the right of the driver. Use this lever to shift into and out of four-wheel drive. An indicator light comes on when the transfer case is in **FOUR-WHEEL HIGH (4H)** or **FOUR-WHEEL LOW (4L)**.

TWO-WHEEL HIGH (2H): This setting is for driving in most street and highway situations. Your front axle is not engaged in two-wheel drive.

FOUR-WHEEL HIGH (4H): This setting engages your front axle to help drive your vehicle. Use **FOUR-WHEEL HIGH (4H)** when you need extra traction, such as on wet or icy roads, or in most off-road situations.

NEUTRAL (N): Shift to this setting only when your vehicle needs to be towed.

FOUR-WHEEL LOW (4L): This setting also engages your front axle to give you extra traction, but should be used only for driving downhill or on slippery surfaces when you're driving slower than 35 mph (55 km/h).

Remember that driving in **FOUR-WHEEL HIGH (4H)** or **FOUR-WHEEL LOW (4L)** may reduce fuel economy. Also, driving in four-wheel drive on dry pavement could cause your tires to wear faster and make your transfer case harder to shift.

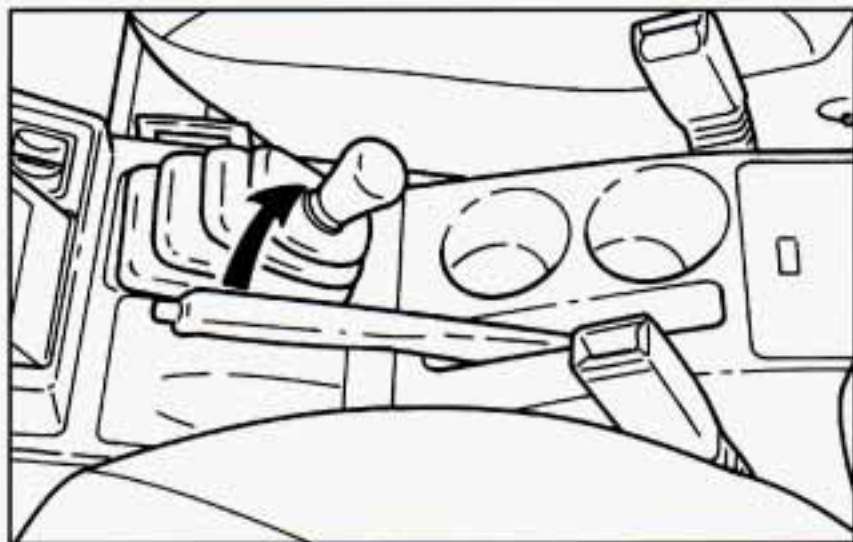
You can shift from TWO-WHEEL HIGH (2H) to FOUR-WHEEL HIGH (4H) or from FOUR-WHEEL HIGH (4H) to TWO-WHEEL HIGH (2H) at any speed if your hubs are locked and your wheels are straight ahead. Your front axle will engage faster if you take your foot off the accelerator pedal for a few seconds as you shift.

To shift into or out of FOUR-WHEEL LOW (4L):

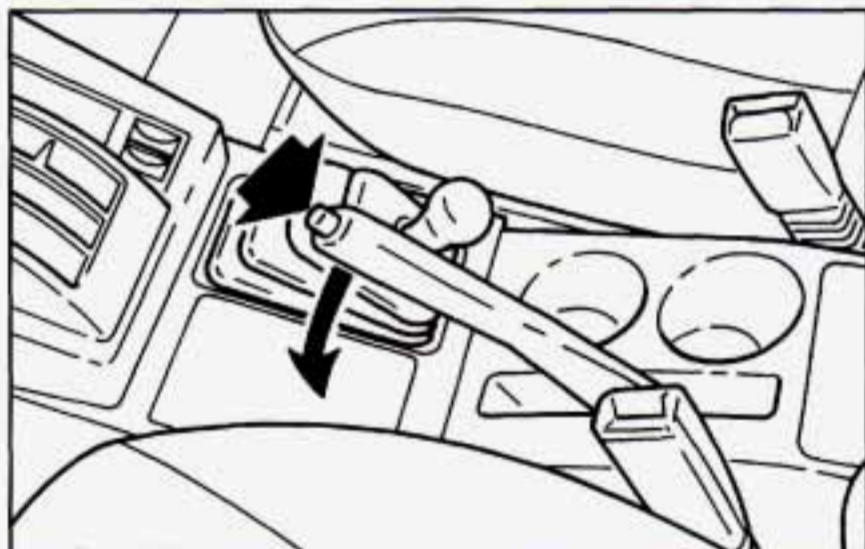
1. Stop your vehicle and shift your transmission to NEUTRAL (N).
2. Shift the transfer case in one continuous motion.

Don't pause in NEUTRAL (N) as you shift into FOUR-WHEEL HIGH (4H), or your gears could clash.

Parking Brake



To set the parking brake, hold the brake pedal down and pull up on the parking brake lever. If the ignition is on, the brake system warning light will come on.



To release the parking brake, hold the brake pedal down. Pull the parking brake lever up until you can push in the release button. Hold the release button in as you move the lever all the way down.

NOTICE:

Driving with the parking brake on can cause your rear brakes to overheat. You may have to replace them, and you could also damage other parts of your vehicle.

If you are towing a trailer, see "Towing a Trailer" in the Index.

Shifting Into PARK (P) (Automatic Transmission Models Only)

⚠ CAUTION:

It can be dangerous to get out of your vehicle if the shift lever is not fully in PARK (P) with the parking brake firmly set. Your vehicle can roll. If you have left the engine running, the vehicle can move suddenly. You or others could be injured. To be sure your vehicle won't move, even when you're on fairly level ground, use the steps that follow. If you have four-wheel drive and your transfer case is in NEUTRAL (N), your vehicle will be free to roll, even if your shift lever is in PARK (P). So, be sure the transfer case is in a drive gear -- not in NEUTRAL (N). If you're pulling a trailer, see "Towing a Trailer" in the Index.

1. Hold the brake pedal down with your right foot and set the parking brake.
2. Move the shift lever into PARK (P) position like this by holding in the button on the lever and pushing the lever all the way toward the front of your vehicle.
3. If you have four-wheel drive, be sure the transfer case is in a drive gear -- not in NEUTRAL (N).
4. Move the key to LOCK.
5. Remove the key and take it with you. If you can walk away from your vehicle with the key in your hand, your vehicle is in PARK (P).

Leaving Your Vehicle With the Engine Running (Automatic Transmission Models Only)

CAUTION:

It can be dangerous to leave your vehicle with the engine running. Your vehicle could move suddenly if the shift lever is not fully in PARK (P) with the parking brake firmly set. If you have four-wheel drive and your transfer case is in NEUTRAL (N), your vehicle will be free to roll,

CAUTION: (Continued)

CAUTION: (Continued)

even if your shift lever is in PARK (P). So be sure the transfer case is in a drive gear - not in NEUTRAL (N). And, if you leave the vehicle with the engine running, it could overheat and even catch fire. You or others could be injured. Don't leave your vehicle with the engine running unless you have to.

Torque Lock (Automatic Transmission)

If you are parking on a hill and you don't shift your transmission into PARK (P) properly, the weight of the vehicle may put too much force on the parking pawl in the transmission. You may find it difficult to pull the shift lever out of PARK (P). This is called "torque lock." To prevent torque lock, set the parking brake and then shift into PARK (P) properly before you leave the driver's seat. To find out how, see "Shifting Into PARK (P)" in the Index.

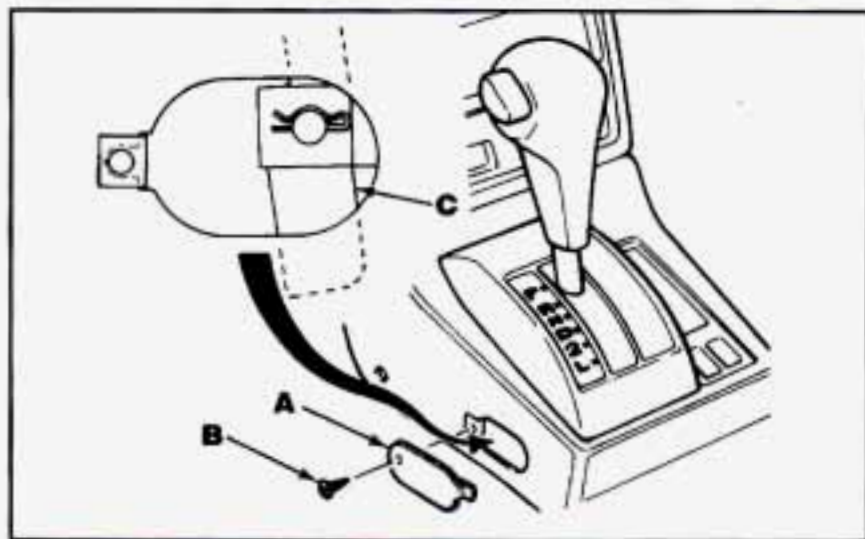
When you are ready to drive, move the shift lever out of PARK (P) *before* you release the parking brake.

If "torque lock" does occur, you may need to have another vehicle push yours a little uphill to take some of the pressure from the transmission, so you can pull the shift lever out of PARK (P).

Shifting Out of PARK (P) (Automatic Transmission)

Your Geo has a brake-transmission shift interlock. You have to fully *apply* your regular brakes *before* you can shift from PARK (P) when the ignition is in the ON position. See "Automatic Transmission" in the Index.

If you cannot shift out of PARK (P), ease pressure on the shift lever -- push the shift lever all the way into PARK (P) and release the shift lever button as you maintain brake application. Then press the shift lever button and move the shift lever into the gear you wish.



If you ever hold the brake pedal down but still can't shift out of PARK (P), try this:

1. Apply and hold the brake until the end of step 6.
2. If the engine is running, shut it off. Turn the key to ON or ACC.
3. Find the access hole cover (A) on the driver's side of the console, near the shift lever.
4. Remove the screw (B) and cover (A).
5. Inside you'll see the return plate (C). Using your finger, move the return plate toward the rear of the vehicle until it stops.
6. Move the shift lever into the gear you want.
7. Have the vehicle fixed as soon as you can.

Parking Your Vehicle (Manual Transmission)

Before you get out of your vehicle, put your manual transmission in REVERSE (R) and firmly apply the parking brake.

If you have four-wheel drive, be sure your transfer case is in a drive gear. Your vehicle could roll if it isn't.

If your vehicle is equipped to tow a trailer, see "Towing a Trailer" in the Index.

Parking Over Things That Burn



CAUTION:

Things that can burn could touch hot exhaust parts under your vehicle and ignite. Don't park over papers, leaves, dry grass or other things that can burn.

Engine Exhaust

CAUTION:

Engine exhaust can kill. It contains the gas carbon monoxide (CO), which you can't see or smell. It can cause unconsciousness and death.

You might have exhaust coming in if:

- Your exhaust system sounds strange or different.
- Your vehicle gets rusty underneath.
- Your vehicle was damaged in a collision.
- Your vehicle was damaged when driving over high points on the road or over road debris.
- Repairs weren't done correctly.
- Your vehicle or exhaust system had been modified improperly.

If you ever suspect exhaust is coming into your vehicle:

- Drive it only with all the windows down to blow out any CO; and
- Have your vehicle fixed immediately.

Running Your Engine While You're Parked (Automatic Transmission)

It's better not to park with the engine running. But if you ever have to, here are some things to know.

CAUTION:

Idling the engine with the air system control off could allow dangerous exhaust into your vehicle (see the earlier Caution under "Engine Exhaust").

Also, idling in a closed-in place can let deadly carbon monoxide (CO) into your vehicle even if the fan switch is at the highest setting. One place this can happen is a garage. Exhaust -- with CO -- can come in easily. NEVER park in a garage with the engine running.

Another closed-in place can be a blizzard. (See "Blizzard" in the Index.)

⚠ CAUTION:

It can be dangerous to get out of your vehicle if the shift lever is not fully in PARK (P) with the parking brake firmly set. Your vehicle can roll. Don't leave your vehicle when the engine is running unless you have to. If you've left the engine running, the vehicle can move suddenly. You or others could be injured. To be sure your vehicle won't move, even when you're on fairly level ground, always set your parking brake and move the shift lever to PARK (P).

If you have four-wheel drive and your transfer case is in NEUTRAL (N), your vehicle will be free to roll, even if your shift lever is in PARK (P). So, be sure the transfer case is in a drive gear -- not in NEUTRAL (N). Always set your parking brake. Follow the proper steps to be sure your vehicle won't move. See "Shifting Into PARK (P)" in the Index.

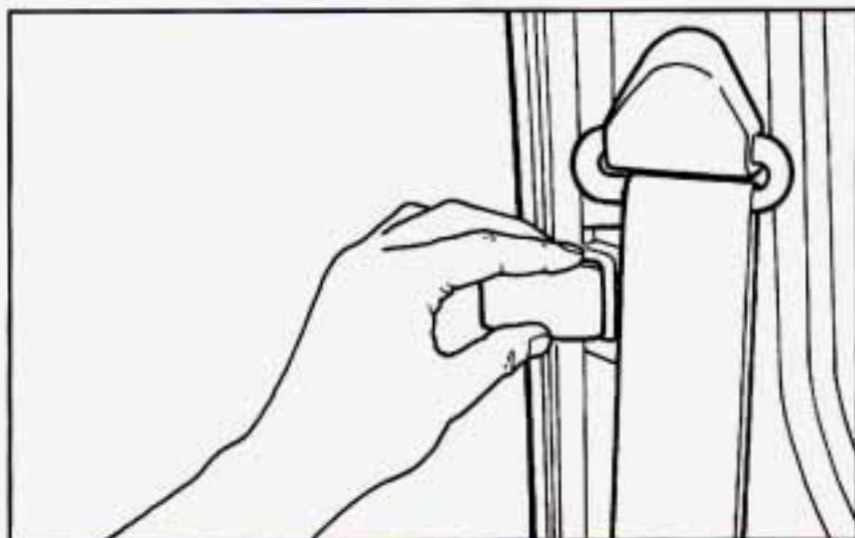
If you're pulling a trailer, see "Towing a Trailer" in the Index.

Windows

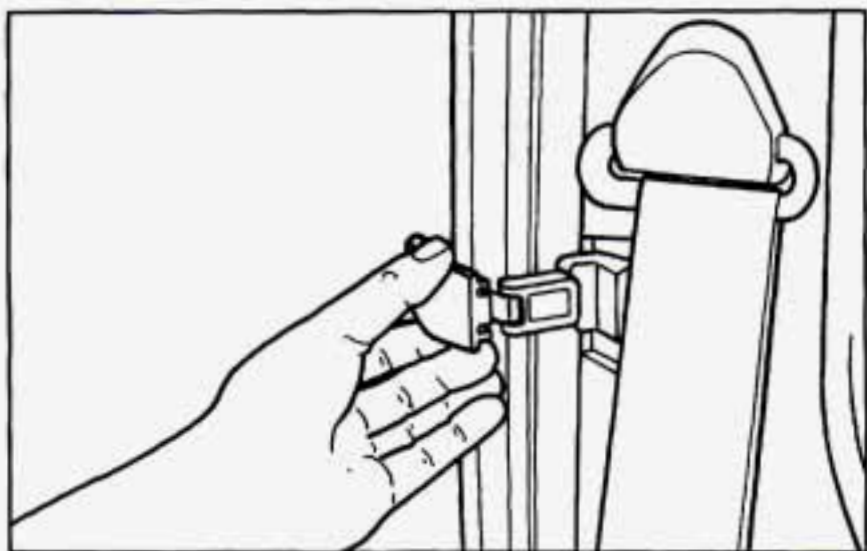
Manual Windows

Use the window crank to open and close each door window.

Rear Swing-Out Side Windows



To open this window, pull the latch out and forward.



To close the window, pull the latch in and back.

Horn

To sound the horn, press the horn symbol in the center of your steering wheel.

Adjustable Steering Column (Option)

CAUTION:

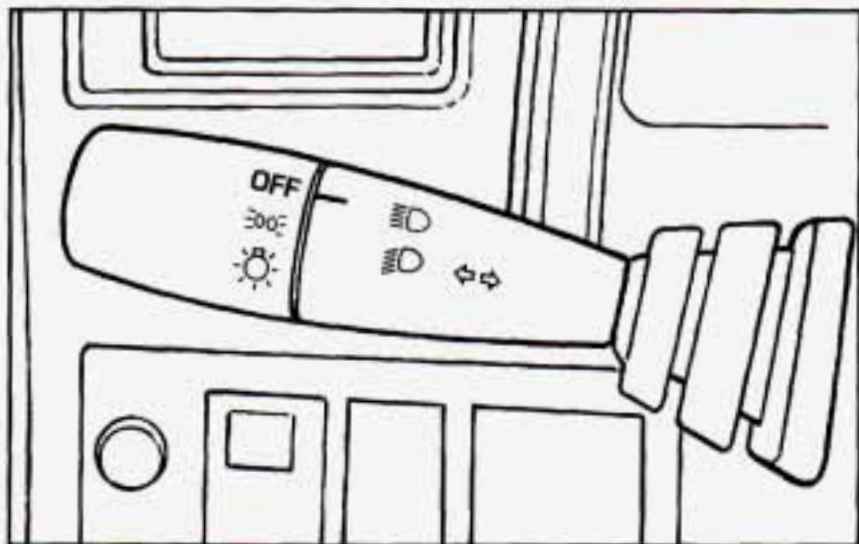
Adjusting the steering column while driving can be dangerous. The movement of the column could startle or confuse you, causing you to lose control of the vehicle. Adjust the steering column only when the vehicle is not being driven.

An adjustable steering column allows you to adjust the steering column before you drive.

You can also raise it to the highest level to give your legs more room when you exit and enter the vehicle.

To adjust the column, hold the steering wheel and lower the lever. Move the column to a comfortable level, then raise the lever to its highest position to lock the column in place.

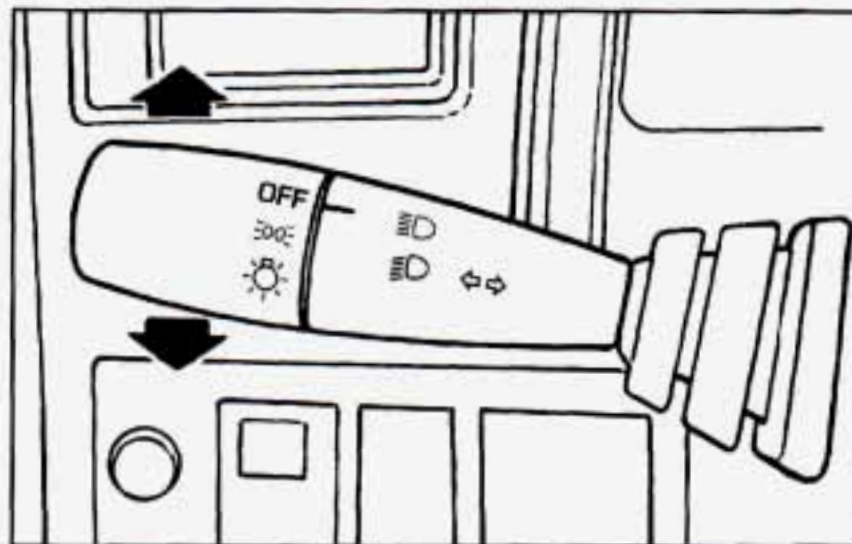
The Turn Signal/Lamps Control/Headlamp Beam Lever



The lever on the left side of the steering column includes your:

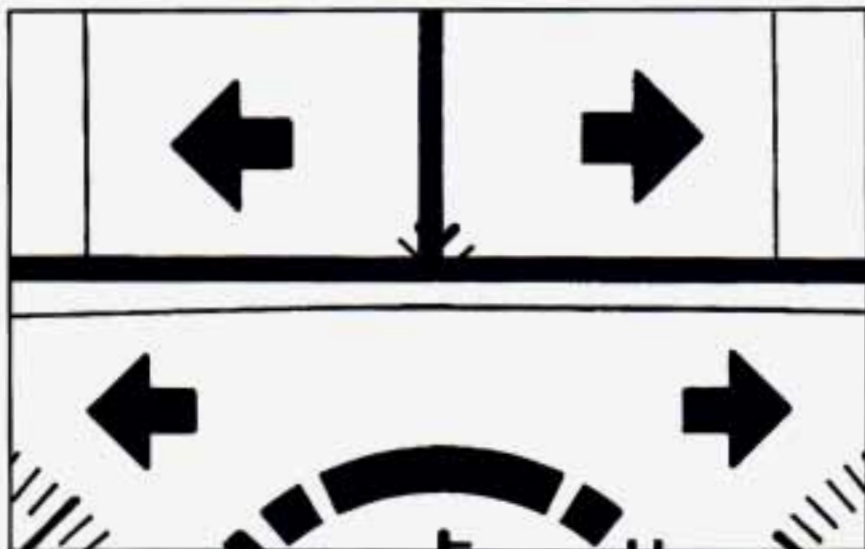
- Turn Signal and Lane Change Indicator
- Headlamp High/Low Beam and Passing Signal
- Lighting Operation

Turn Signal and Lane Change Indicator



The turn signal has two upward (for Right) and two downward (for Left) positions. These positions allow you to signal a turn or a lane change.

To signal a turn, move the lever all the way up or down. When the turn is finished, the lever will return automatically.

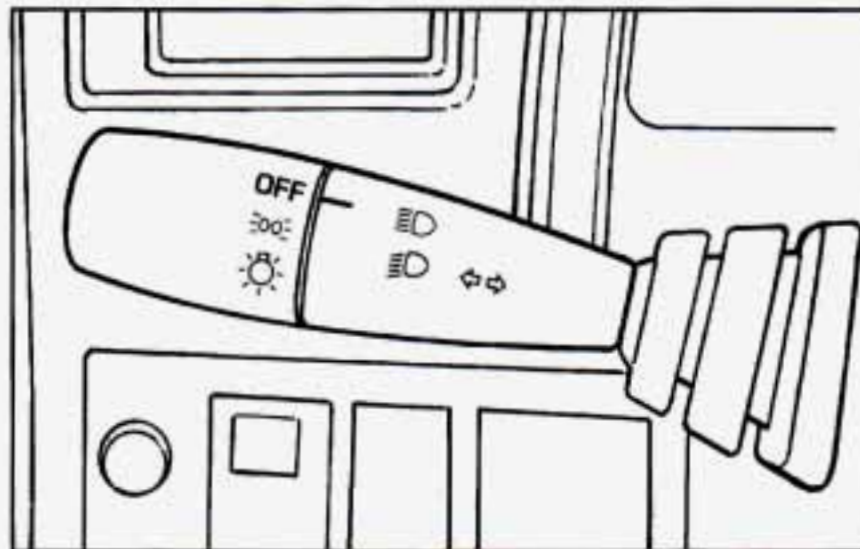


A green arrow on the instrument panel will flash in the direction of the turn or lane change.



To signal a lane change, just raise or lower the lever until the green arrow starts to flash. Hold it there until you complete your lane change. The lever will return by itself when you release it.

As you signal a turn or a lane change, if the arrows don't flash but just stay on, a signal bulb may be burned out and other drivers won't see your turn signal.

If a bulb is burned out, replace it to help avoid an accident. If the green arrows don't go on at all when you signal a turn, check the fuse (see "Fuses and Circuit Breakers" in the Index) and for burned-out bulbs.



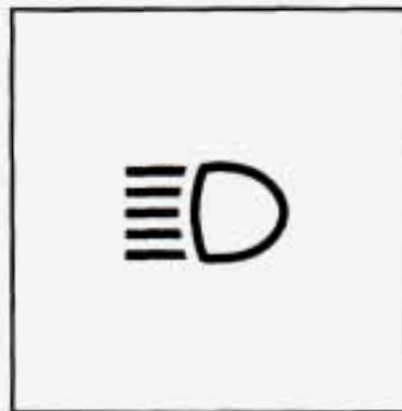
Turn the outside part of the lever to control the lamps. There are three positions for the lamp switch.

- **OFF:** All lamps are off.
-  : The parking lamps, taillamps, license plate lamp and the instrument panel lighting come on. The headlamps are off.
-  : The headlamps and all other operating lamps come on.

Lamps On Reminder

If you turn the ignition off, remove the key, open the door and leave the lamps on, a chime will remind you to turn off your lamps.

Headlamp High/Low Beam



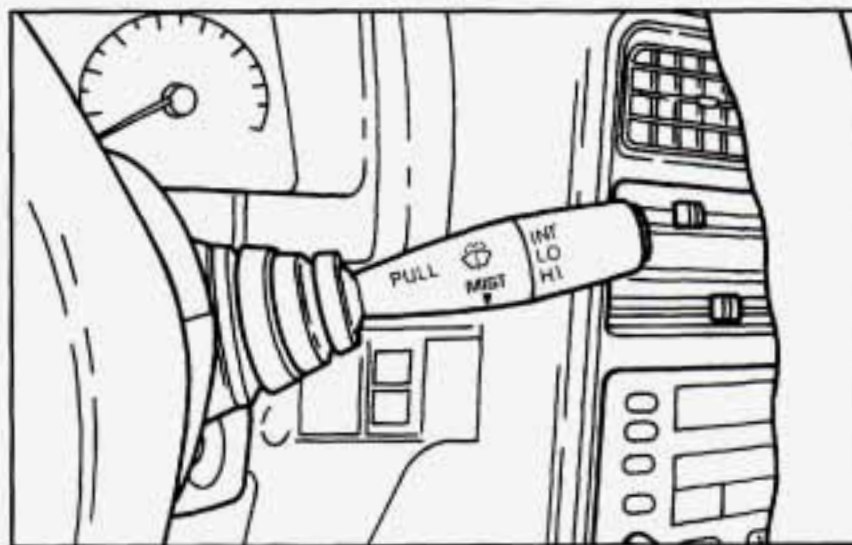
First, you must have the headlamps on. For high beams, push the turn signal lever away from you. When the high beams are on, a blue light on the instrument panel also will be on. It will go off when you switch to low beam.

To switch back to low beams, pull the lever toward you.

Passing Signal

With the lever in the low beam position, pull the lever toward you to momentarily switch to high beam (to signal that you are going to pass). When you release the lever, the headlamps will return to low beam operation.

Windshield Wiper/Washer Lever



The lever on the right side of the steering column controls the windshield wipers and washers.

Move the wiper switch to the position you want:

OFF: The wipers are off.

INT: Intermittent wiper operation. In light rain or snow, you might want to use this position rather than continuous wiping.

LO: The wipers will run continuously at low speed.

HI: The wipers will run continuously at high speed.

For a single wiping cycle, push the lever to **MIST**. Hold it there until the wipers start, then let go. The wipers will stop after one cycle. If you want more cycles, hold the lever on **MIST** longer.

Washers

Pull the wiper/washer lever toward you to spray washer fluid on the windshield. The spray will continue until you release the lever. This will also turn on the low speed wipers.

Be sure to clear ice and snow from the wiper blades before using them. If they're frozen to the windshield, carefully loosen or thaw them. If your blades do become damaged, get new blades or blade inserts.

Heavy snow or ice can overload your wipers. A circuit breaker will stop them until the motor cools. Clear away snow or ice to prevent an overload.

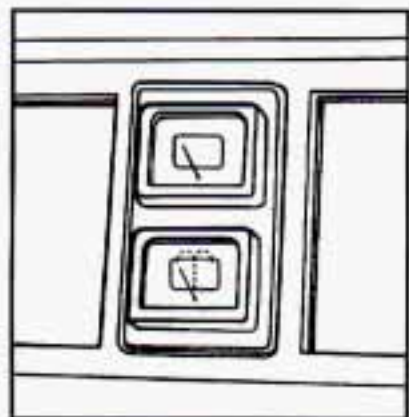
CAUTION:

In freezing weather, don't use your washer until the windshield is warmed. Otherwise the washer fluid can form ice on the windshield, blocking your vision.

NOTICE:

- **When using concentrated washer fluid, follow the manufacturer's instructions for adding water.**
- **Don't mix water with ready-to-use washer fluid. Water can cause the solution to freeze and damage your washer fluid tank and other parts of the washer system. Also, water doesn't clean as well as washer fluid.**
- **Fill your washer fluid tank only 3/4 full when it's very cold. This allows for expansion, which could damage the tank if it is completely full.**
- **Don't use radiator antifreeze in your windshield washer. It can damage your paint.**

Rear Window Wiper/Washer (Option)



To turn on your rear wiper, push the upper button. Push the same button again to turn it off.

To spray washer fluid on the rear window, push the lower button about halfway down. Washer fluid will spray as long as you hold this button. To wash and wipe at the same time, push the button all the way in.

The washer and wiper will run as long as you hold this button. To add washer fluid, see “Windshield Washer Fluid” in the Index.

Daytime Running Lamps (Canada Only)

Daytime Running Lamps (DRL) can make it easier for others to see the front of your vehicle during the day. DRL can be helpful in many different driving conditions, but they can be especially helpful in the short periods after dawn and before sunset.

The DRL system will make your low beam headlamps come on at a reduced brightness when:

- The ignition is on,
- The headlamp switch is off, and
- The parking brake is released.

When you turn on the headlamp switch, your DRL will go out, and your headlamps will come on.

The other lamps that come on with your headlamps will also come on.

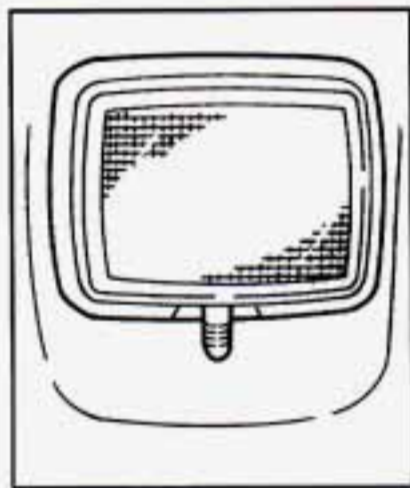
When you turn off the headlamp switch, the regular lamps will go off, and your low beam headlamps come on at the reduced brightness of DRL.

To idle your vehicle with the DRL off, set the parking brake. The DRL will stay off until you release the parking brake.

As with any vehicle, you should turn on the regular headlamp system any time you need it.

Interior Lamps

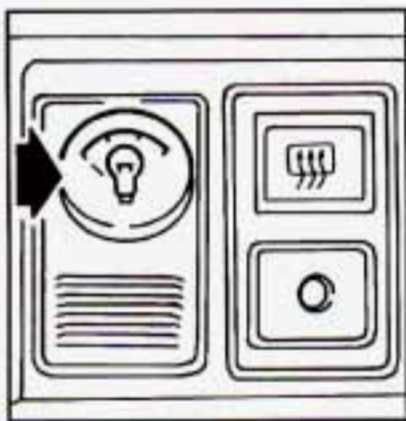
Dome Lamp



The dome lamp has a three position switch.

1. This position is to the left when sitting in the driver's seat. The dome lamp turns on and stays on whether or not a door is open.
2. This is the center position. The lamp comes on when a door is opened.
3. This position is to the right when sitting in the driver's seat. The lamp stays off even when a door is open.

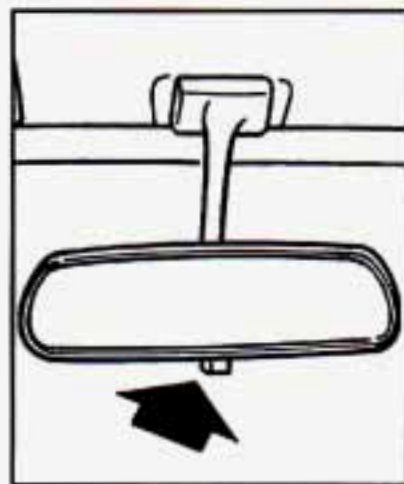
Brightness Control



This knob controls the brightness of your instrument panel lights. Turn the knob to the right to brighten the lights or to the left to dim them.

Mirrors

Inside Rearview Mirror

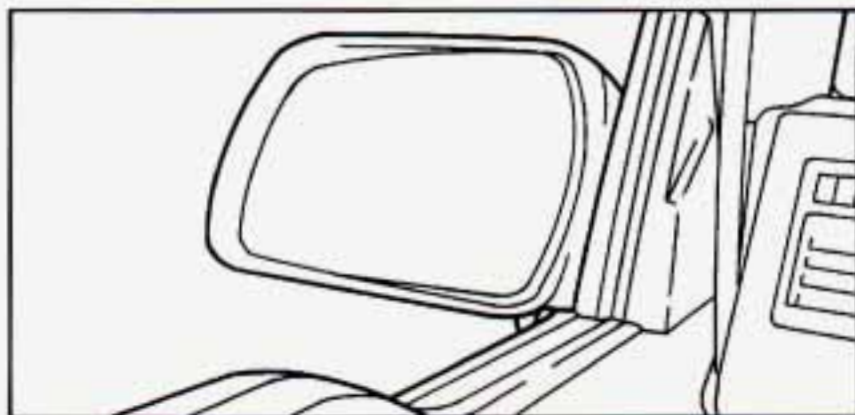


An inside rearview mirror is attached above your windshield. The mirror has pivots so that you can adjust it up and down or side to side.

Inside Day/Night Rearview Mirror

You can adjust the mirror for day or night driving. Push the tab for night driving to reduce glare. Pull the tab for daytime driving.

Outside Manual Adjust Mirrors



The mirrors should be adjusted by hand so that you can just see the side of your vehicle, when you are sitting in a comfortable position.

Convex Outside Mirror

Your passenger's side mirror is convex.

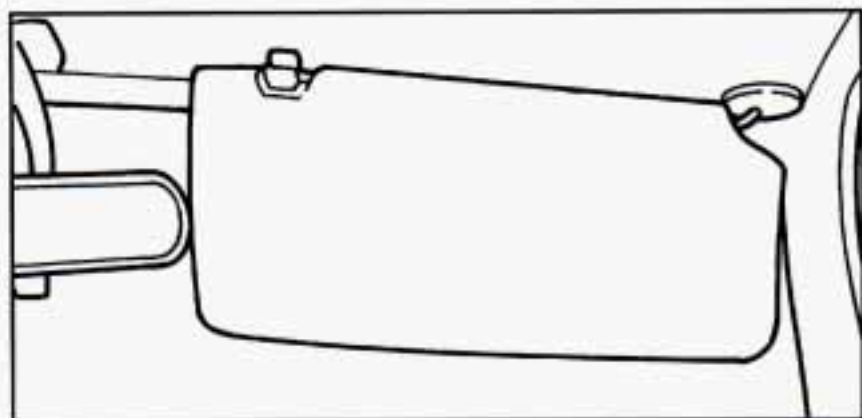
A convex mirror's surface is curved so you can see more from the driver's seat.



CAUTION:

A convex mirror can make things (like other vehicles) look farther away than they really are. If you cut too sharply into the right lane, you could hit a vehicle on your right. Check your inside mirror or glance over your shoulder before changing lanes.

Sun Visors

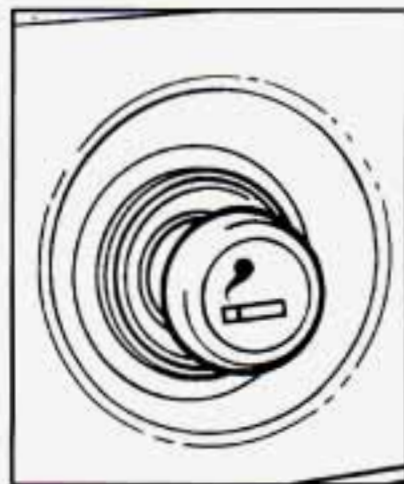


To block out glare, you can swing down the visors.

You can also swing them to the side. If the visors swing too easily, tighten the screw on the roof rail.

Ashtrays and Lighter

Cigarette Lighter

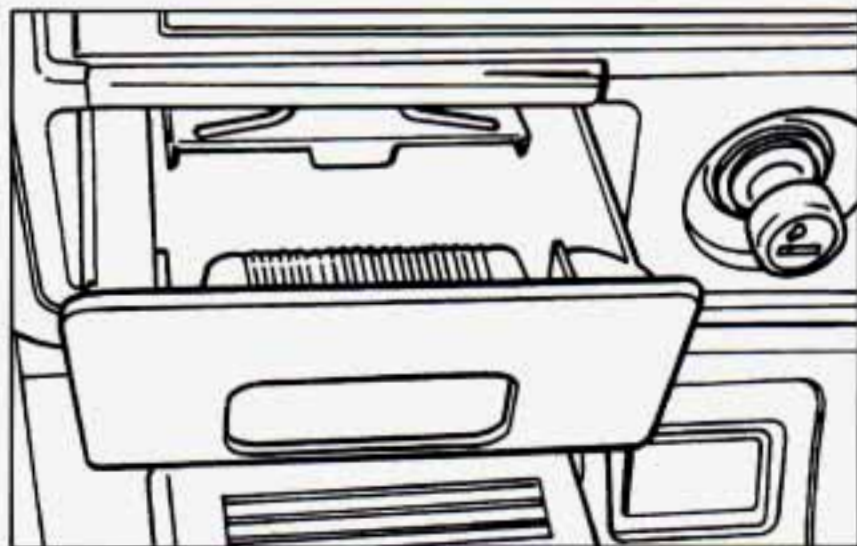


To use the lighter, push the lighter in all the way and let go. When it's ready, it will pop back by itself.

NOTICE:

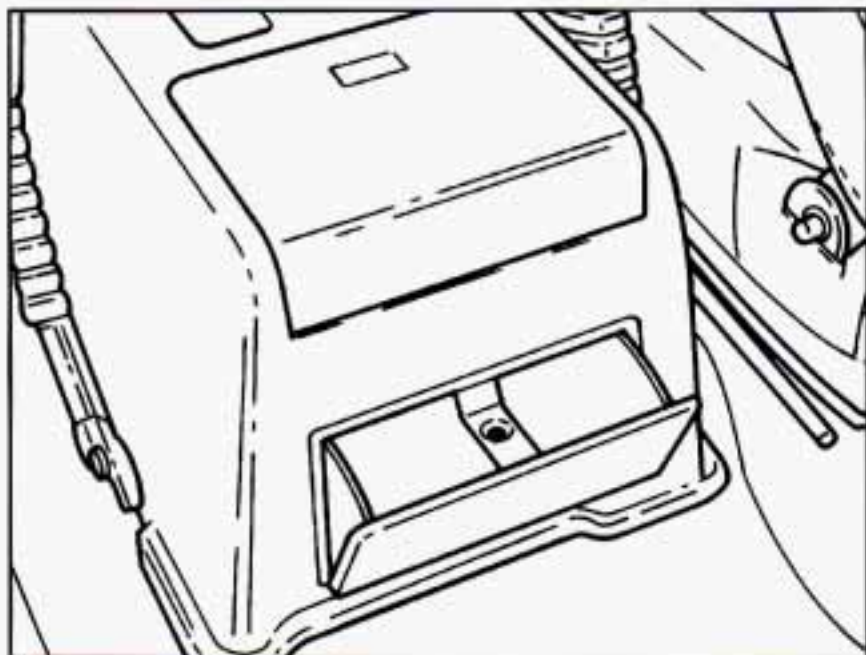
Don't hold a cigarette lighter in with your hand while it is heating. If you do, it won't be able to back away from the heating element when it's ready. That can make it overheat, damaging the lighter and the heating element.

Front Ashtray



Pull the door to open it. To remove the ashtray, press down on the silver tab and pull out the ashtray.

Rear Ashtray

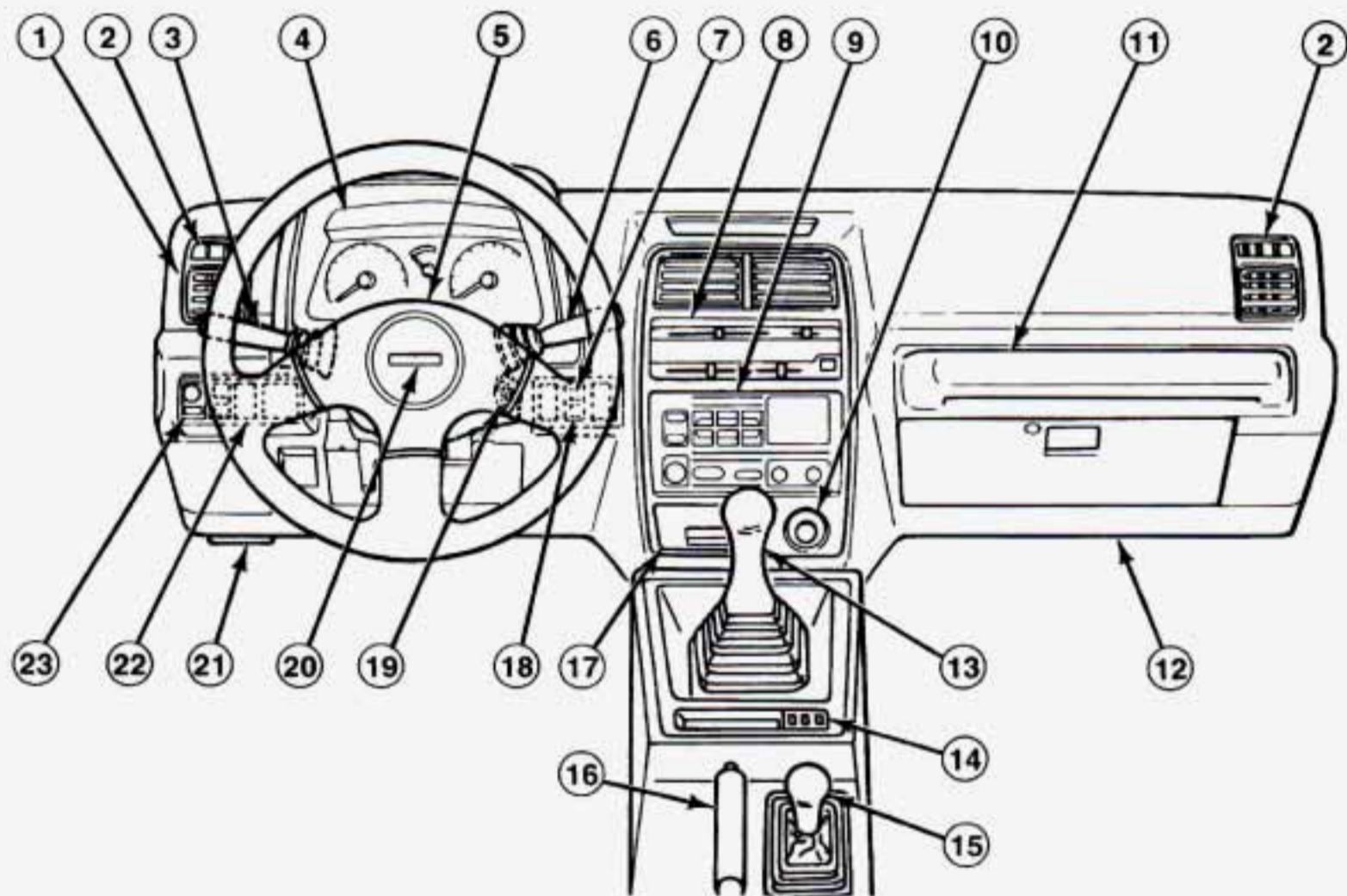


The rear ashtray is on the back of the center console. Pull the door to open it. To remove the ashtray, press down on the tab and pull the ashtray out.

NOTICE:

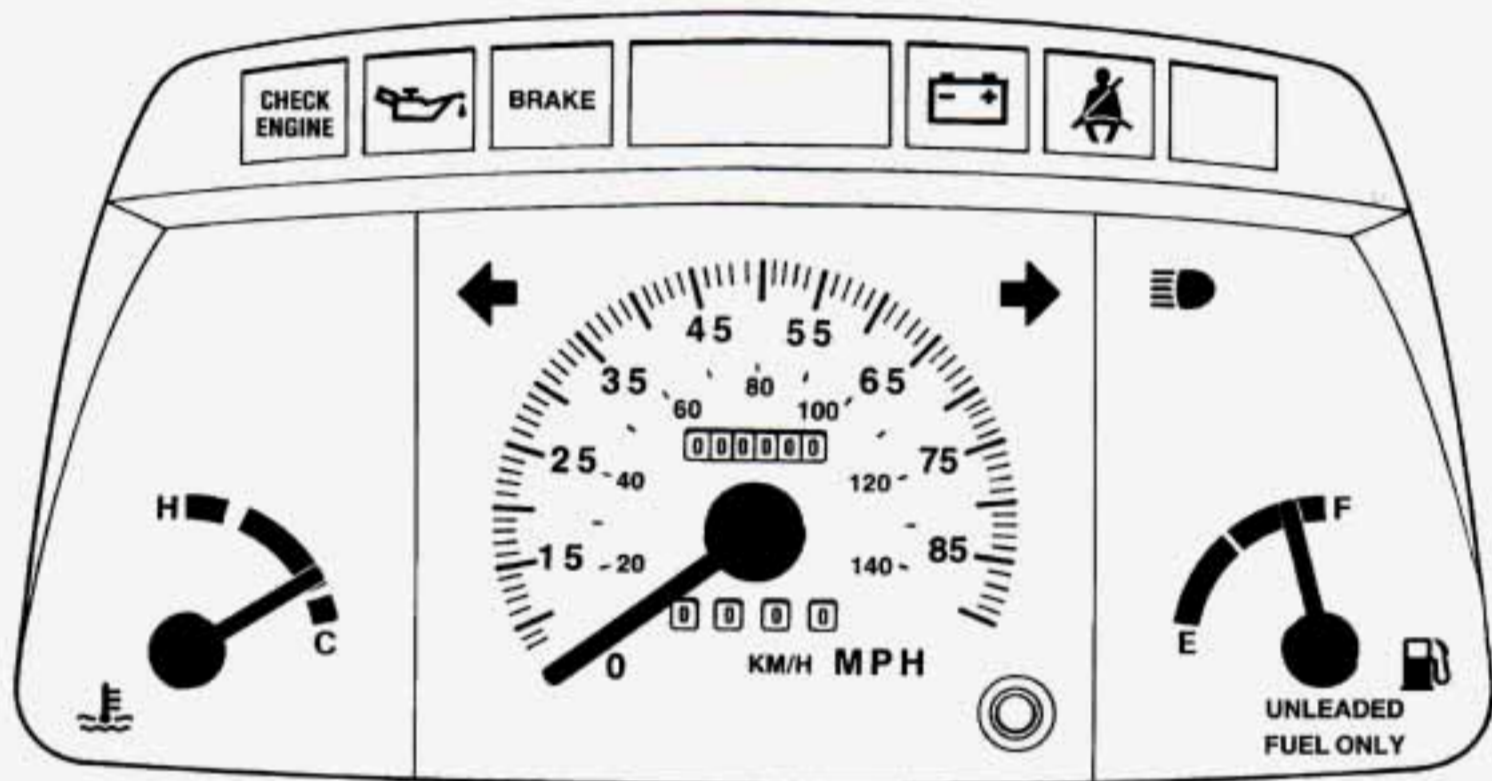
Don't put papers and other things that burn into your ashtray. If you do, cigarettes or other smoking materials could set them on fire, causing damage.

Instrument Panel



1. Air Vent
2. Side Defroster Vent
3. Turn Signal/Lamps Control/Headlamp Beam Lever
4. Instrument Cluster
5. Hazard Warning Flasher
6. Windshield Wiper/Washer Lever
7. Rear Window Wiper Switch
8. Comfort Controls
9. Audio System
10. Cigarette Lighter
11. Assist Grip
12. Glove Box
13. Transmission Shift Lever
14. Coinholder and Bin
15. Transfer Case Shift Lever
16. Parking Brake Lever
17. Ashtray
18. Rear Window Washer Switch
19. Ignition Switch
20. Horn
21. Fuse Block
22. Rear Window Defogger Switch
23. Brightness Control

Standard Cluster



Your instrument cluster is designed to let you know at a glance how your vehicle is running. You'll know how fast you're going, about how much fuel you have left,

and many other things you'll need to know to drive safely and economically.

Optional Cluster



If you have the optional cluster, your instrument panel gives you additional information.

The cluster includes a tachometer.

Speedometer and Odometer

Your speedometer lets you see your speed in both miles per hour (mph) and kilometers per hour (km/h). Your odometer shows how far your vehicle has been driven, in either miles (used in the U.S.) or kilometers (used in Canada).

Your Geo's odometer is tamper-resistant. If you can see silver lines between the numbers, someone probably has tried to turn it back. The numbers may not be true.

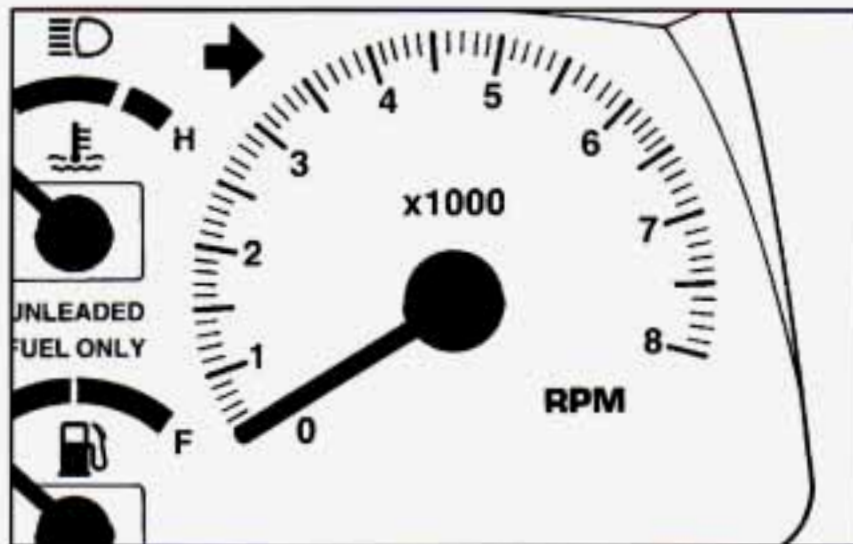
You may wonder what happens if your vehicle needs a new odometer installed. If possible, the new one is to be set to the same reading as the old one. If it can't be, then it's set at zero. Then a label is attached on the driver's door to show the old reading and when the new one was installed.

Trip Odometer

The trip odometer can tell you how far your vehicle has been driven since you last set the trip odometer to zero.

To set the trip odometer to zero, press the knob.

Tachometer (Option)



The tachometer shows engine speed in thousands of revolutions per minute (rpm). You can use it while driving to select correct shift points. The tachometer may not return to zero when the engine is not running.

NOTICE:

Do not operate the engine with the tachometer in the red area, or engine damage may occur.

Warning Lights, Gages and Indicators

This part describes the warning lights and gages that may be on your vehicle. The pictures will help you locate them.

Warning lights and gages can signal that something is wrong before it becomes serious enough to cause an expensive repair or replacement. Paying attention to your warning lights and gages could also save you or others from injury.

Warning lights come on when there may be or is a problem with one of your vehicle's functions. As you will see in the details on the next few pages, some warning lights come on briefly when you start the engine just to let you know they're working. If you are familiar with this section, you should not be alarmed when this happens.

Gages can indicate when there may be or is a problem with one of your vehicle's functions. Often gages and warning lights work together to let you know when there's a problem with your vehicle.

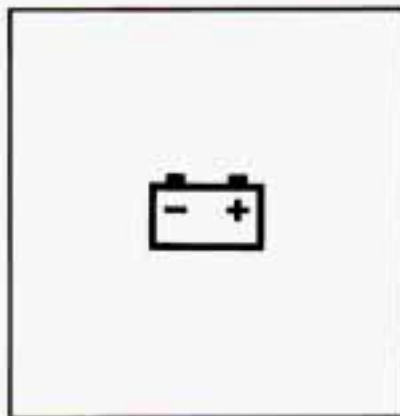
When one of the warning lights comes on and stays on when you are driving, or when one of the gages shows there may be a problem, check the section that tells you what to do about it. Please follow this manual's advice. Waiting to do repairs can be costly -- and even dangerous. So please get to know your warning lights and gages. They're a big help.

Safety Belt Reminder Light



When the key is turned to ON or START, a light will come on for about eight seconds to remind people to fasten their safety belts. Unless the driver's safety belt is already buckled, a chime will also sound.

Charging System Light



This red light will come on briefly when you turn on the ignition, but the engine is not running, as a check to show you it is working. Then it should go out when the engine starts.

If the light stays on or comes on while you are driving, you may have a problem with the electrical charging system. It could indicate that you have a loose generator drive belt or another electrical problem. Have it checked right away. Driving while this light is on could drain your battery.

If you must drive a short distance with this light on, be certain to turn off all your accessories, such as the radio and air conditioner.

Brake System Warning Light



United States

Your Geo's hydraulic brake system is divided into two parts. If one part isn't working, the other part can still work and stop you. For good braking, though, you need both parts working well.

Your vehicle also has rear-wheel anti-lock brakes. If the warning light comes on, there could be a brake problem with either your regular or rear-wheel anti-lock brakes, or both. Have your brake system inspected right away.

This light should come on briefly as you start the vehicle. If it doesn't come on then, have it fixed so it will be ready to warn you if there's a problem.



Canada

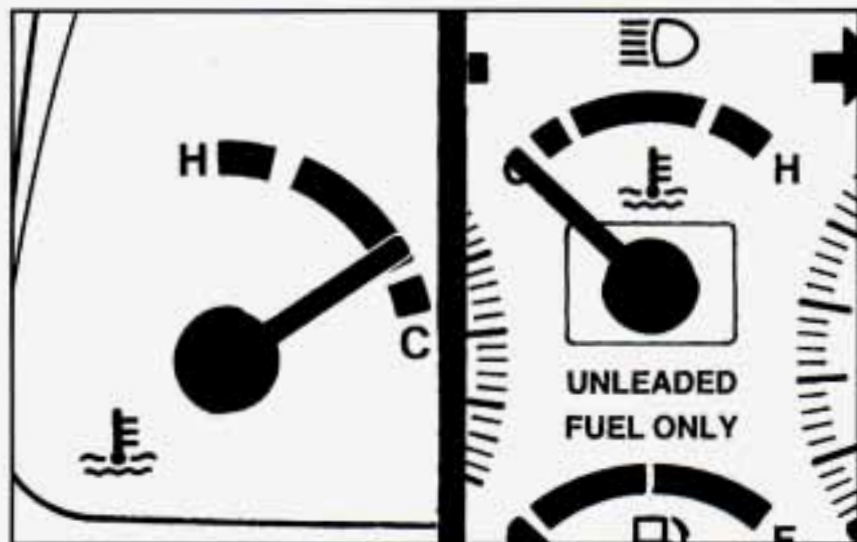
If the light comes on while you are driving, pull off the road and stop carefully. You may notice that the pedal is harder to push. Or, the pedal may go closer to the floor. It may take longer to stop. If the light is still on, have the vehicle towed for service. (See "Towing Your Vehicle" in the Index.)

CAUTION:

Your brake system may not be working properly if the brake system warning light is on. Driving with the brake system warning light on can lead to an accident. If the light is still on after you've pulled off the road and stopped carefully, have the vehicle towed for service.

The brake system warning light will also come on when you set your parking brake, and it will stay on if your parking brake doesn't release fully. If it stays on after your parking brake is fully released, it means you have a brake problem.

Engine Coolant Temperature Gage

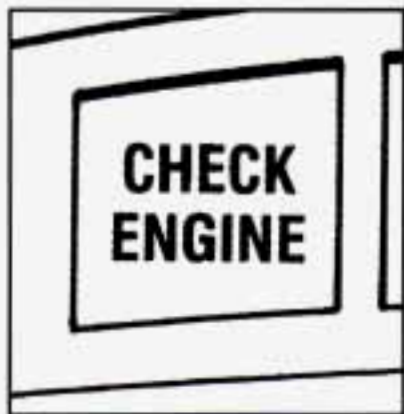


This gage shows the engine coolant temperature. If the gage pointer move to the H (red) side, your engine is too hot! It means that your engine coolant has overheated and you should stop your vehicle and turn off the engine as soon as possible.

Hot Coolant Can Burn You Badly!

In "Problems on the Road," this manual shows what to do. See "Engine Overheating" in the Index.

Malfunction Indicator Lamp (Check Engine Light)



A computer monitors operation of your fuel, ignition and emission control systems. This red light should come on when the ignition is on, but the engine is not running, as a check to show you it is working.

If it does not come on at all, have it fixed right away. If it stays on, or comes on while you are driving, the computer is indicating that you have a problem. You should take your vehicle in for service soon.

NOTICE:

If you keep driving your vehicle with this light on, after a while the emission controls won't work as well, your fuel economy won't be as good and your engine may not run as smoothly. This could lead to costly repairs not covered by your warranty.

Engine Oil Pressure Light



If you have a problem with your oil, this red light may stay on after you start your engine, or come on when you are driving. This indicates that there is not enough pressure to keep your engine properly lubricated and cool.

The engine could be low on oil, or have some other oil related problem. Have it fixed right away.

The oil light could also come on in three other situations.

- When the ignition is on but the engine is not running, the light will come on as a test to show you it is working, but the light will go out when you turn the engine to START. If it doesn't come on with the ignition on, you may have a problem with the fuse or bulb. Have it fixed right away.

- Sometimes when the engine is idling at a stop, the light may blink on and off. This is normal.
- If you make a hard stop, the light may come on for a moment. This is normal.



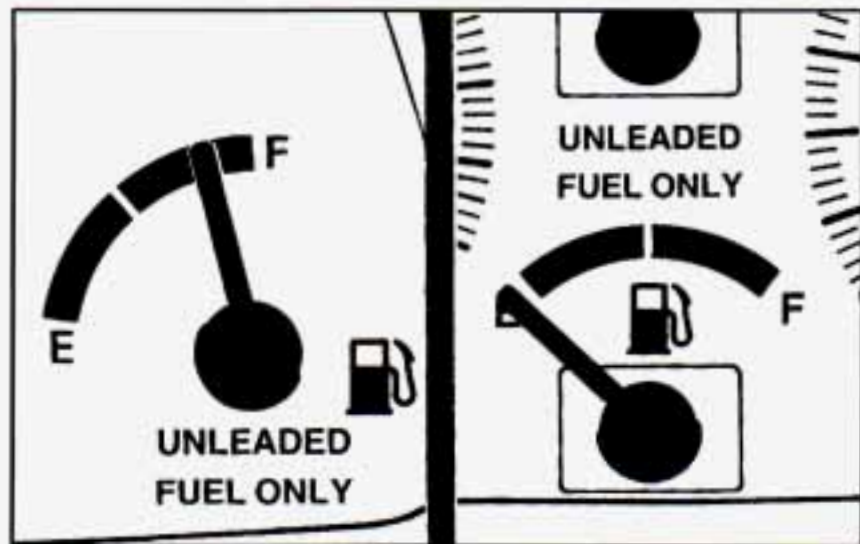
CAUTION:

Don't keep driving if the oil pressure is low. If you do, your engine can become so hot that it catches fire. You or others could be burned. Check your oil as soon as possible and have your vehicle serviced.

NOTICE:

Damage to your engine from neglected oil problems can be costly and is not covered by your warranty.

Fuel Gage

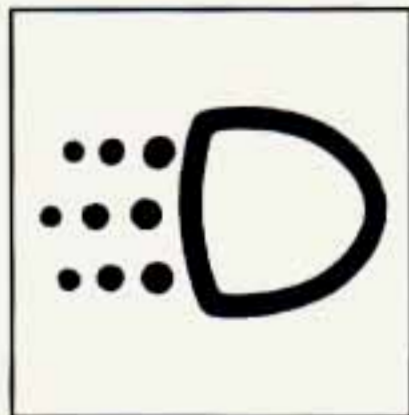


Your fuel gage shows about how much fuel is in your tank. When the gage first indicates EMPTY (E), you still have a little fuel left (about one or two gallons), but you need to get more right away.

Here are four concerns some owners have had about the fuel gage. All these situations are normal and do not indicate that anything is wrong with the fuel gage.

- At the gas station, the fuel pump shuts off before the gage reads FULL (F).
- It takes more (or less) fuel to fill up than the gage reads. For example, the gage reads half full, but it took more (or less) than half of the tank's capacity to fill it.
- The gage moves a little when you turn, stop or speed up.
- When you turn the engine off, the gage doesn't go back to EMPTY (E).

Daytime Running Lamps (DRL) Indicator Light (Canada)



If your vehicle was first sold, when new, in Canada, you will have this light on the instrument panel. It goes on whenever the Daytime Running Lamps are on.

Convertible Top (Option)

Your convertible top features a sunroof, a removable rear window, removable side windows and a removable canvas top.

NOTICE:

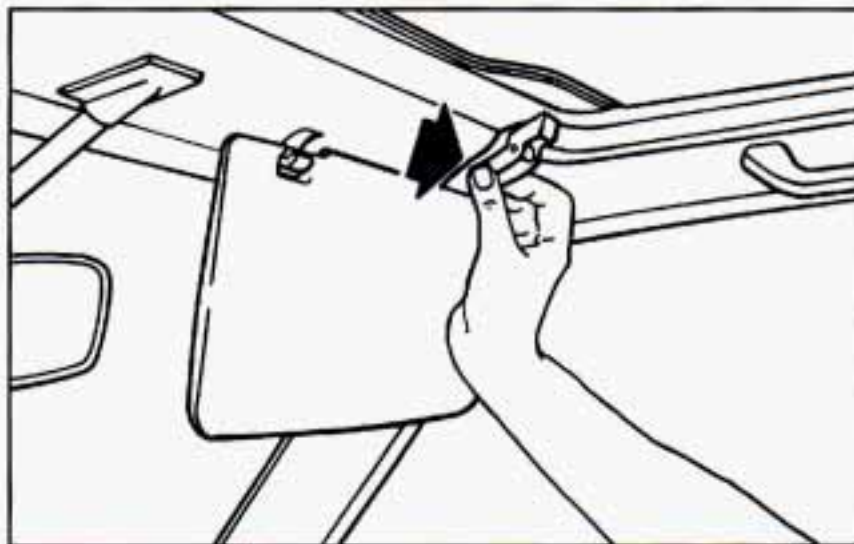
- **Never raise or lower the top while the vehicle is moving, or drive with any part of the top unfastened or partially removed. The wind could get under it and cause damage.**
- **Do not take your vehicle through an automatic car wash. It could damage your convertible top.**
- **Don't try to lower or raise the convertible top or tap or beat on the plastic windows if your vehicle is out in cold weather, 41°F (5°C) or below. The cold can cause cracks and other damage to the windows and to the top as it is being lowered or raised.**

NOTICE: (Continued)

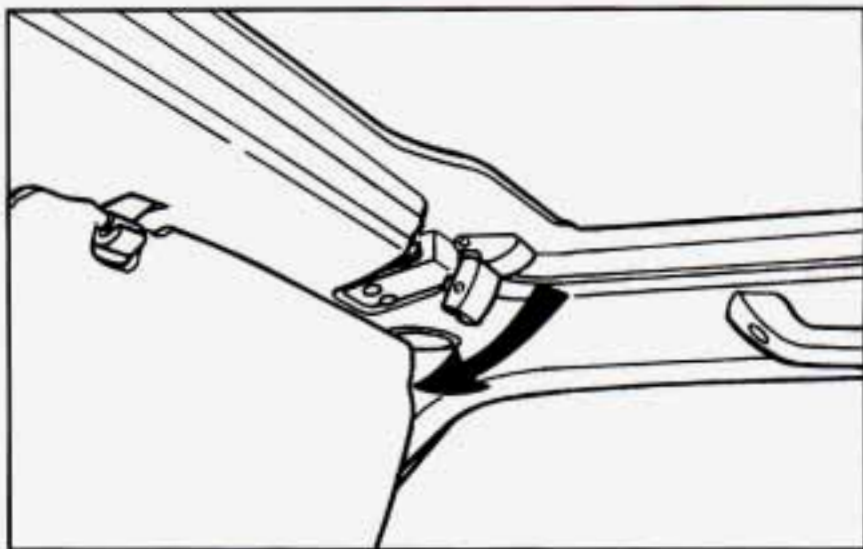
NOTICE: (Continued)

- Don't lower the top if it is damp or wet. After the top is down, the trapped water can cause stains, mildew and damage to the inside of your car. Be sure to dry off the top before you lower it.
- Don't lower the convertible top if the rear flap or side windows are dirty. Dirt could scratch the side windows.
- The convertible top isn't designed to carry weight. Never let anyone sit on the top, and don't put anything on top of it when it is up, or it could be damaged.

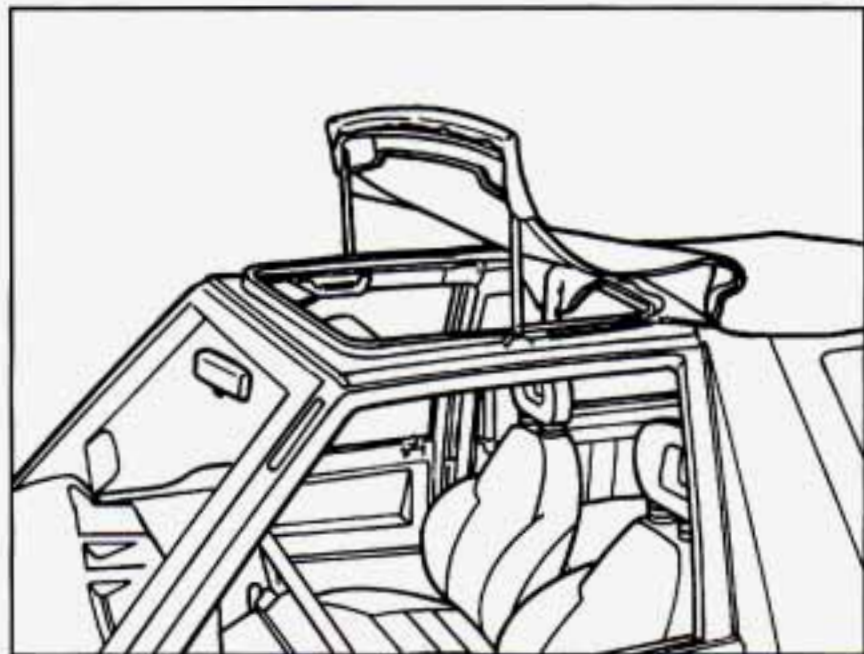
Opening and Closing Your Sunroof



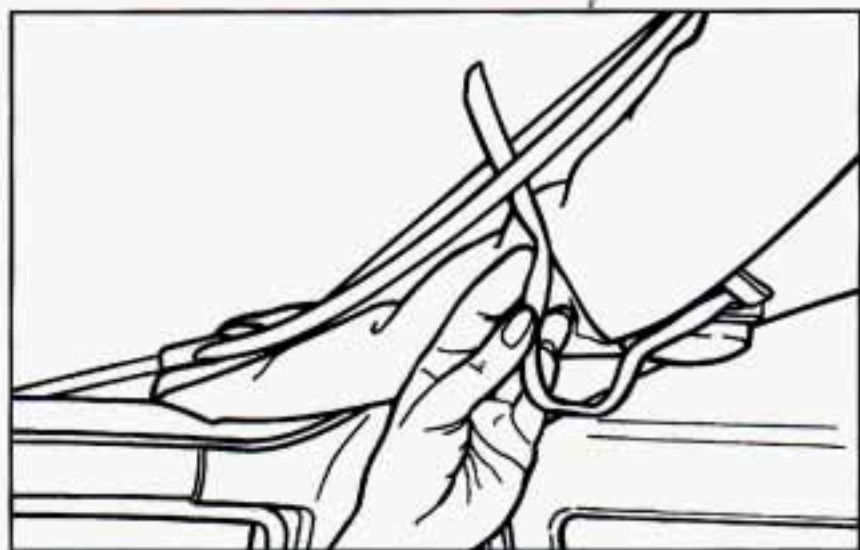
1. Lower your antenna and swing your sun visors down.
2. Squeeze the front top bow latch buttons and pull the latch back.



3. Unhook the latch from the front top bow.



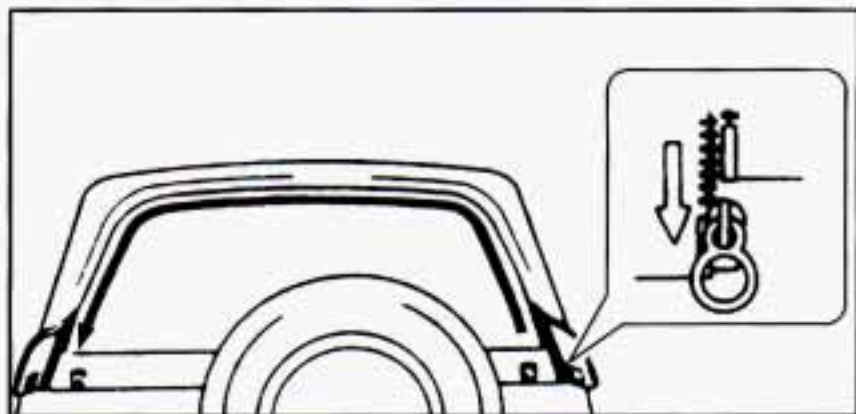
4. Swing the front top bow up and back while folding the canvas top out from between the top bow and the roof support. Be sure that you don't pinch the canvas top between the front top bow arms and the roof rails.



5. Unfasten the holding strap near the dome lamp and pull it through the slot in the front top bow.
6. Fasten the holding strap to itself.
7. Push the front top bow latches down until they "click."
8. Swing your sun visors up and raise your antenna.

Reverse the steps to close your sunroof. Be sure your front top bow is latched securely.

Opening and Closing Your Rear Window.



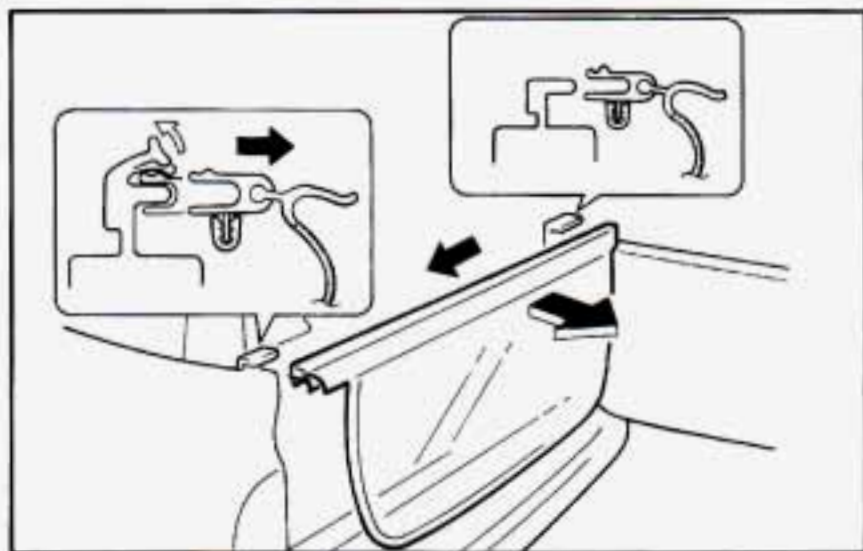
Make sure your rear window is clean before you try to remove it. See "Special Care of Canvas Top and Plastic Windows" in the Index.

1. Unfasten the canvas flaps at the lower corners of the rear window to uncover the zipper pull.
2. Unzip the rear window. If the zipper is hard to move, you can lubricate it with beeswax, bar soap or silicone spray. Remove the window.

Removing and Installing Your Rear Window

The rear window of your vehicle is removable. This allows you to open the back opening all the way or to replace the window if it becomes deteriorated. To remove the rear window:

1. Open the rear gate all the way.
2. Unfasten the canvas flaps at the lower corners of the rear window to uncover the zipper pull.
3. Unzip the rear window.

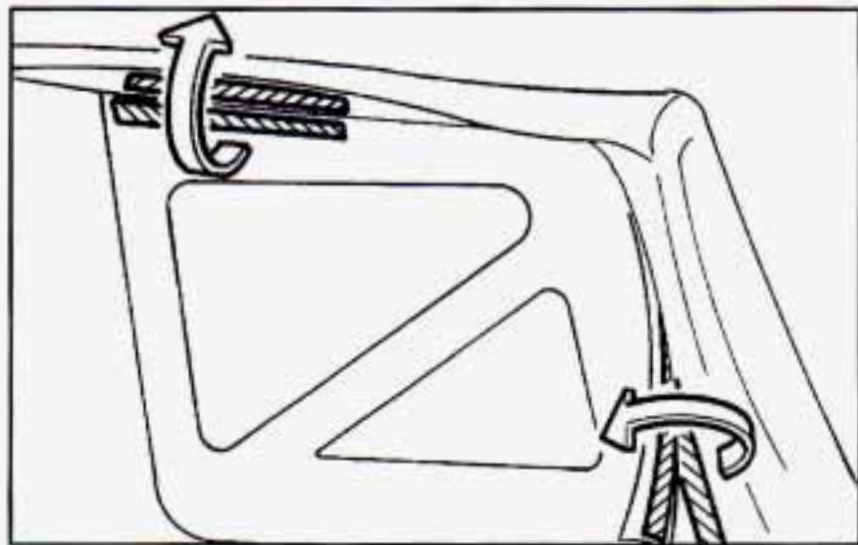


4. Hang the rear window down so it hangs outside of the vehicle.
5. Push the clip on the driver's side of the rear window frame (see illustration above) and pull the bar rearward. Then slide the bar to the left to release the passenger's side.

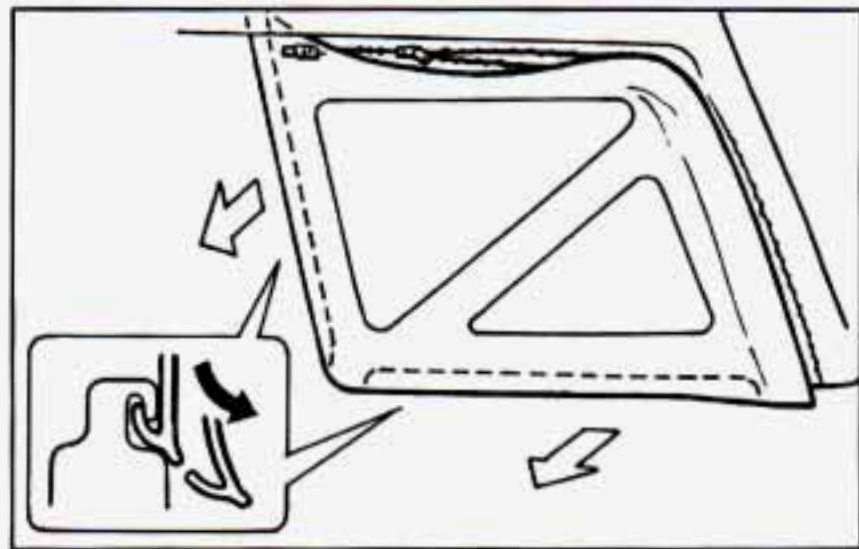
Reverse the steps to install the rear window. Make sure that the window is completely closed before driving.

Removing and Installing the Side Window

To remove the side window:



1. Unfasten the Velcro® on the top and rear ends of the side window.
2. Unzip the zipper almost all the way, leaving about three inches of it still zipped and unfasten the Velcro on the inside of the window.
3. Unclip the retainer strips on the lower and front edges of the window (see illustration), starting at the lower, right corner.



4. Unzip the zipper the rest of the way and remove the side window.

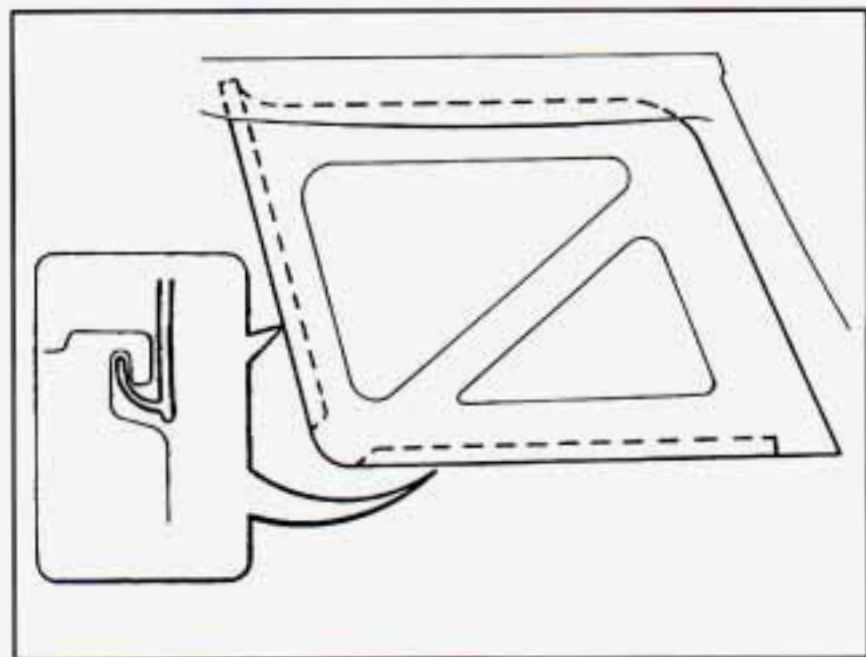
Reverse the steps to install the side window.

You may want to place the rear bottom corner of the window inside the rear part of the vehicle body to help you engage the zipper end.



Be sure to:

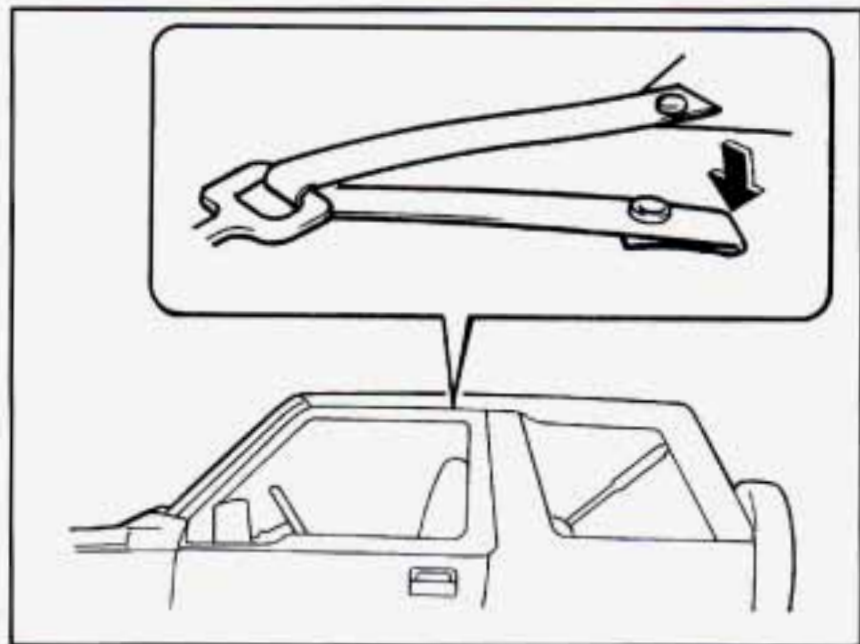
- Fit the side and rear part of the window into the frame before completely zipping the window.
- Push the inner lip of the canvas top all the way in while zipping.



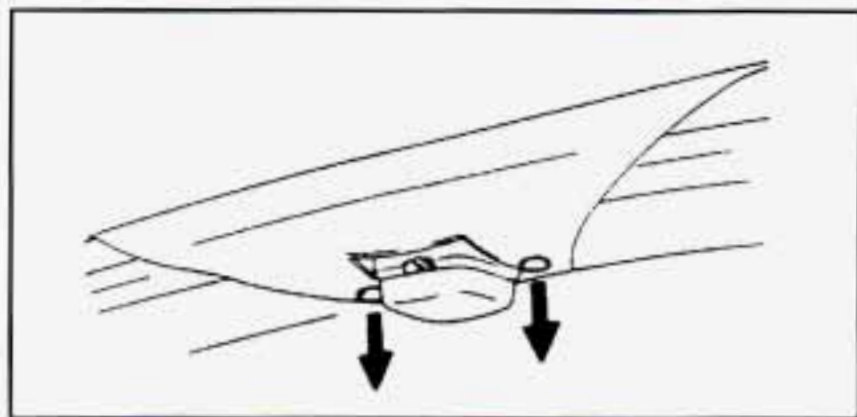
After completing installation, make sure that the front and bottom ends are securely hooked and the rear top end of the window is under the canvas top.

Lowering and Raising the Canvas Top

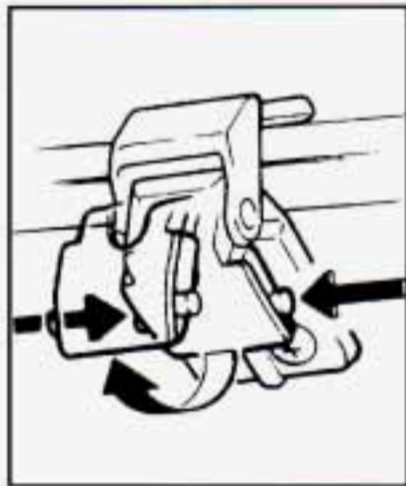
1. Remove the side windows of the canvas top as shown previously.
2. Open the rear window and hang it down inside the luggage compartment.



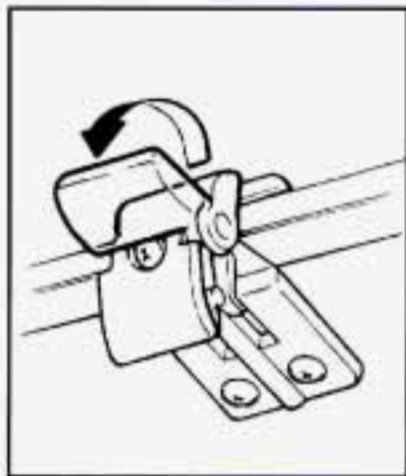
3. Unfasten the snaps on the driver's and passenger's sides of the roof side tension belts.



4. Unfasten the snaps that secure the canvas top to the roof piece. The snaps are located on either side of the dome lamp.

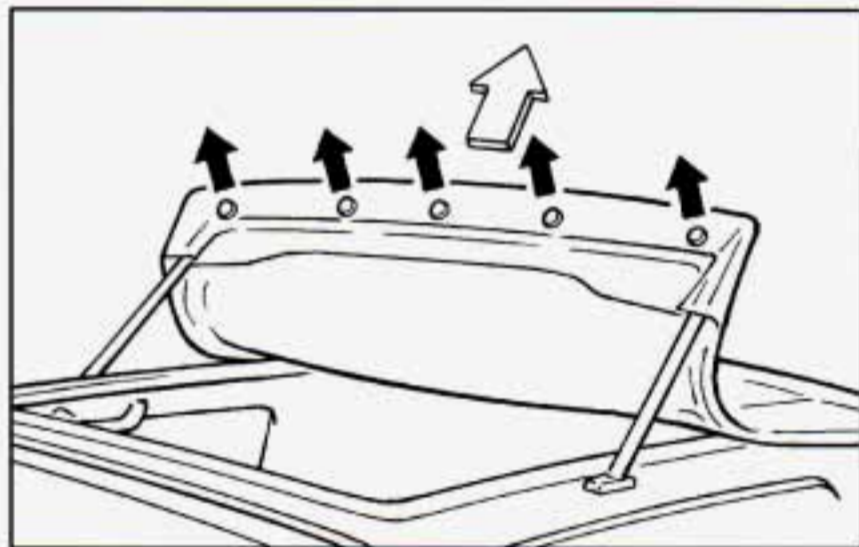


5. Lower the sunvisors and push both sides of the lock buttons on the front latches.



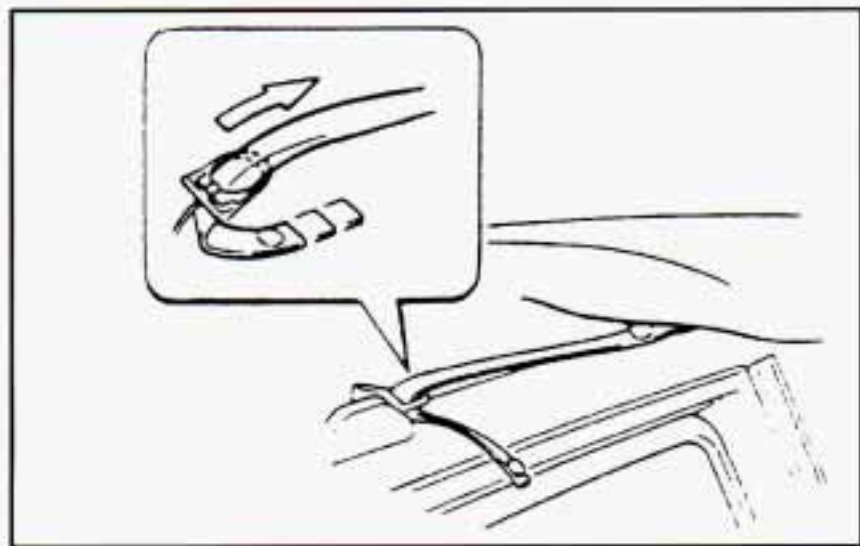
6. Unhook the latches.

7. Pull back the swing arm, unfasten the five snaps that secure the canvas to the swing arm and remove the canvas from the swing arm.

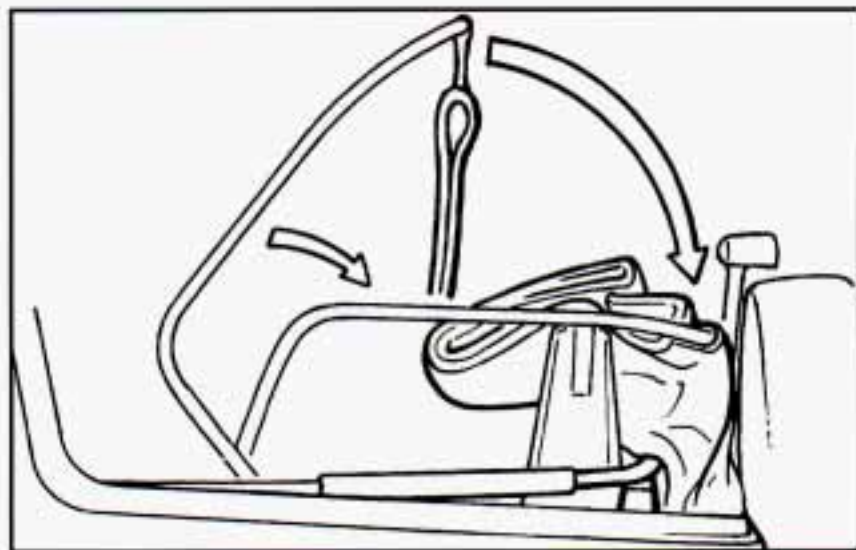


8. Return the swing arm forward and hook it securely with the latches.

9. Pull the tension belts located above the door frame out through their rings.

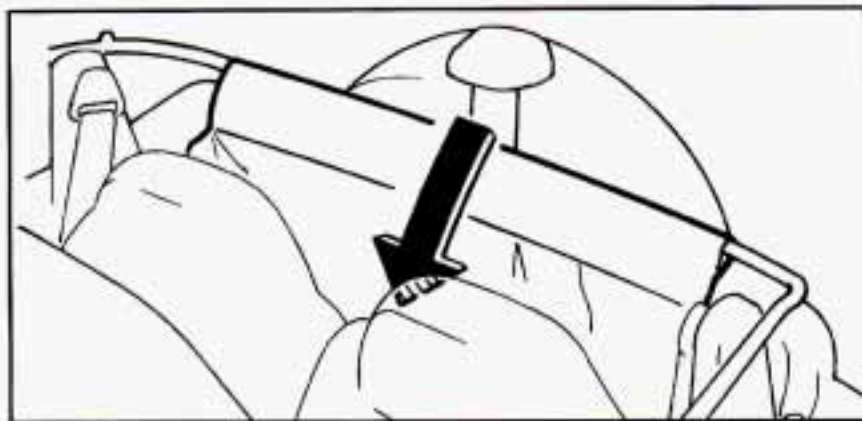


10. Lay the front half part of the canvas top onto the rear half of the top. Then, fold it forward so it is in "half."
11. Put the rear bottom corners of the canvas top into the luggage compartment.



12. Lower the top bows.

Make sure that the lower top bow resets on the rubber support without pinching any part of the canvas top.



13. Lower the folded canvas behind the rear seat back(s). Make sure that the rear seat belts around the shoulder anchor are clear from the folded top.

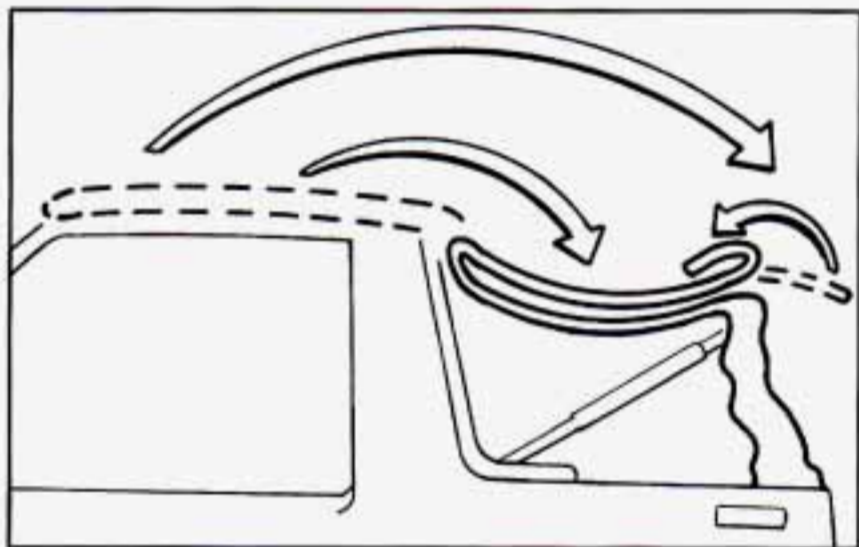


14. Fasten the upper top bow with the belt on the driver's side seat belt shoulder anchor bracket.

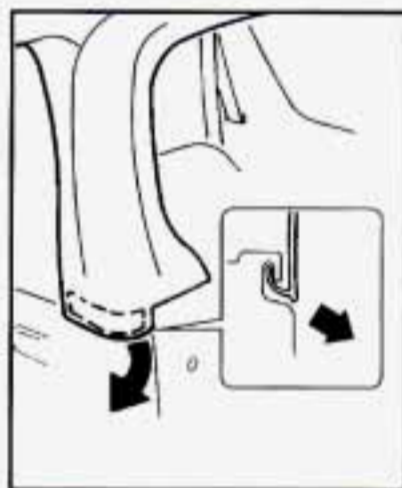
Reverse the steps to raise your canvas top.

After raising the canvas top, make sure that the canvas extension is located outside the roof rail.

Removing and Installing the Canvas Top



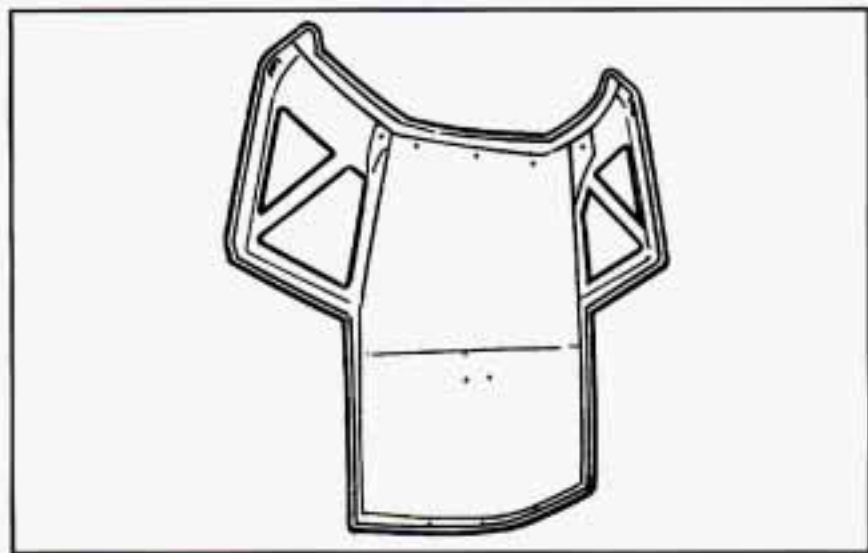
1. Complete the steps listed previously for lowering the canvas top.
2. Detach the rear bottom corners of the canvas top.



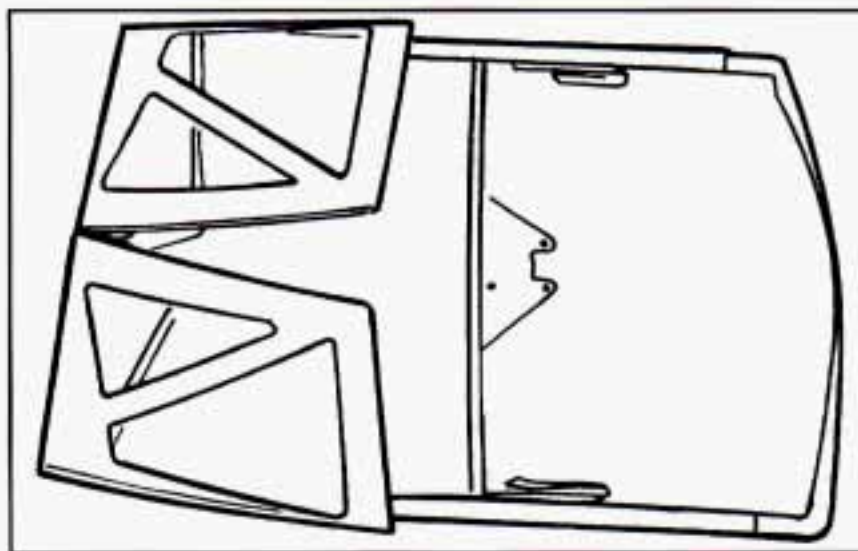
3. Unfasten the Velcro[®] fastener.
4. Unsnap the canvas top to remove it all the way.

See "Preparing Your Canvas Top for Storage" in the Index for the correct storage procedure.

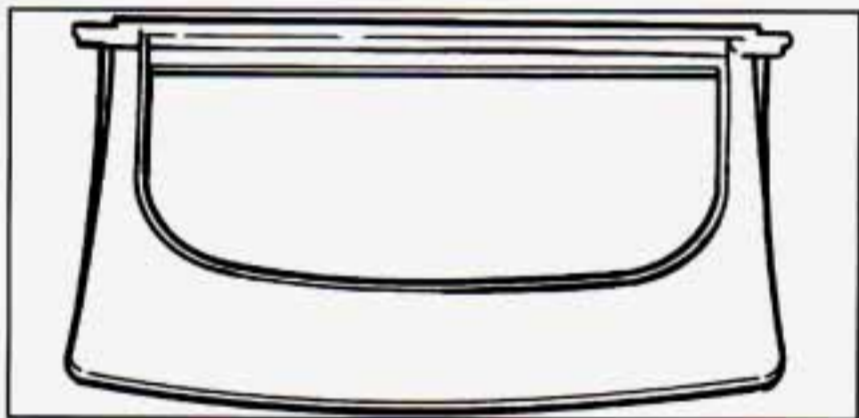
Preparing Your Canvas Top for Storage



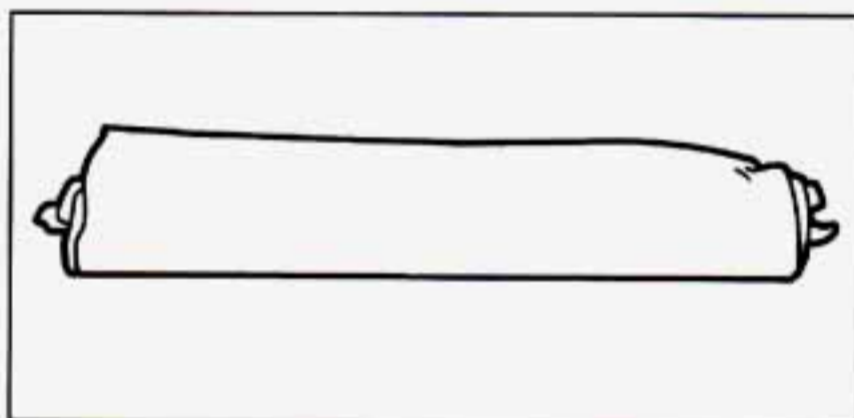
1. Lay the canvas top inside-up on a clean, dry, flat surface.



2. Fold the side windows onto the top.



3. Fold the front part of the canvas top over the windows.
4. Lay the rear window on top of the folded canvas top.



5. Roll the canvas top around the rear window.
6. Store in a clean, dry location.

Geo Section 3 Comfort Controls and Audio Systems

In this section you'll find out how to operate the comfort control systems and audio systems offered with your Geo. Be sure to read about the particular system supplied with your vehicle.

Comfort Controls








With this system, you can control the heating and ventilation in your Geo. If you have the air conditioning option, you can also control cooling.

Your vehicle also has the flow-through ventilation system described later in this section.

Heater Controls

Airflow Lever

-  **VENT:** This position directs the airflow through the instrument panel vents.
-  **BI-LEVEL:** This position directs air through the instrument panel vents and toward the floor.
-  **FLOOR:** This position directs air toward the floor.
-  **DEFOG:** This position directs air toward the floor, the windshield and side windows.
-  **DEFROST:** This position directs air to the windshield and side windows.


Fan Control Lever


Slide the lever away from OFF to turn the heating system on. Move the lever toward FAN to increase the fan's speed.

Temperature Control Lever

Slide the lever to change the temperature of the air flowing from the system. Move it to the right for warmer air and to the left for cooler air. The air temperature can't be less than the outside air temperature.

Air Intake Lever

 **RECIRCULATE:** Choose this position to recirculate the inside air through the comfort control system.

 **CIRCULATE:** Choose this position to circulate outside air through the comfort control system.

Heating

For the quickest results, move the air intake lever to RECIRCULATE. Move the airflow lever to FLOOR, the temperature control lever toward the right for warmer air and the fan control lever toward FAN. You should switch to CIRCULATE once in a while to avoid stale air and cloudy windows.

Bi-Level

You may want to use bi-level on cool, but sunny days. This setting directs outside air toward your body and warmer air toward your feet.

Move the air intake lever to CIRCULATE and the airflow lever to BI-LEVEL. Move the temperature control lever to the center and the fan control lever toward FAN.

Ventilation

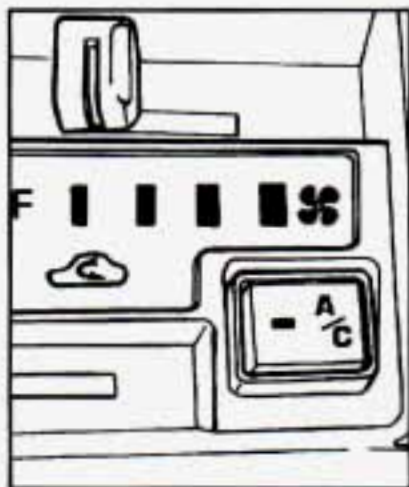
For mild outside temperatures, when little heating or cooling is needed, you can still direct outside air through your vehicle.

Move the air intake lever to CIRCULATE and the airflow lever to BI-LEVEL. Adjust the temperature control lever to a comfortable setting and move the fan control lever to FAN.

Defogging and Defrosting Windows

Slide the air intake lever to CIRCULATE and the airflow lever to DEFROST to direct air to the windshield vents. Then slide the temperature control lever toward the right and the fan control lever to FAN. When the windshield is clear, turn down the fan speed.

Air Conditioner Controls (Option)



The air conditioning system uses the same controls as the heating system. The function of each lever is explained under "Heater Controls" in this part. The incoming air is cooled and dehumidified instead of being heated.

A/C: Push this button to change your comfort control system from heating to air conditioning. A light will come on when the air conditioning is on. The A/C button can also control the humidity in your vehicle.

Cooling

The air conditioner works best if you keep your windows closed. On very hot days, open the windows just long enough for the hot air to escape.

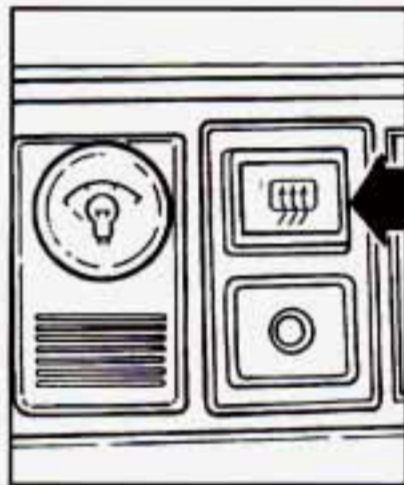
Push the A/C button. Move the air intake lever to CIRCULATE for normal cooling. For faster cooling move the lever to RECIRCULATE. Then move the airflow lever to VENT, the temperature control lever toward the left and the fan control lever to FAN.

Dehumidifying

On days when it is raining or the humidity is high, follow these dehumidifying steps instead of the cooling directions. It will help clean windows that are cloudy with moisture.

Push the A/C button. Move the air intake lever to CIRCULATE. Move the airflow lever to DEFROST and the fan control lever toward FAN. Adjust the temperature control lever to a comfortable setting.

Rear Window Defogger



The rear window defogger uses a warming grid to remove fog from the rear window.

Press the switch to turn on the defogger. An indicator light will come on below the switch to remind you that the defogger is on. Press the switch again to turn the defogger off. The rear window defogger will also turn off if you turn the ignition switch to ACC or LOCK, but will turn back on when the ignition is turned back on.

Do not attach anything like a temporary vehicle license or a decal across the defogger grid on the rear window.

NOTICE:

Don't use a razor blade or something else sharp on the inside of the rear window. If you do, you could cut or damage the warming grid, and the repairs wouldn't be covered by your warranty.

Flow-Through Ventilation System

Your Geo's flow-through ventilation system supplies outside air into the vehicle when it is moving. Outside air will also enter the vehicle when the fan is running and the air intake lever is at CIRCULATE.

Ventilation Tips

- Keep the hood and front air inlet free of ice, snow, or any other obstruction (such as leaves). The heater and defroster will work far better, reducing the chance of fogging the inside of your windows.
- When you enter a vehicle in cold weather, move the fan control lever toward FAN for a few moments before driving off. This helps clear the intake ducts of snow and moisture, and reduces the chance of fogging the inside of your windows.
- Keep the air path under the front seats clear of objects. This helps air to circulate throughout your vehicle.

Audio Systems

Your Delco[®] audio system has been designed to operate easily and give years of listening pleasure. But you will get the most enjoyment out of it if you acquaint yourself with it first. Find out what your Delco[®] system can do and how to operate all its controls, to be sure you're getting the most out of the advanced engineering that went into it.

Setting the Clock

AM/FM Stereo

To set the correct hour, press and hold RCL (TIME SET). At the same time, press and hold TUNE ◀ (HR) until the correct hour appears.

To set the correct minute, press and hold RCL (TIME SET). At the same time press and hold TUNE ▶ (MIN) until the correct minute appears.

AM/FM Stereo with Cassette Tape Player

To set the correct hour, press and hold RCL/PROG (TIME SET). At the same time, press and hold TUNE ◀ (HR) until the correct hour appears.

To set the correct minute, press and hold RCL/PROG (TIME SET). At the same time press and hold TUNE ▶ (MIN) until the correct minute appears.

AM/FM Stereo with Cassette Tape and Compact Disc Players

To set the correct hour, press and hold RCL ▼ ▲ (TIME SET). At the same time, press and hold TUNE ◀ (HR) until the correct hour appears.

To set the correct minute, press and hold RCL ▼ ▲ (TIME SET). At the same time press and hold TUNE ▶ (MIN) until the correct minute appears.

AM/FM Stereo



To Play the Radio

Turn the ON/VOL knob to turn the system on or off.

VOL: Turn this knob to adjust the volume.

Finding a Station

AM-FM: Press this button to get AM or FM. The lighted display shows your selection.

TUNE: Press TUNE ► or TUNE ◀ to go to a higher or lower station. Press and hold to continue tuning and release when you find your station. The display will show the frequency of each station tuned.

SEEK: Press SEEK ► or SEEK ◀ and the radio will tune to the next higher or lower station and stay there.

PUSHBUTTONS: The six pushbuttons let you return to your favorite stations. To set the pushbuttons for up to 12 stations (6 AM and 6 FM), tune in the station. Then, press and hold one of the pushbuttons for at least two seconds. The sound will go away for a second and will return when the station is stored.

Repeat these steps for each pushbutton.

Setting the Tone

TREB: Turn this knob to the right to hear more treble.

BASS: Turn this control behind the TREB knob to the right to hear more bass.

Adjusting the Speakers

FADE: Turn this knob to move the sound between the front and rear speakers.

BAL: Turn this control behind the FADE knob to move the sound between the left and right speakers.

Recall

RCL: Press this button to see the station being played for a moment. Or, press it if you want to see the time when the ignition is off.

AM/FM Stereo with Cassette Tape Player



To Play the Radio

Turn the ON/VOL knob to turn the system on or off.

VOL: Turn this knob to adjust the volume.

Finding a Station

AM-FM: Press this button to get AM, FM1 or FM2. The lighted display shows your selection.

TUNE: Press TUNE ► or TUNE ◀ to go to a higher or lower station. Press and hold to continue tuning and release when you find your station. The display will show the frequency of each station tuned.

SEEK: Press SEEK ► or SEEK ◀ and the radio will tune to the next higher or lower station and stay there.

PUSHBUTTONS: The six pushbuttons let you return to your favorite stations. To set the pushbuttons for up to 18 stations (6 AM, 6 FM1 and 6 FM2), tune in the station. Then press and hold one of the pushbuttons for at least two seconds. The sound will go away for a second and will return when the station is stored.

Repeat these steps for each pushbutton.

PSCAN: Press this button to hear each of your preset stations for a few seconds. When you want to stop at a chosen station, press PSCAN again.

Setting the Tone

TREB: Turn this knob to the right to hear more treble.

BASS: Turn this control behind the TREB knob to the right to hear more bass.

Treble and bass cannot be adjusted manually when TONE SELECT is on.

TONE SELECT: Press this button to choose preset treble and bass equalization settings designed for ROCK, NEWS, POP, JAZZ and CLASSICAL.

ROCK will appear when you first press TONE SELECT. Each time you press it, another setting will appear on the display. If you press it one more time after CLASSICAL appears on the display, tone control will be back to the treble and bass knob.

Adjusting the Speakers

FADE: Turn this knob to move the sound between the front and rear speakers.

BAL: Turn this control behind the FADE knob to move the sound between the right and left speakers.

Recall

RCL: Press this button to see the station being played for a moment. Or, press it if you want to see the time when the ignition is off.

To Play a Cassette Tape

Your tape player is built to work best with tapes that are 30 to 45 minutes long on each side. Tapes longer than that are so thin they may not work well in this player.

The longer side with the tape visible should face to the right. If you hear nothing or hear just a garbled sound, it may not be in squarely. Press ■▲ to remove the tape and start over.

Once the tape is playing, use the knobs for volume, fade and balance, just as you do for the radio. The lighted arrows show which side of the tape is playing.

MTL: Your bias is set automatically. MTL will appear on your display when a metal or chrome tape is inserted.

FF: Press this button to advance rapidly to another part of the tape. Press FF, RCL/PROG or ■▲ to return to playing speed.

REW: Press this button to reverse the tape rapidly. Press REW or RCL/PROG to return to playing speed. If you press RCL/PROG, the tape will also change sides.

NEXT: Press this button to go forward to the beginning of the next selection. Press the button again or press RCL/PROG or ■▲ to cancel this function.

For NEXT to work properly, your tape must have at least three or four seconds of silence between each selection. If you press RCL/PROG, the tape will also change sides.

PREV: Press this button to go back to the beginning of the last selection. Press PREV again or press RCL/PROG or ■▲ to cancel this function.

RCL/PROG: Press this button to switch from one side of the tape to the other. Your cassette tape player can play continuously because the player has an auto-reverse feature.

NOISE REDUCTION: Press □□[®] to remove noise from Dolby[®] B NR-encoded tapes.

Dolby[®] B Noise Reduction is manufactured under license from Dolby Laboratories Licensing Corporation.

Dolby[®] and the □□[®] symbol are trademarks of Dolby Laboratories Licensing Corporation.

■▲: Press the button with this symbol to remove the tape and switch to radio.

RADIO MNTR: Press this button to hear the radio when you are fast forwarding or reversing a cassette tape. You can use the TUNE, SEEK and PSCAN buttons while in the radio monitor mode.

Cln: This message may appear on the display. If it does, your cassette tape player needs to be cleaned. It will still play tapes, but you should clean it as soon as possible to prevent damage to your tapes and player. See “Care of Your Cassette Tape Player” in the Index. After you clean the player, press and hold EJECT for five seconds to reset the Cln indicator. “---” will appear in the display to show the indicator was reset.

Theft-Deterrent Feature

The theft-deterrent feature for the AM/FM stereo with cassette tape player can be used or ignored. If ignored, the system plays normally. If it is used, your system won't be usable if it's ever stolen because it will go into LOC mode anytime your vehicle loses battery power. The unlock code must be entered or the radio will not turn on.

Setting Your Security Code

The following instructions will tell you how to enter a security code into the system. If your vehicle loses battery power for any reason, you must enter the security code again before the system will turn on.

Write down any four-digit number and keep it in a safe place. Then turn the ignition switch to the ACC or ON position and the audio system off. Press the 1 and 4 buttons together. Hold them down until “----” shows on the display.

You are now ready to enter your security code. Don't wait more than 15 seconds between steps.

Press ◀ SEEK ▶ or ◀ TUNE ▶ and “0000” will appear on the display.

Press SEEK ◀ and hold it until the first digit of your code appears. Release the button.

Press SEEK ▶ and hold it until the second digit of your code appears. Release the button.

Press TUNE ◀ and hold it until the third digit of your code appears. Release the button.

Press TUNE ▶ and hold it until the fourth digit of your code appears. Release the button.

Press AM-FM after you have checked that the code you entered is the one you wrote down. “rEP” will appear on the display, which means you need to repeat steps 5 through 9.

Press AM-FM again and the display will now show SEC.

How to Shut Off the Theft-Deterrent Feature

If your radio is secured (SEC shows on the display) and you wish to disable it, enter your security code as follows, pausing no more than 15 seconds between steps.

Press the 1 and 4 buttons together. Hold them down until SEC shows on the display. You are now ready to enter your security code.

Press the SEEK ◀ button and hold it until the first digit of your code appears.

Press the SEEK ▶ button and hold it until the second digit of your code appears.

Press the TUNE ◀ button and hold it until the third digit of your code appears.

Press the TUNE ▶ button and hold it until the fourth digit of your code appears.

Press AM-FM after you have checked that the code you entered matches the one you wrote down. "0000" should now appear on the display and you will need to repeat the above procedure.

If the code is correct, the radio will now operate. If the code is wrong, Err will appear in the display.

To Unlock the System After a Power Loss

If power is disrupted to the radio while in the SEC mode, the unit will not work and LOC will show on the display whenever the ignition is on. To unlock the unit, press ◀ SEEK ▶ or ◀ TUNE ▶ and "0000" will appear on the display.

Press the SEEK ◀ button and hold it until the first digit of your code appears.

Press the SEEK ▶ button and hold it until the second digit of your code appears.

Press the TUNE ◀ button and hold it until the third digit of your code appears.

Press the TUNE ▶ button and hold it until the fourth digit of your code appears.

Press AM-FM after you have checked that the code matches the one you wrote down. Now the time of day will appear on the display. (Please note that if an incorrect code is entered, Err will appear on the display and the above steps need to be repeated.)

AM/FM Stereo with Cassette Tape and Compact Disc Players



To Play the Radio

Turn the ON/VOL knob to turn the system on or off.

VOL: Turn the ON/VOL knob to adjust the volume.

Finding a Station

AM-FM: Press AM-FM to get AM, FM1 or FM2. The lighted display shows your selection.

TUNE: Press TUNE ► or TUNE ◀ to go to a higher or lower station. Release when you find your station. The display will show the frequency of each station tuned.

SEEK: Press SEEK ► or SEEK ◀ and the radio will tune to the next higher or lower station and stay there.

PUSHBUTTONS: The six pushbuttons let you return to your favorite stations. To set the pushbuttons for up to 18 stations (6 AM, 6 FM1 and 6 FM2), tune in the station. Then, press and hold one of the pushbuttons for at least two seconds. The sound will go away for a second and will return when the station is stored.

Repeat these steps for each pushbutton.

PSCAN: Press this button to hear each of your preset stations for a few seconds. When you want to stop at a chosen station, press PSCAN again.

Setting the Tone

TREB: Turn this knob to the right to hear more treble.

BASS: Turn this control behind the TREB knob to the right to hear more bass.

TONE SELECT: Press this button to choose preset treble and bass equalization settings designed for ROCK, NEWS, POP, JAZZ and CLASSICAL.

ROCK will appear when you first press TONE SELECT. Each time you press it, another setting will appear on the display. If you press it one more time after CLASSICAL appears on the display, tone control will be back to the treble and bass knob.

Adjusting the Speakers

FADE: Turn this knob to move the sound between the front and rear speakers.

BAL: Turn this control behind the FADE knob to move the sound between the right and left speakers.

Recall

RCL: Press RCL ▼▲ to see the station being played for a moment. Or, press it if you want to see the time when the ignition is off.

To Play a Cassette Tape

Your tape player is built to work best with tapes that are 30 to 45 minutes long on each side. Tapes longer than that are so thin they may not work well in this player.

The longer side with the tape visible should face to the right. If you hear nothing or hear just a garbled sound, it may not be in squarely. Press STOP or EJECT to remove the tape and start over.

Once the tape is playing, use the knobs for volume, fade and balance, just as you do for the radio. The lighted arrows show which side of the tape is playing.

MTL: Your bias is set automatically. MTL will appear on the display when a metal or chrome tape is inserted.

FF: Press this button to advance rapidly to another part of the tape. Press FF, RCL ▼▲ or STOP to return to playing speed. If you press RCL ▼▲, the tape will also change sides.


REW: Press this button to reverse the tape rapidly. Press REW, RCL ▼▲ or STOP to return to playing speed. If you press RCL ▼▲, the tape will also change sides.

NXT: Press this button to go forward to the beginning of the next selection. Press NXT again or press RCL ▼▲ or STOP to cancel this function. If you press RCL ▼▲, the tape will also change sides.

PRV: Press this button to go back to the beginning of the last selection. Press the button again or press RCL ▼ ▲ or STOP to cancel this function.

For NXT and PRV to work properly, your tape must have at least three or four seconds of silence between each selection. If you press RCL ▼ ▲, the tape will also change sides.

RPT: Press this button to go to the beginning of the selection and play it again. Press RPT again to cancel this function.

NOISE REDUCTION: Press  to remove noise from Dolby® B NR-encoded tapes.

Dolby® B Noise Reduction is manufactured under license from Dolby Laboratories Licensing Corporation.

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RDM: When playing a tape, press this button during FF or REW to hear the radio. Press it again to turn the radio off. During this operation, only TUNE, SEEK and PSCAN will work.

TAPE SIDES: Press RCL ▼ ▲ to switch from one side of the tape to the other.

STOP: Press this button to stop the tape and switch to radio.

EJECT: Press this button to remove the tape and switch to radio.

Cln: This message may appear on the display. If it does, your cassette tape player needs to be cleaned. It will still play tapes, but you should clean it as soon as possible to prevent damage to your tapes and player. See “Care of Your Cassette Tape Player” in the Index. After you clean the player, press and hold EJECT for five seconds to reset the Cln indicator. “---” will appear in the display to show the indicator was reset.

To Play a Compact Disc

Don't use the mini-discs (three-inch singles). They won't eject. Use full-size compact discs.

Insert your disc into the CD slot on your audio system.

If the disc comes back out, it could be that the road is rough, (the disc should play when the road is smoother); the disc is upside down; dirty, scratched or wet; or there is too much moisture in the air. (If there's too much moisture in the air, wait about one hour and try again.)

If you see Err on the display, the disc player is too hot to play the disc. Press RCL ▼ ▲ to take Err off the display.

Track Number and Playing Time: Press RCL ▼ ▲ to see which track is playing. Press it again within five seconds to see how long it has been playing.

The track number also appears when the disc is inserted or you change the volume.

PRV: Press this button to hear a track again. If you hold this button or press it more than once, the disc will return to previous tracks.

NXT: Press this button to hear the next track now (instead of waiting until the present track is finished).

If you hold this button, or press it more than once, the disc will advance further.

REW: Press and hold this button to return rapidly to a favorite passage. Release it to play the passage.

FF: Press and hold this button to fast forward or advance quickly within a track. Release it to resume playing.

COMP: Press this button to make soft and loud passages more nearly equal in volume.

RPT: Press this button once to hear a selection over again.

RDM: Pressing this button will cause the CD player to play the tracks back in random order. To cancel the random feature, press RDM or RPT.

STOP: Press this button or AM-FM to stop playing the disc and switch to radio. Press STOP again to restart the disc at the point where it stopped.

CD-TP: Press this button to switch between playing a tape and a CD when both are inserted.

EJECT: Press this button to eject the disc and the radio will play. The disc will start playing at track 1 when you reinsert it.

Theft-Deterrent Feature

The theft-deterrent feature for the AM/FM stereo with cassette tape and compact disc player can be used or ignored. If ignored, the system plays normally. If it is used, your system won't be usable if it's ever stolen because LOC will appear on the display when battery power is lost.

Setting Your Security Code

The following instructions will tell you how to enter a security code into the system. If your vehicle loses battery power for any reason, you must enter the security code again before the system will turn on.

Write down any four-digit number and keep it in a safe place.

Turn the ignition switch to the ACC or ON position.

Turn the audio system off.

Press the 1 and 4 buttons together. Hold them down until "----" shows on the display.

You are now ready to enter your security code. Don't wait more than 15 seconds between steps.

Press SEEK ◀▶ and/or TUNE ◀▶ and "0000" will appear on the display.

Press SEEK ◀ and hold it until the first digit of your code appears. Release the button.

Press SEEK ▶ and hold it until the second digit of your code appears. Release the button.

Press TUNE ◀ and hold it until the third digit of your code appears. Release the button.

Press TUNE ▶ and hold it until the fourth digit of your code appears. Release the button.

Press AM-FM after you have checked that the code you entered is the one you wrote down. "rEP" will appear on the display, which means you need to repeat steps 5 through 9.

Press AM-FM again and the display will now show SEC.

How to Shut Off the Theft-Deterrent Feature

If your radio is secured (SEC shows on the display) and you wish to disable it, enter your security code as follows, pausing no more than 15 seconds between steps.

Press the 1 and 4 buttons together. Hold them down until SEC shows on the display. You are now ready to enter your security code.

Press the SEEK ◀ button and hold it until the first digit of your code appears.

Press the SEEK ▶ button and hold it until the second digit of your code appears.

Press the TUNE ◀ button and hold it until the third digit of your code appears.

Press the TUNE ▶ button and hold it until the fourth digit of your code appears.

Press AM-FM after you have checked that the code you entered matches the one you wrote down. "----" should now appear on the display. The theft-deterrent feature is now shut off.

If an incorrect code is entered, Err will appear on the display. Repeat the above procedure.

To Unlock the System After a Power Loss

If power is disrupted to the radio while in the SEC mode, the unit will not work and LOC will show on the display whenever the ignition is on. To unlock the unit, press ◀ SEEK ▶ or ◀ TUNE ▶ and "0000" will appear on the display.

Press the SEEK ◀ button and hold it until the first digit of your code appears.

Press the SEEK ▶ button and hold it until the second digit of your code appears.

Press the TUNE ◀ button and hold it until the third digit of your code appears.

Press the TUNE ▶ button and hold it until the fourth digit of your code appears.

Press AM-FM after you have checked that the code matches the one you wrote down. Now SEC will appear on the display. (If an incorrect code is entered, Err will appear on the display. Repeat the above procedure.)

Understanding Radio Reception

FM Stereo

FM stereo will give you the best sound. But FM signals will reach only about 10 to 40 miles (16 to 65 km). And, tall buildings or hills can interfere with FM signals, causing the sound to come and go.

AM

The range for most AM stations is greater than for FM, especially at night. The longer range, however, can cause stations to interfere with each other. AM can pick up noise from things like storms and power lines. Try reducing the treble to reduce this noise if you ever get it.

Tips about Your Audio System

Hearing damage from loud noise is almost undetectable until it is too late. Your hearing can adapt to higher volumes of sound. Sound that seems normal can be loud and harmful to your hearing. Take precautions by adjusting the volume control on your radio to a safe sound level before your hearing adapts to it.

To help avoid hearing loss or damage:

- Adjust the volume control to the lowest setting.
- Increase volume slowly until you hear comfortably and clearly.

NOTICE:

Before you add any sound equipment to your vehicle -- like a tape player, CB radio, mobile telephone or two-way radio -- be sure you can add what you want. If you can, it's very important to do it properly. Added sound equipment may interfere with the operation of your vehicle's engine, Delco[®] radio or other systems, and even damage them. And, your vehicle's systems may interfere with the operation of sound equipment that has been added improperly.

So, before adding sound equipment, check with your dealer and be sure to check Federal rules covering mobile radio and telephone units.

Care of Your Cassette Tape Player

A tape player that is not cleaned regularly can cause reduced sound quality, ruined cassettes, or a damaged mechanism. Cassette tapes should be stored in their cases away from contaminants, direct sunlight, and extreme heat. If they aren't, they may not operate properly or cause failure of the tape player.

Your tape player should be cleaned regularly each month or after every 50 hours of use. Your radio may display Cln to indicate that you have used your tape player for 50 hours without resetting the tape clean timer. If you notice a reduction in sound quality, try a known good cassette to see if the tape or the tape player is at fault. If this other cassette has no improvement in sound quality, clean the tape player.

Cleaning may be done with a scrubbing action, non-abrasive cleaning cassette. This system uses a cleaning cassette with pads which scrub the tape head as the hubs of the cleaner cassette turn. It is normal for the cartridge to eject while cleaning. Insert the cassette at least three times to ensure thorough cleaning. A scrubbing action cleaning cassette is available through your Chevrolet/Geo dealership.

You may also choose a non-scrubbing action, wet type cleaner which uses a cassette with a fabric belt to clean the tape head. This type of cleaning cassette will not

eject. It may not clean as thoroughly as the scrubbing type cleaner.

Cassettes are subject to wear and the sound quality may degrade over time. Always make sure that the cassette tape is in good condition before you have your tape player serviced.

Care of Your Compact Discs

Handle discs carefully. Store them in their original cases or other protective cases and away from direct sunlight and dust. If the surface of a disc is soiled, dampen a clean, soft cloth in a mild, neutral detergent solution and clean it, wiping from the center to the edge.

Be sure never to touch the signal surface when handling discs. Pick up discs by grasping the outer edges or the edge of the hole and the outer edge.

Antenna

Use the knob on the end of the antenna to raise the antenna. To lower it, hold the antenna mast near the roof and feed it into the holder. Do not try to lower the antenna using the knob. Keep the antenna mast clean for good performance.

Always lower the antenna before entering a car wash. If you have the convertible top, also lower the antenna before removing or installing the top.

GEO Section 4 Your Driving and the Road



Here you'll find information about driving on different kinds of roads and in varying weather conditions. We've also included many other useful tips on driving.

Defensive Driving

The best advice anyone can give about driving is: Drive defensively.

Please start with a very important safety device in your Geo: Buckle up. (See "Safety Belts" in the Index.)

Defensive driving really means "be ready for anything." On city streets, rural roads, or freeways, it means "always expect the unexpected."

Assume that pedestrians or other drivers are going to be careless and make mistakes. Anticipate what they might do. Be ready for their mistakes.

Rear-end collisions are about the most preventable of accidents. Yet they are common. Allow enough following distance. It's the best defensive driving maneuver, in both city and rural driving. You never know when the vehicle in front of you is going to brake or turn suddenly.

Drunken Driving

Death and injury associated with drinking and driving is a national tragedy. It's the number one contributor to the highway death toll, claiming thousands of victims every year.

Alcohol affects four things that anyone needs to drive a vehicle:

- Judgment
- Muscular Coordination
- Vision
- Attentiveness

Police records show that almost half of all motor vehicle-related deaths involve alcohol. In most cases, these deaths are the result of someone who was drinking and driving. In recent years, some 18,000 annual motor vehicle-related deaths have been associated with the use of alcohol, with more than 300,000 people injured.

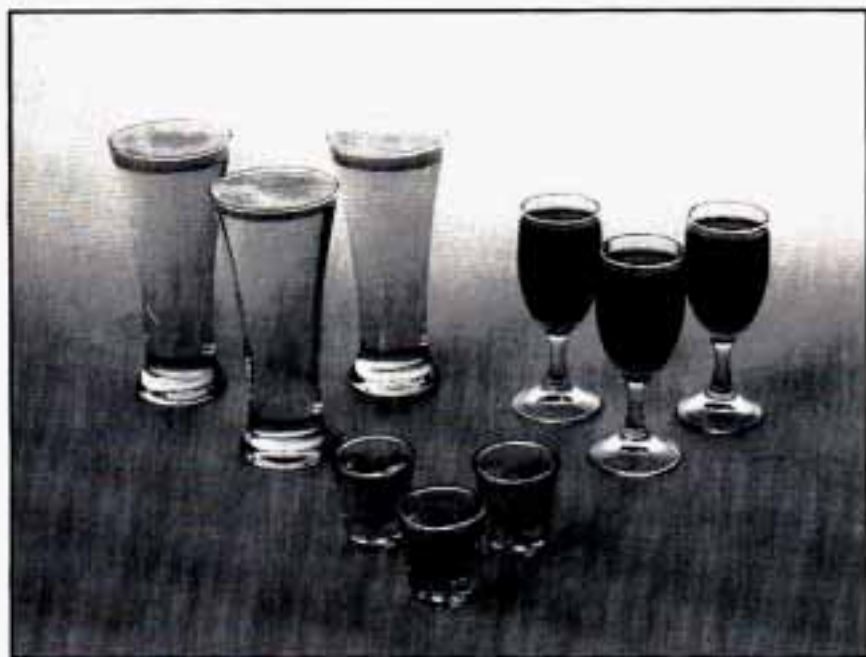
Many adults -- by some estimates, nearly half the adult population -- choose never to drink alcohol, so they never drive after drinking. For persons under 21, it's against the law in every U.S. state to drink alcohol. There are good medical, psychological and developmental reasons for these laws.

The obvious way to solve this highway safety problem is for people never to drink alcohol and then drive. But what if people do? How much is "too much" if the driver plans to drive? It's a lot less than many might think. Although it depends on each person and situation, here is some general information on the problem.

The Blood Alcohol Concentration (BAC) of someone who is drinking depends upon four things:

- How much alcohol consumed
- The drinker's body weight
- The amount of food that is consumed before and during drinking
- The length of time it has taken the drinker to consume the alcohol

According to the American Medical Association, a 180-pound (82 kg) person who drinks three 12-ounce (355 ml) bottles of beer in an hour will end up with a BAC of about 0.06 percent. The person would reach the same BAC by drinking three 4-ounce (120 ml) glasses of wine or three mixed drinks if each had 1-1/2 ounces (45 ml) of a liquor like whiskey, gin or vodka.



It's the amount of alcohol that counts. For example, if the same person drank three double martinis (3 ounces or 90 ml of liquor each) within an hour, the person's BAC would be close to 0.12 percent. A person who consumes food just before or during drinking will have a somewhat lower BAC level.

There is a gender difference, too. Women generally have a lower relative percentage of body water than men. Since alcohol is carried in body water, this means that a woman generally will reach a higher BAC level than a

man of her same body weight when each has the same number of drinks.

The law in many U.S. states sets the legal limit at a BAC of 0.10 percent. In a growing number of U.S. states, and throughout Canada, the limit is 0.08 percent. In some other countries it's even lower. The BAC limit for all commercial drivers in the U.S. is 0.04 percent.

The BAC will be over 0.10 percent after three to six drinks (in one hour). Of course, as we've seen, it depends on how much alcohol is in the drinks, and how quickly the person drinks them.

But the ability to drive is affected well below a BAC of 0.10 percent. Research shows that the driving skills of many people are impaired at a BAC approaching 0.05 percent, and that the effects are worse at night. All drivers are impaired at BAC levels above 0.05 percent. Statistics show that the chance of being in a collision increases sharply for drivers who have a BAC of 0.05 percent or above. A driver with a BAC level of 0.06 percent has doubled his or her chance of having a collision. At a BAC level of 0.10 percent, the chance of this driver having a collision is twelve times greater; at a level of 0.15 percent, the chance is twenty-five times greater!

The body takes about an hour to rid itself of the alcohol in one drink. No amount of coffee or number of cold showers will speed that up. "I'll be careful" isn't the right answer. What if there's an emergency, a need to take sudden action, as when a child darts into the street? A person with even a moderate BAC might not be able to react quickly enough to avoid the collision.

There's something else about drinking and driving that many people don't know. Medical research shows that alcohol in a person's system can make crash injuries worse, especially injuries to the brain, spinal cord or heart. This means that when anyone who has been drinking -- driver or passenger -- is in a crash, that person's chance of being killed or permanently disabled is higher than if the person had not been drinking.

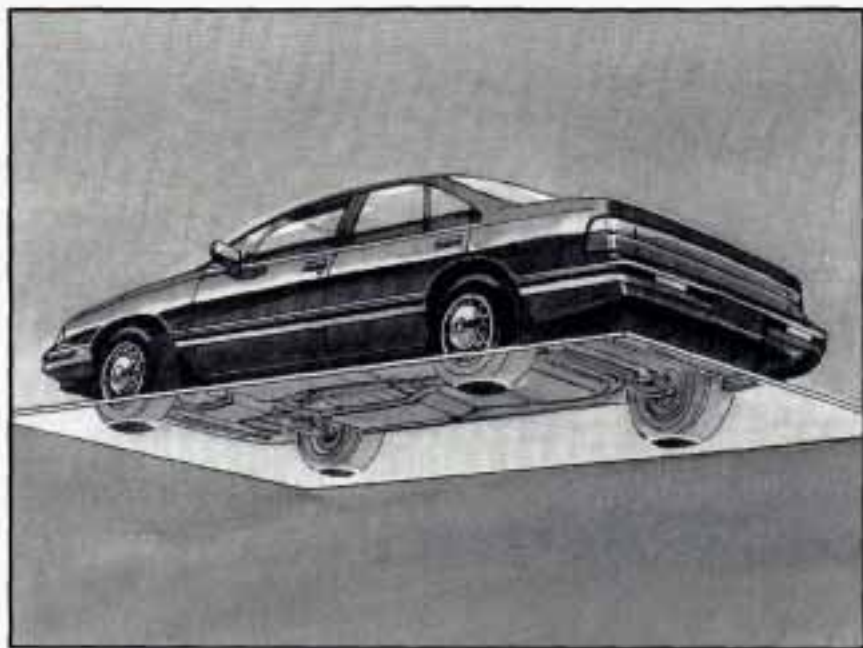


CAUTION:

Drinking and then driving is very dangerous. Your reflexes, perceptions, attentiveness and judgment can be affected by even a small amount of alcohol. You can have a serious -- or even fatal -- collision if you drive after drinking. Please don't drink and drive or ride with a driver who has been drinking. Ride home in a cab; or if you're with a group, designate a driver who will not drink.

Control of a Vehicle

You have three systems that make your vehicle go where you want it to go. They are the brakes, the steering and the accelerator. All three systems have to do their work at the places where the tires meet the road.



Sometimes, as when you're driving on snow or ice, it's easy to ask more of those control systems than the tires and road can provide. That means you can lose control of your vehicle.

Braking

Braking action involves *perception time* and *reaction time*.

First, you have to decide to push on the brake pedal. That's *perception time*. Then you have to bring up your foot and do it. That's *reaction time*.

Average *reaction time* is about $3/4$ of a second. But that's only an average. It might be less with one driver and as long as two or three seconds or more with another. Age, physical condition, alertness, coordination, and eyesight all play a part. So do alcohol, drugs and frustration. But even in $3/4$ of a second, a vehicle moving at 60 mph (100 km/h) travels 66 feet (20 m). That could be a lot of distance in an emergency, so keeping enough space between your vehicle and others is important.

And, of course, actual stopping distances vary greatly with the surface of the road (whether it's pavement or gravel); the condition of the road (wet, dry, icy); tire tread; and the condition of your brakes.

Avoid needless heavy braking. Some people drive in spurts -- heavy acceleration followed by heavy braking -- rather than keeping pace with traffic. This is a mistake. Your brakes may not have time to cool between hard stops. Your brakes will wear out much faster if you do a lot of heavy braking. If you keep pace with the traffic and allow realistic following distances, you will eliminate a lot of unnecessary braking. That means better braking and longer brake life.

If your engine ever stops while you're driving, brake normally but don't pump your brakes. If you do, the pedal may get harder to push down. If your engine stops, you will still have some power brake assist. But you will use it when you brake. Once the power assist is used up, it may take longer to stop and the brake pedal will be harder to push.

Anti-Lock Brakes (ABS)

Your vehicle has an advanced electronic braking system that can help you keep it under control.



Here's how anti-lock works. Let's say the road is wet. You're driving safely. Suddenly an animal jumps out in front of you.

You slam on the brakes. Here's what happens with ABS.

A computer senses that the rear wheels are slowing down. If one of the rear wheels is about to stop rolling, the computer will work the brakes at the rear wheels. It is programmed to make the most of available tire and road conditions.



As you brake, your computer keeps receiving updates on rear wheel speed and controls braking pressure accordingly.

Remember: Anti-lock doesn't change the time you need to get your foot up to the brake pedal. If you get too close to the vehicle in front of you, you won't have time to apply your brakes if that vehicle suddenly slows or stops. Always leave enough room up ahead to stop, even though you have anti-lock brakes.

To Use Anti-Lock

Use rear-wheel anti-lock like regular brakes. You may feel the brakes vibrate, or you may notice some noise outside your vehicle, but this is normal. Let anti-lock work for you, but remember: Your front wheels can still stop rolling. If that happens, release enough pressure on the brakes to get the wheels rolling again so that you can steer.

With the four-wheel drive option, you won't have anti-lock braking when you shift into four-wheel drive. But you will have regular braking. When you shift back into two-wheel drive, you will have anti-lock again.

Braking in Emergencies

At some time, nearly every driver gets into a situation that requires hard braking.

You have the rear-wheel anti-lock braking system. Your front wheels can stop rolling when you brake very hard. Once they do, the vehicle can't respond to your steering. Momentum will carry it in whatever direction it was headed when the front wheels stopped rolling. That could be off the road, into the very thing you were trying to avoid, or into traffic.

So, use a "squeeze" braking technique. This will give you maximum braking while maintaining steering control. You do this by pushing on the brake pedal with steadily increasing pressure. When you do, it will help maintain steering control. In many emergencies, steering can help you more than even the very best braking.

Steering

Power Steering

If you lose power steering assist because the engine stops or the system is not functioning, you can steer but it will take much more effort.

Steering Tips

Driving on Curves

It's important to take curves at a reasonable speed.

A lot of the "driver lost control" accidents mentioned on the news happen on curves. Here's why:

Experienced driver or beginner, each of us is subject to the same laws of physics when driving on curves. The traction of the tires against the road surface makes it possible for the vehicle to change its path when you turn the front wheels. If there's no traction, inertia will keep the vehicle going in the same direction. If you've ever tried to steer a vehicle on wet ice, you'll understand this.

The traction you can get in a curve depends on the condition of your tires and the road surface, the angle at which the curve is banked, and your speed. While you're in a curve, speed is the one factor you can control.

Suppose you're steering through a sharp curve. Then you suddenly apply the brakes. Both control systems -- steering and braking -- have to do their work where the tires meet the road. Adding the hard braking can demand too much at those places. You can lose control.

The same thing can happen if you're steering through a sharp curve and you suddenly accelerate. Those two control systems -- steering and acceleration -- can overwhelm those places where the tires meet the road and make you lose control.

What should you do if this ever happens? Ease up on the brake or accelerator pedal, steer the vehicle the way you want it to go, and slow down.

Speed limit signs near curves warn that you should adjust your speed. Of course, the posted speeds are based on good weather and road conditions. Under less favorable conditions you'll want to go slower.

If you need to reduce your speed as you approach a curve, do it before you enter the curve, while your front wheels are straight ahead.

Try to adjust your speed so you can "drive" through the curve. Maintain a reasonable, steady speed. Wait to accelerate until you are out of the curve, and then accelerate gently into the straightaway.

Steering in Emergencies

There are times when steering can be more effective than braking. For example, you come over a hill and find a truck stopped in your lane, or a car suddenly pulls out from nowhere, or a child darts out from between parked cars and stops right in front of you. You can avoid these problems by braking -- if you can stop in time. But sometimes you can't; there isn't room. That's the time for evasive action -- steering around the problem.

Your Geo can perform very well in emergencies like these. First apply your brakes, but not enough to lock your front wheels. (See "Braking in Emergencies" earlier in this section.) It is better to remove as much speed as you can from a possible collision. Then steer around the problem, to the left or right depending on the space available.

An emergency like this requires close attention and a quick decision. If you are holding the steering wheel at the recommended 9 and 3 o'clock positions, you can turn it a full 180 degrees very quickly without removing either hand. But you have to act fast, steer quickly, and just as quickly straighten the wheel once you have avoided the object.

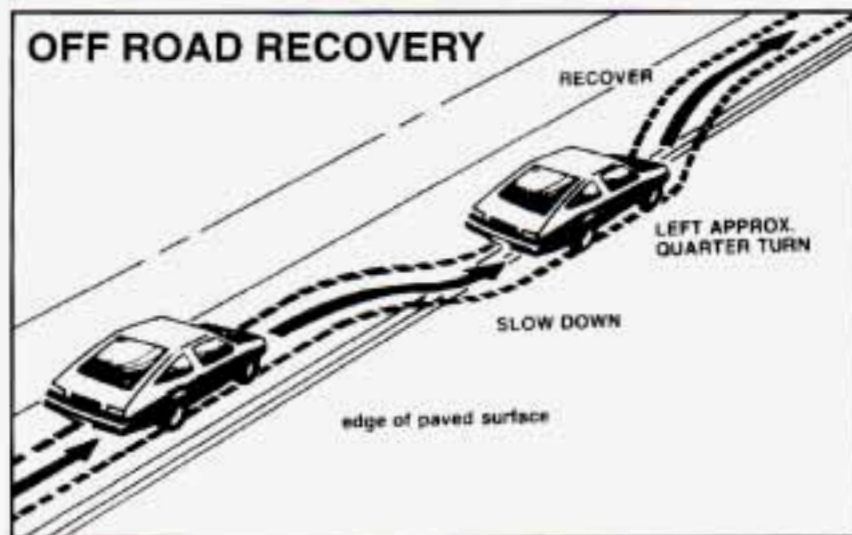


The fact that such emergency situations are always possible is a good reason to practice defensive driving at all times and wear safety belts properly.

Off-Road Recovery

You may find sometime that your right wheels have dropped off the edge of a road onto the shoulder while you're driving.

If the level of the shoulder is only slightly below the pavement, recovery should be fairly easy. Ease off the accelerator and then, if there is nothing in the way, steer so that your vehicle straddles the edge of the pavement. You can turn the steering wheel up to 1/4 turn until the right front tire contacts the pavement edge. Then turn your steering wheel to go straight down the roadway.



Passing

The driver of a vehicle about to pass another on a two-lane highway waits for just the right moment, accelerates, moves around the vehicle ahead, then goes back into the right lane again. A simple maneuver?

Not necessarily! Passing another vehicle on a two-lane highway is a potentially dangerous move, since the passing vehicle occupies the same lane as oncoming traffic for several seconds. A miscalculation, an error in judgment, or a brief surrender to frustration or anger can suddenly put the passing driver face to face with the worst of all traffic accidents -- the head-on collision.

So here are some tips for passing:

- “Drive ahead.” Look down the road, to the sides, and to crossroads for situations that might affect your passing patterns. If you have any doubt whatsoever about making a successful pass, wait for a better time.
- Watch for traffic signs, pavement markings, and lines. If you can see a sign up ahead that might indicate a turn or an intersection, delay your pass. A broken center line usually indicates it’s all right to pass (providing the road ahead is clear). Never cross a solid line on your side of the lane or a double solid line, even if the road seems empty of approaching traffic.
- Do not get too close to the vehicle you want to pass while you’re awaiting an opportunity. For one thing, following too closely reduces your area of vision, especially if you’re following a larger vehicle. Also, you won’t have adequate space if the vehicle ahead suddenly slows or stops. Keep back a reasonable distance.
- When it looks like a chance to pass is coming up, start to accelerate but stay in the right lane and don’t get too close. Time your move so you will be increasing speed as the time comes to move into the other lane. If the way is clear to pass, you will have a “running start” that more than makes up for the distance you would lose by dropping back. And if something happens to cause you to cancel your pass, you need only slow down and drop back again and wait for another opportunity.
- If other cars are lined up to pass a slow vehicle, wait your turn. But take care that someone isn’t trying to pass you as you pull out to pass the slow vehicle. Remember to glance over your shoulder and check the blind spot.

- Check your mirrors, glance over your shoulder, and start your left lane change signal before moving out of the right lane to pass. When you are far enough ahead of the passed vehicle to see its front in your inside mirror, activate your right lane change signal and move back into the right lane. (Remember that your right outside mirror is convex. The vehicle you just passed may seem to be farther away from you than it really is.)
- Try not to pass more than one vehicle at a time on two-lane roads. Reconsider before passing the next vehicle.
- Don't overtake a slowly moving vehicle too rapidly. Even though the brake lamps are not flashing, it may be slowing down or starting to turn.
- If you're being passed, make it easy for the following driver to get ahead of you. Perhaps you can ease a little to the right.

Loss of Control

Let's review what driving experts say about what happens when the three control systems (brakes, steering and acceleration) don't have enough friction where the tires meet the road to do what the driver has asked.

In any emergency, don't give up. Keep trying to steer and constantly seek an escape route or area of less danger.

Skidding

In a skid, a driver can lose control of the vehicle. Defensive drivers avoid most skids by taking reasonable care suited to existing conditions, and by not "overdriving" those conditions. But skids are always possible.

The three types of skids correspond to your Geo's three control systems. In the braking skid your wheels aren't rolling. In the steering or cornering skid, too much speed or steering in a curve causes tires to slip and lose cornering force. And in the acceleration skid too much throttle causes the driving wheels to spin.

A cornering skid and an acceleration skid are best handled by easing your foot off the accelerator pedal.

If your vehicle starts to slide, ease your foot off the accelerator pedal and quickly steer the way you want the vehicle to go. If you start steering quickly enough, your vehicle may straighten out. Always be ready for a second skid if it occurs.

Of course, traction is reduced when water, snow, ice, gravel, or other material is on the road. For safety, you'll want to slow down and adjust your driving to these conditions. It is important to slow down on slippery surfaces because stopping distance will be longer and vehicle control more limited.

While driving on a surface with reduced traction, try your best to avoid sudden steering, acceleration, or braking (including engine braking by shifting to a lower gear). Any sudden changes could cause the tires to slide. You may not realize the surface is slippery until your vehicle is skidding. Learn to recognize warning clues -- such as enough water, ice or packed snow on the road to make a "mirrored surface" -- and slow down when you have any doubt.

Remember: The rear-wheel anti-lock braking system (RWAL) helps avoid only a rear braking skid. In a braking skid (where the front wheels are no longer rolling), release enough pressure on the brakes to get the

front wheels rolling again. This restores steering control. Push the brake pedal down steadily when you have to stop suddenly. As long as the front wheels are rolling, you will have steering control.

Driving Guidelines

This multipurpose passenger vehicle is defined as a utility vehicle in Consumer Information Regulations issued by the National Highway Traffic Safety Administration (NHTSA) of the United States Department of Transportation. Utility vehicles have higher ground clearance and a narrower track to make them capable of performing in a wide variety of off-road applications. Specific design characteristics give them a higher center of gravity than ordinary cars. An advantage of the higher ground clearance is a better view of the road allowing you to anticipate problems. They are not designed for cornering at the same speeds as conventional 2-wheel drive vehicles any more than low-slung sports cars are designed to perform satisfactorily under off-road conditions. If at all possible, avoid sharp turns or abrupt maneuvers. As with other vehicles of this type, failure to operate this vehicle correctly may result in loss of control or vehicle rollover.

Off-Road Driving with Your Geo Four-Wheel Drive Vehicle

This off-road guide is for vehicles that have four-wheel drive.

Also, see “Anti-Lock Brakes” in the Index.

If your vehicle doesn't have four-wheel drive, you shouldn't drive off-road unless you're on a level, solid surface.

Off-road driving can be great fun. But it does have some definite hazards. The greatest of these is the terrain itself.

“Off-roading” means you've left the great North American road system behind. Traffic lanes aren't marked. Curves aren't banked. There are no road signs. Surfaces can be slippery, rough, uphill or downhill. In short, you've gone right back to nature.

Off-road driving involves some new skills. And that's why it's very important that you read this guide. You'll find many driving tips and suggestions. These will help make your off-road driving safer and more enjoyable.

Before You Go Off-Roading

There are some things to do before you go out. For example, be sure to have all necessary maintenance and service work done. Check to make sure all underbody shields (if so equipped) are properly attached. Be sure you read all the information about your four-wheel drive vehicle in this manual. Is there enough fuel? Is the spare tire fully inflated? Are the fluid levels up where they should be? What are the local laws that apply to off-roading where you'll be driving? If you don't know, you should check with law enforcement people in the area. Will you be on someone's private land? If so, be sure to get the necessary permission.

Loading Your Vehicle for Off-Road Driving

There are some important things to remember about how to load your vehicle.

- The heaviest things should be on the load floor and forward of your rear axle. Put heavier items as far forward as you can.
- Be sure the load is secured properly, so driving on the off-road terrain doesn't toss things around.



CAUTION:

- **Cargo on the load floor piled higher than the seatbacks can be thrown forward during a sudden stop. You or your passengers could be injured. Keep cargo below the top of the seatbacks.**
- **Unsecured cargo on the load floor can be tossed about when driving over rough terrain. You or your passengers can be struck by flying objects. Secure the cargo properly.**
- **Heavy loads on the roof raise the vehicle's center of gravity, making it more likely to roll over. You can be seriously or fatally injured if the vehicle rolls over. Put heavy loads inside the cargo area, not on the roof. Keep cargo in the cargo area as far forward and low as possible.**

You'll find other important information in this manual. See "Vehicle Loading," "Luggage Carrier" and "Tires" in the Index.

Traveling to Remote Areas

It makes sense to plan your trip, especially when going to a remote area. Know the terrain and plan your route. You are much less likely to get bad surprises. Get accurate maps of trails and terrain. Try to learn of any blocked or closed roads.

It's also a good idea to travel with at least one other vehicle. If something happens to one of them, the other can help quickly.

Does your vehicle have a winch? If so, be sure to read the winch instructions. In a remote area, a winch can be handy if you get stuck. But you'll want to know how to use it properly.

Getting Familiar with Off-Road Driving

It's a good idea to practice in an area that's safe and close to home before you go into the wilderness. Off-road driving does require some new and different driving skills. Here's what we mean.

Tune your senses to different kinds of signals. Your eyes, for example, need to constantly sweep the terrain for unexpected obstacles. Your ears need to listen for unusual tire or engine sounds. With your arms, hands, feet, and body you'll need to respond to vibrations and vehicle bounce.

Controlling your vehicle is the key to successful off-road driving. One of the best ways to control your vehicle is to control your speed. Here are some things to keep in mind. At higher speeds:

- you approach things faster and you have less time to scan the terrain for obstacles.
- you have less time to react.
- you have more vehicle bounce when you drive over obstacles.
- you'll need more distance for braking, especially since you're on an unpaved surface.

CAUTION:

When you're driving off road, bouncing and quick changes in direction can easily throw you out of position. This could cause you to lose control and crash. So, whether you're driving on or off the road, you and your passengers should wear safety belts.

Scanning the Terrain

Off-road driving can take you over many different kinds of terrain. You need to be familiar with the terrain and its many different features. Here are some things to consider.

Surface Conditions. Off-roading can take you over hard-packed dirt, gravel, rocks, grass, sand, mud, snow or ice. Each of these surfaces affects the steering, acceleration, and braking of your vehicle in different ways. Depending upon the kind of surface you are on, you may experience slipping, sliding, wheel spinning, delayed acceleration, poor traction, and longer braking distances.

Surface Obstacles. Unseen or hidden obstacles can be hazardous. A rock, log, hole, rut, or bump can startle you if you're not prepared for them. Often these obstacles are hidden by grass, bushes, snow or even the rise and fall of the terrain itself. Here are some things to consider:

- Is the path ahead clear?
- Will the surface texture change abruptly up ahead?
- Does the travel take you uphill or downhill? (There's more discussion of these subjects later.)
- Will you have to stop suddenly or change direction quickly?

When you drive over obstacles or rough terrain, keep a firm grip on the steering wheel. Ruts, troughs, or other surface features can jerk the wheel out of your hands if you're not prepared.

When you drive over bumps, rocks, or other obstacles, your wheels can leave the ground. If this happens, even with one or two wheels, you can't control the vehicle as well or at all.

Because you will be on an unpaved surface, it's especially important to avoid sudden acceleration, sudden turns, or sudden braking.

In a way, off-road driving requires a different kind of alertness from driving on paved roads and highways. There are no road signs, posted speed limits or signal lights. You have to use your own good judgment about what is safe and what isn't.

Drinking and driving can be very dangerous on any road. And this is certainly true for off-road driving. At the very time you need special alertness and driving skills, your reflexes, perceptions and judgment can be affected by even a small amount of alcohol. You could have a serious -- or even fatal -- accident if you drink and drive or ride with a driver who has been drinking. (See "Drunken Driving" in the Index.)

Driving On Off-Road Hills

Off-road driving often takes you up, down, or across a hill. Driving safely on hills requires good judgment and an understanding of what your vehicle can and can't do. There are some hills that simply can't be driven, no matter how well built the vehicle.



CAUTION:

Many hills are simply too steep for any vehicle. If you drive up them, you will stall. If you drive down them, you can't control your speed. If you drive across them, you will roll over. You could be seriously injured or killed. If you have any doubt about the steepness, don't drive the hill.

Approaching a Hill

When you approach a hill, you need to decide if it's one of those hills that's just too steep to climb, descend, or cross. Steepness can be hard to judge. On a very small hill, for example, there may be a smooth, constant incline with only a small change in elevation where you can easily see all the way to the top. On a large hill, the incline may get steeper as you near the top, but you may not see this because the crest of the hill is hidden by bushes, grass, or shrubs.

Here are some other things to consider as you approach a hill.

- Is there a constant incline, or does the hill get sharply steeper in places?
- Is there good traction on the hillside, or will the surface cause tire slipping?
- Is there a straight path up or down the hill so you won't have to make turning maneuvers?
- Are there obstructions on the hill that can block your path (boulders, trees, logs or ruts)?
- What's beyond the hill? Is there a cliff, an embankment, a drop-off, a fence? Get out and walk the hill if you don't know. It's the smart way to find out.

- Is the hill simply too rough? Steep hills often have ruts, gullies, troughs and exposed rocks because they are more susceptible to the effects of erosion.

Driving Uphill

Once you decide you can safely drive up the hill, you need to take some special steps.

- Use a low gear and get a firm grip on the steering wheel.
- Get a smooth start up the hill and try to maintain your speed. Don't use more power than you need, because you don't want your wheels to start spinning or sliding.
- Try to drive straight up the hill if at all possible. If the path twists and turns, you might want to find another route.



CAUTION:

Turning or driving across steep hills can be dangerous. You could lose traction, slide sideways, and possibly roll over. You could be seriously injured or killed. When driving up hills, always try to go straight up.

- Ease up on your speed as you approach the top of the hill.
- Attach a flag to the vehicle to make you more visible to approaching traffic on trails or hills.
- Sound the horn as you approach the top of the hill to let opposing traffic know you're there.
- Use your headlamps even during the day. They make you more visible to oncoming traffic.



CAUTION:

Driving to the top (crest) of a hill at full speed can cause an accident. There could be a drop-off, embankment, cliff, or even another vehicle. You could be seriously injured or killed. As you near the top of a hill, slow down and stay alert.

Q: What should I do if my vehicle stalls, or is about to stall, and I can't make it up the hill?

A: If this happens, there are some things you should do, and there are some things you must not do. First, here's what you *should* do:

- Push the brake pedal to stop the vehicle and keep it from rolling backwards. Also, apply the parking brake.
- If your engine is still running, shift the transmission into reverse, release the parking brake, and slowly back down the hill in reverse.
- If your engine has stopped running, you'll need to restart it. With the brake pedal depressed and the parking brake still applied, shift the transmission to PARK (P) (or, shift to NEUTRAL (N) if your vehicle has a manual transmission) and restart the engine. Then, shift to reverse, release the parking brake, and slowly back down the hill as straight as possible in reverse.
- As you are backing down the hill, put your left hand on the steering wheel at the 12 o'clock position. This way, you'll be able to tell if your wheels are straight and maneuver as you back down. It's best that you back down the hill with your wheels straight rather than in the left or right direction. Turning the wheel too far to the left or right will increase the possibility of a rollover.

Here are some things you *must not* do if you stall, or are about to stall, when going up a hill.

- Never attempt to prevent a stall by shifting into NEUTRAL (N) (or depressing the clutch, if you have a manual transmission) to “rev-up” the engine and regain forward momentum. This won’t work. Your vehicle will roll backwards very quickly and you could go out of control.

Instead, apply the regular brake to stop the vehicle. Then apply the parking brake. Shift into reverse, release the parking brake, and slowly back straight down.

- Never attempt to turn around if you are about to stall when going up a hill. If the hill is steep enough to stall your vehicle, it’s steep enough to cause you to roll over if you turn around. If you can’t make it up the hill, you must back straight down the hill.

Q: Suppose, after stalling, I try to back down the hill and decide I just can’t do it. What should I do?

A: Set the parking brake, put your transmission in PARK (P) (or the manual transmission in first gear), and turn off the engine. Leave the vehicle and go get some help. Exit on the uphill side and stay clear of the path the vehicle would take if it rolled downhill. Do not shift the transfer case to NEUTRAL (N) when you leave the vehicle. Leave it in some gear.

 **CAUTION:**

Shifting the transfer case to NEUTRAL (N) can cause your vehicle to roll even if the transmission is in PARK (P) (or, if you have the manual transmission, even if you’re in gear). This is because the NEUTRAL (N) position on the transfer case overrides the transmission. If you are going to leave your vehicle, set the parking brake and shift the transmission to PARK (P) (or, put your manual transmission in first gear). But do not shift the transfer case to the NEUTRAL (N) position. Leave the transfer case in the 2H, 4H or 4L position.

Driving Downhill

When off-roading takes you downhill, you'll want to consider a number of things:

- How steep is the downhill? Will I be able to maintain vehicle control?
- What's the surface like? Smooth? Rough? Slippery? Hard-packed dirt? Gravel?
- Are there hidden surface obstacles? Ruts? Logs? Boulders?
- What's at the bottom of the hill? Is there a hidden creek bank or even a river bottom with large rocks?

If you decide you can go down a hill safely, then try to keep your vehicle headed straight down, and use a low gear. This way, engine drag can help your brakes and they won't have to do all the work. Descend slowly, keeping your vehicle under control at all times.



CAUTION:

Heavy braking when going down a hill can cause your brakes to overheat and fade. This could cause loss of control and a serious accident. Apply the brakes lightly when descending a hill and use a low gear to keep vehicle speed under control.

Q: Are there some things I should not do when driving down a hill?

A: Yes! These are important because if you ignore them you could lose control and have a serious accident.

- When driving downhill, avoid turns that take you across the incline of the hill. A hill that's not too steep to drive down may be too steep to drive across. You could roll over if you don't drive straight down.
- Never go downhill with the transmission in NEUTRAL (N), or with the clutch pedal depressed in a manual shift. This is called "free-wheeling." Your brakes will have to do all the work and could overheat and fade.
- Avoid braking so hard that you lock the front wheels when going downhill. If your front wheels are locked, you can't steer your vehicle. If your wheels lock up during downhill braking, you may feel the vehicle starting to slide sideways. To regain your direction, just ease off the brakes and steer to keep the front of the vehicle pointing straight downhill.

Q: Am I likely to stall when going downhill?

A: It's much more likely to happen going uphill. But if it happens going downhill, here's what to do.

- Stop your vehicle by applying the regular brakes. Apply the parking brake.
- Shift to PARK (P) (or to NEUTRAL (N) with the manual transmission) and, while still braking, restart the engine.
- Shift back to a low gear, release the parking brake, and drive straight down.
- If the engine won't start, get out and get help.

Driving Across an Incline

Sooner or later, an off-road trail will probably go across the incline of a hill. If this happens, you have to decide whether to try to drive across the incline. Here are some things to consider:

- A hill that can be driven straight up or down may be too steep to drive across. When you go straight up or down a hill, the length of the wheel base (the distance from the front wheels to the rear wheels) reduces the likelihood the vehicle will tumble end over end. But when you drive across an incline, the much more narrow track width (the distance between the left and right wheels) may not prevent the vehicle from tilting and rolling over. Also, driving across an incline puts more weight on the downhill wheels. This could cause a downhill slide or a rollover.
- Surface conditions can be a problem when you drive across a hill. Loose gravel, muddy spots, or even wet grass can cause your tires to slip sideways, downhill. If the vehicle slips sideways, it can hit something that will trip it (a rock, a rut, etc.) and roll over.

- Hidden obstacles can make the steepness of the incline even worse. If you drive across a rock with the uphill wheels, or if the downhill wheels drop into a rut or depression, your vehicle can tilt even more.

For reasons like these, you need to decide carefully whether to try to drive across an incline. Just because the trail goes across the incline doesn't mean you have to drive it. The last vehicle to try it might have rolled over.



CAUTION:

Driving across an incline that's too steep will make your vehicle roll over. You could be seriously injured or killed. If you have any doubt about the steepness of the incline, don't drive across it. Find another route instead.

Q: What if I'm driving across an incline that's not too steep, but I hit some loose gravel and start to slide downhill. What should I do?

A: If you feel your vehicle starting to slide sideways, turn downhill. This should help straighten out the vehicle and prevent the side slipping. However, a much better way to prevent this is to get out and "walk the course" so you know what the surface is like before you drive it.

Stalling on an Incline

If your vehicle stalls when you're crossing an incline, be sure you (and your passengers) get out on the uphill side, even if the door there is harder to open. If you get out on the downhill side and the vehicle starts to roll over, you'll be right in its path.

If you have to walk down the slope, stay out of the path the vehicle will take if it does roll over.



CAUTION:

Getting out on the downhill (low) side of a vehicle stopped across an incline is dangerous. If the vehicle rolls over, you could be crushed or killed. Always get out on the uphill (high) side of the vehicle and stay well clear of the rollover path.

Driving In Mud, Sand, Snow, Or Ice

When you drive in mud, snow or sand, your wheels won't get good traction. You can't accelerate as quickly, turning is more difficult, and you'll need longer braking distances.

It's best to use a low gear when you're in mud -- the deeper the mud, the lower the gear. In really deep mud, the idea is to keep your vehicle moving so you don't get stuck.

When you drive on sand, you'll sense a change in wheel traction. But it will depend upon how loosely packed the sand is. On loosely packed sand (as on beaches or sand dunes) your tires will tend to sink into the sand. This has an effect on steering, accelerating, and braking. You may want to reduce the air pressure in your tires slightly when driving on sand. This will improve traction.

Hard packed snow and ice offer the worst tire traction. On these surfaces, it's very easy to lose control. On wet ice, for example, the traction is so poor that you will have difficulty accelerating. And if you do get moving, poor steering and difficult braking can cause you to slide out of control.



CAUTION:

Driving on frozen lakes, ponds or rivers can be dangerous. Underwater springs, currents under the ice, or sudden thaws can weaken the ice. Your vehicle could fall through the ice and you and your passengers could drown. Drive your vehicle on safe surfaces only.

Driving In Water

Light rain causes no special off-road driving problems. But heavy rain can mean flash flooding, and flood waters demand extreme caution.

Find out how deep the water is before you drive through it. If it's deep enough to cover your wheel hubs, axles, or exhaust pipe, don't try it -- you probably won't get through. Also, water that deep can damage your axle and other vehicle parts.

If the water isn't too deep, then drive through it slowly. At fast speeds, water splashes on your ignition system and your vehicle can stall. Stalling can also occur if you get your tailpipe under water. And, as long as your tailpipe is under water, you'll never be able to start your engine. When you go through water, remember that when your brakes get wet, it may take you longer to stop.



CAUTION:

Driving through rushing water can be dangerous. Deep water can sweep your vehicle downstream and you and your passengers could drown. If it's only inches deep, it can still wash away the ground from under your tires, and you could lose traction and roll the vehicle over. Don't drive through rushing water.

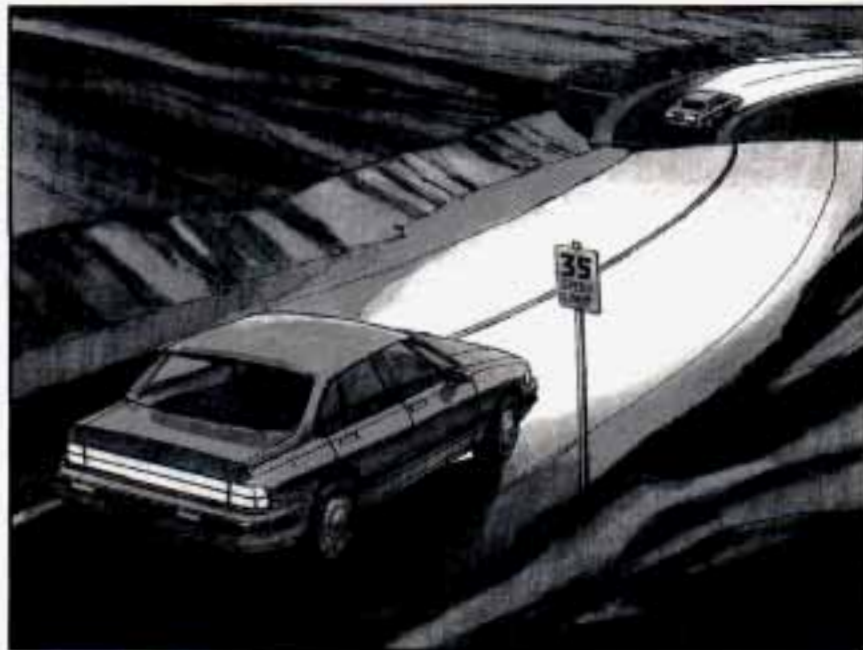
After Off-Road Driving

Remove any brush or debris that has collected on the underbody, chassis or under the hood. These accumulations can be a fire hazard.

After operation in mud or sand, have the brake linings cleaned and checked. These substances can cause glazing and uneven braking. Check the body structure, steering, suspension, wheels, tires, and exhaust system for damage. Also, check the fuel lines and cooling system for any leakage.

Your vehicle will require more frequent service due to off-road use. Refer to the Maintenance Schedule booklet for additional information.

Driving at Night



Night driving is more dangerous than day driving. One reason is that some drivers are likely to be impaired -- by alcohol or drugs, with night vision problems, or by fatigue.

Here are some tips on night driving.

- Drive defensively.
- Don't drink and drive.

- Adjust your inside rearview mirror to reduce the glare from headlamps behind you.
- Since you can't see as well, you may need to slow down and keep more space between you and other vehicles.
- Slow down, especially on higher speed roads. Your headlamps can light up only so much road ahead.
- In remote areas, watch for animals.
- If you're tired, pull off the road in a safe place and rest.

Night Vision

No one can see as well at night as in the daytime. But as we get older these differences increase. A 50-year-old driver may require at least twice as much light to see the same thing at night as a 20-year-old.

What you do in the daytime can also affect your night vision. For example, if you spend the day in bright sunshine you are wise to wear sunglasses. Your eyes will have less trouble adjusting to night. But if you're driving, don't wear sunglasses at night. They may cut down on glare from headlamps, but they also make a lot of things invisible.

You can be temporarily blinded by approaching lights. It can take a second or two, or even several seconds, for your eyes to readjust to the dark. When you are faced with severe glare (as from a driver who doesn't lower the high beams, or a vehicle with misaimed headlamps), slow down a little. Avoid staring directly into the approaching lights.

Keep your windshield and all the glass on your vehicle clean -- inside and out. Glare at night is made much worse by dirt on the glass. Even the inside of the glass can build up a film caused by dust. Dirty glass makes lights dazzle and flash more than clean glass would, making the pupils of your eyes contract repeatedly.

Remember that your headlamps light up far less of a roadway when you are in a turn or curve. Keep your eyes moving; that way, it's easier to pick out dimly lighted objects. Just as your headlamps should be checked regularly for proper aim, so should your eyes be examined regularly. Some drivers suffer from night blindness -- the inability to see in dim light -- and aren't even aware of it.

Driving in the Rain




Rain and wet roads can mean driving trouble. On a wet road you can't stop, accelerate or turn as well because your tire-to-road traction isn't as good as on dry roads. And, if your tires don't have much tread left, you'll get even less traction. It's always wise to go slower and be cautious if rain starts to fall while you are driving. The surface may get wet suddenly when your reflexes are tuned for driving on dry pavement.

The heavier the rain, the harder it is to see. Even if your windshield wiper blades are in good shape, a heavy rain can make it harder to see road signs and traffic signals, pavement markings, the edge of the road, and even people walking.

It's wise to keep your wiping equipment in good shape and keep your windshield washer tank filled. Replace your windshield wiper inserts when they show signs of streaking or missing areas on the windshield, or when strips of rubber start to separate from the inserts.



Driving too fast through large water puddles or even going through some car washes can cause problems, too. The water may affect your brakes. Try to avoid puddles. But if you can't, try to slow down before you hit them.

 **CAUTION:**

Wet brakes can cause accidents. They won't work well in a quick stop and may cause pulling to one side. You could lose control of the vehicle.

After driving through a large puddle of water or a car wash, apply your brake pedal lightly until your brakes work normally.

Hydroplaning

Hydroplaning is dangerous. So much water can build up under your tires that they can actually ride on the water. This can happen if the road is wet enough and you're going fast enough. When your vehicle is hydroplaning, it has little or no contact with the road.

Hydroplaning doesn't happen often. But it can if your tires haven't much tread or if the pressure in one or more is low. It can happen if a lot of water is standing on the road. If you can see reflections from trees, telephone poles, or other vehicles, and raindrops "dimple" the water's surface, there could be hydroplaning.

Hydroplaning usually happens at higher speeds. There just isn't a hard and fast rule about hydroplaning. The best advice is to slow down when it is raining.

Some Other Rainy Weather Tips

- Turn on your low-beam headlamps -- not just your parking lamps -- to help make you more visible to others.
- Besides slowing down, allow some extra following distance. And be especially careful when you pass another vehicle. Allow yourself more clear room ahead, and be prepared to have your view restricted by road spray.
- Have good tires with proper tread depth. (See "Tires" in the Index.)

City Driving

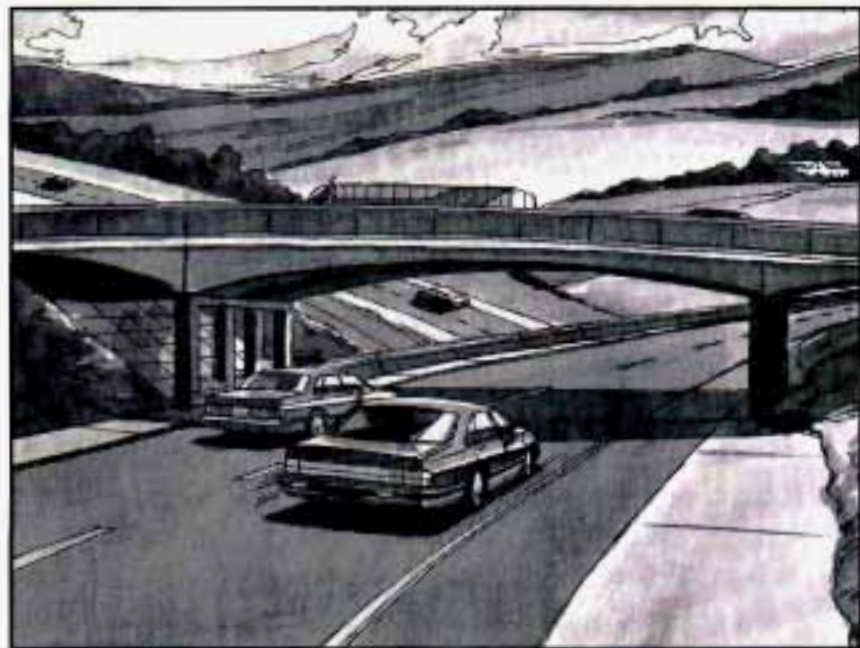


One of the biggest problems with city streets is the amount of traffic on them. You'll want to watch out for what the other drivers are doing and pay attention to traffic signals.

Here are ways to increase your safety in city driving:

- Know the best way to get to where you are going. Get a city map and plan your trip into an unknown part of the city just as you would for a cross-country trip.
- Try to use the freeways that rim and crisscross most large cities. You'll save time and energy. (See the next part, "Freeway Driving.")
- Treat a green light as a warning signal. A traffic light is there because the corner is busy enough to need it. When a light turns green, and just before you start to move, check both ways for vehicles that have not cleared the intersection or may be running the red light.

Freeway Driving



Mile for mile, freeways (also called thruways, parkways, expressways, turnpikes, or superhighways) are the safest of all roads. But they have their own special rules.

The most important advice on freeway driving is: Keep up with traffic and keep to the right. Drive at the same speed most of the other drivers are driving. Too-fast or too-slow driving breaks a smooth traffic flow. Treat the left lane on a freeway as a passing lane.

At the entrance there is usually a ramp that leads to the freeway. If you have a clear view of the freeway as you drive along the entrance ramp, you should begin to check traffic. Try to determine where you expect to blend with the flow. Try to merge into the gap at close to the prevailing speed. Switch on your turn signal, check your mirrors and glance over your shoulder as often as necessary. Try to blend smoothly with the traffic flow.

Once you are on the freeway, adjust your speed to the posted limit or to the prevailing rate if it's slower. Stay in the right lane unless you want to pass.

Before changing lanes, check your mirrors. Then use your turn signal.

Just before you leave the lane, glance quickly over your shoulder to make sure there isn't another vehicle in your "blind" spot.

Once you are moving on the freeway, make certain you allow a reasonable following distance. Expect to move slightly slower at night.

When you want to leave the freeway, move to the proper lane well in advance. If you miss your exit do not, under any circumstances, stop and back up. Drive on to the next exit.

The exit ramp can be curved, sometimes quite sharply. The exit speed is usually posted.

Reduce your speed according to your speedometer, not to your sense of motion. After driving for any distance at higher speeds, you may tend to think you are going slower than you actually are.

Before Leaving on a Long Trip

Make sure you're ready. Try to be well rested. If you must start when you're not fresh -- such as after a day's work -- don't plan to make too many miles that first part of the journey. Wear comfortable clothing and shoes you can easily drive in.

Is your vehicle ready for a long trip? If you keep it serviced and maintained, it's ready to go. If it needs service, have it done before starting out. Of course, you'll find experienced and able service experts in Chevrolet/Geo dealerships all across North America. They'll be ready and willing to help if you need it.

Here are some things you can check before a trip:

- *Windshield Washer Fluid:* Is the reservoir full? Are all windows clean inside and outside?
- *Wiper Blades:* Are they in good shape?
- *Fuel, Engine Oil, Other Fluids:* Have you checked all levels?
- *Lamps:* Are they all working? Are the lenses clean?
- *Tires:* They are vitally important to a safe, trouble-free trip. Is the tread good enough for long-distance driving? Are the tires all inflated to the recommended pressure?
- *Weather Forecasts:* What's the weather outlook along your route? Should you delay your trip a short time to avoid a major storm system?
- *Maps:* Do you have up-to-date maps?

Highway Hypnosis

Is there actually such a condition as "highway hypnosis"? Or is it just plain falling asleep at the wheel? Call it highway hypnosis, lack of awareness, or whatever.

There is something about an easy stretch of road with the same scenery, along with the hum of the tires on the road, the drone of the engine, and the rush of the wind against the vehicle that can make you sleepy. Don't let it happen to you! If it does, your vehicle can leave the road in *less than a second*, and you could crash and be injured.

What can you do about highway hypnosis? First, be aware that it can happen.

Then here are some tips:

- Make sure your vehicle is well ventilated, with a comfortably cool interior.
- Keep your eyes moving. Scan the road ahead and to the sides. Check your mirrors and your instruments frequently.
- If you get sleepy, pull off the road into a rest, service, or parking area and take a nap, get some exercise, or both. For safety, treat drowsiness on the highway as an emergency.


Hill and Mountain Roads



Driving on steep hills or mountains is different from driving in flat or rolling terrain.

If you drive regularly in steep country, or if you're planning to visit there, here are some tips that can make your trips safer and more enjoyable. (See "Off-Road Driving" in the Index for information about driving off-road.)

- Keep your vehicle in good shape. Check all fluid levels and also the brakes, tires, cooling system and transmission. These parts can work hard on mountain roads.
- Know how to go down hills. The most important thing to know is this: let your engine do some of the slowing down. Shift to a lower gear when you go down a steep or long hill.

 **CAUTION:**

If you don't shift down, your brakes could get so hot that they wouldn't work well. You would then have poor braking or even none going down a hill. You could crash. Shift down to let your engine assist your brakes on a steep downhill slope.

 **CAUTION:**

Coasting downhill in NEUTRAL (N) or with the ignition off is dangerous. Your brakes will have to do all the work of slowing down. They could get so hot that they wouldn't work well. You could crash. Always have your engine running and your vehicle in gear when you go downhill.

- Know how to go uphill. You may want to shift down to a lower gear. The lower gears help cool your engine and transmission, and you can climb the hill better.
- Stay in your own lane when driving on two-lane roads in hills or mountains. Don't swing wide or cut across the center of the road. Drive at speeds that let you stay in your own lane.
- As you go over the top of a hill, be alert. There could be something in your lane, like a stalled car or an accident.
- You may see highway signs on mountains that warn of special problems. Examples are long grades, passing or no-passing zones, a falling rocks area, or winding roads. Be alert to these and take appropriate action.

Winter Driving



Include an ice scraper, a small brush or broom, a supply of windshield washer fluid, a rag, some winter outer clothing, a small shovel, a flashlight, a red cloth, and a couple of reflective warning triangles. And, if you will be driving under severe conditions, include a small bag of sand, a piece of old carpet or a couple of burlap bags to help provide traction. Be sure you properly secure these items in your vehicle.

Driving on Snow or Ice

Most of the time, those places where your tires meet the road probably have good traction.

However, if there is snow or ice between your tires and the road, you can have a very slippery situation. You'll have a lot less traction or "grip" and will need to be very careful.

Here are some tips for winter driving:

- Have your Geo in good shape for winter. Be sure your engine coolant mix is correct.
- You may want to put winter emergency supplies in your vehicle.



What's the worst time for this? "Wet ice." Very cold snow or ice can be slick and hard to drive on. But wet ice can be even more trouble because it may offer the least traction of all. You can get "wet ice" when it's about freezing (32°F; 0°C) and freezing rain begins to fall. Try to avoid driving on wet ice until salt and sand crews can get there.

Whatever the condition -- smooth ice, packed, blowing or loose snow -- drive with caution.

Accelerate gently. Try not to break the fragile traction. If you accelerate too fast, the drive wheels will spin and polish the surface under the tires even more.

Your anti-lock brakes improve your ability to make a hard stop on a slippery road. Even though you have an anti-lock braking system, you'll want to begin stopping sooner than you would on dry pavement. See "Anti-Lock" in the Index.

- Allow greater following distance on any slippery road.
- Watch for slippery spots. The road might be fine until you hit a spot that's covered with ice. On an otherwise clear road, ice patches may appear in shaded areas where the sun can't reach: around clumps of trees, behind buildings, or under bridges. Sometimes the surface of a curve or an overpass may remain icy when the surrounding roads are clear. If you see a patch of ice ahead of you, brake before you are on it. Try not to brake while you're actually on the ice, and avoid sudden steering maneuvers.

If You're Caught in a Blizzard



If you are stopped by heavy snow, you could be in a serious situation. You should probably stay with your vehicle unless you know for sure that you are near help and you can hike through the snow. Here are some things to do to summon help and keep yourself and your passengers safe: Turn on your hazard flashers. Tie a red

cloth to your vehicle to alert police that you've been stopped by the snow. Put on extra clothing or wrap a blanket around you. If you have no blankets or extra clothing, make body insulators from newspapers, burlap bags, rags, floor mats -- anything you can wrap around yourself or tuck under your clothing to keep warm.

You can run the engine to keep warm, but be careful.

CAUTION:

Snow can trap exhaust gases under your vehicle. This can cause deadly CO (carbon monoxide) gas to get inside. CO could overcome you and kill you. You can't see it or smell it, so you might not know it is in your vehicle. Clear away snow from around the base of your vehicle, especially any that is blocking your exhaust pipe. And check around again from time to time to be sure snow doesn't collect there.

Open a window just a little on the side of the vehicle that's away from the wind. This will help keep CO out.



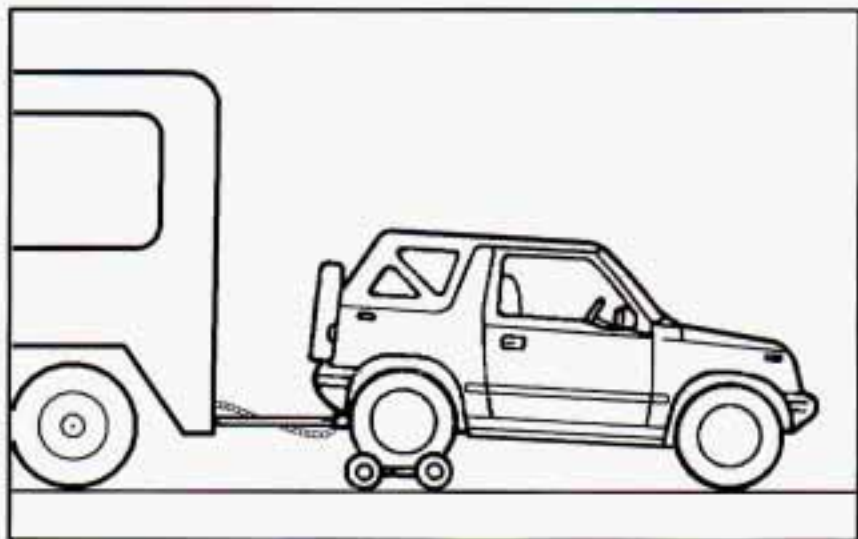
Run your engine only as long as you must. This saves fuel. When you run the engine, make it go a little faster than just idle. That is, push the accelerator slightly. This uses less fuel for the heat that you get and it keeps the battery charged. You will need a well-charged battery to restart the vehicle, and possibly for signaling later on with your headlamps. Let the heater run for awhile.

Then, shut the engine off and close the window almost all the way to preserve the heat. Start the engine again and repeat this only when you feel really uncomfortable from the cold. But do it as little as possible. Preserve the fuel as long as you can. To help keep warm, you can get out of the vehicle and do some fairly vigorous exercises every half hour or so until help comes.

Recreational Vehicle Towing

There may be times when you want to tow your Geo behind another vehicle for use at your destination. Be sure to use the proper towing equipment designed for recreational towing. Follow the instructions for the towing equipment.

Towing Your Geo from the Rear



The best way to tow your Geo is from the rear. Follow these steps:

1. Put the rear wheels on a dolly.

NOTICE:

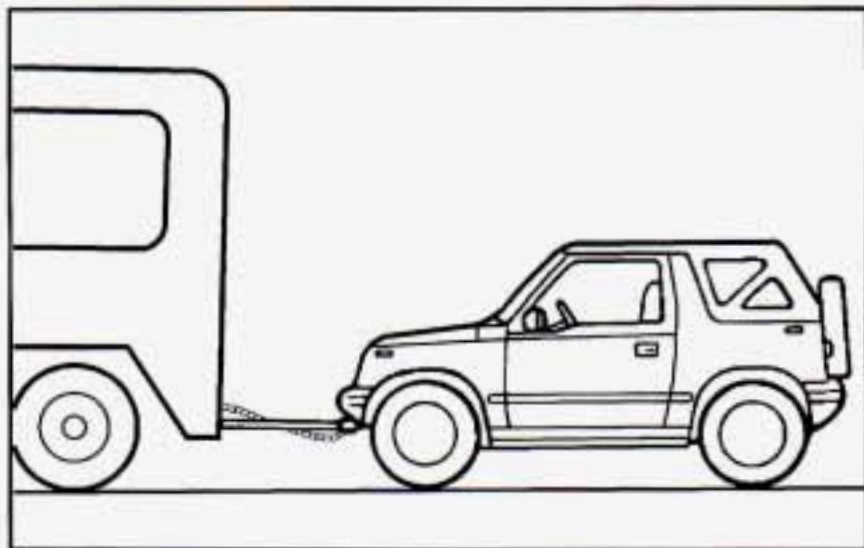
Do not tow your Geo with the rear wheels in contact with the ground, or the transmission could be damaged.

2. Set the parking brake.
3. If your Geo is a four-wheel-drive vehicle, set your manual freewheeling hubs to FREE or unlock your automatic freewheeling hubs. See "Four-Wheel Drive" in the Index.
4. Turn the ignition key to ACC to unlock the steering wheel.
5. Clamp the steering wheel in a straight-ahead position, with a clamping device designed for towing.
6. Release the parking brake.

NOTICE:

Make sure that the towing speed does not exceed 55 mph (90 km/h), or your Geo could be badly damaged.

Towing Your Geo from the Front



NOTICE:

If your vehicle has automatic freewheeling hubs or two-wheel drive, do not tow it on all four wheels. If you do, your transmission could be damaged.

If you have a four-wheel-drive vehicle with manual freewheeling hubs, it can be towed from the front with all four wheels on the ground. Follow these steps:

1. Set the parking brake.
2. Turn the ignition key to ACC to unlock the steering wheel.
3. Shift your automatic transmission into PARK (P), or your manual transmission into SECOND (2).
4. Shift the transfer case to NEUTRAL (N).
5. Set the hubs to FREE. See "Four-Wheel Drive" in the Index.
6. Release the parking brake.

Stop towing every 200 miles (300 km) and start the engine. Leave the transfer case shift lever in NEUTRAL (N). Shift your automatic transmission to DRIVE (D); leave a manual transmission in SECOND (2) with the clutch engaged. Run the engine at medium speed for one minute to circulate the oil in the transfer case. Turn the ignition key to ACC. Now, you can continue towing your Geo.

NOTICE:

The front wheels transmit shocks during towing. The steering column may not be strong enough to withstand the shocks. Always unlock the steering wheel before towing.

NOTICE:

Make sure that the towing speed does not exceed 50 mph (80 km/h), or your Geo could be badly damaged.

Loading Your Vehicle

TIRE PLACARD			
	GVWR	GVWR FRT	GAWR RR
LB/Kg			
TIRES			
RIMS			
INFLATION PRESSURE COLD PSI/kPa			

Two labels on your vehicle show how much weight it may properly carry. The Tire-Loading Information label found on the driver's door lock pillar tells you the proper size, speed rating and recommended inflation pressures for the tires on your vehicle. It also gives you important information about the number of people that can be in your vehicle and the total weight that you can carry. This weight is called the Vehicle Capacity Weight and includes the weight of all occupants, cargo, and all nonfactory-installed options.



The other label is the Certification label, also found on the driver's door lock pillar. It tells you the gross weight capacity of your vehicle, called the GVWR (Gross Vehicle Weight Rating). The GVWR includes the weight of the vehicle, all occupants, fuel and cargo. Never exceed the GVWR for your vehicle, or the Gross Axle Weight Rating (GAWR) for either the front or rear axle.

And, if you do have a heavy load, you should spread it out. Don't carry more than 400 pounds (181 kilograms) in your rear area when four people are in your two-wheel drive vehicle. If you have a four-wheel drive vehicle, don't carry more than 200 pounds (91 kilograms) in your rear area when four people are in your vehicle.

 **CAUTION:**

Do not load your vehicle any heavier than the GVWR, or either the maximum front or rear GAWR. If you do, parts on your vehicle can break, or it can change the way your vehicle handles. These could cause you to lose control. Also, overloading can shorten the life of your vehicle.

NOTICE:

Your warranty does not cover parts or components that fail because of overloading.

If you put things inside your vehicle -- like suitcases, tools, packages or anything else -- they will go as fast as the vehicle goes. If you have to stop or turn quickly, or if there is a crash, they'll keep going.

CAUTION:

Things you put inside your vehicle can strike and injure people in a sudden stop or turn, or in a crash.

- Put things in the cargo area of your vehicle. Try to spread the weight evenly.
- Never stack heavier things, like suitcases, inside the vehicle so that some of them are above the tops of the seats.
- Don't leave an unsecured child restraint in your vehicle.
- When you carry something inside the vehicle, secure it whenever you can.
- Don't leave a seat folded down unless you need to.

There's also important loading information for off-road driving in this manual. See "Loading Your Vehicle" in the Index.

Towing a Trailer

CAUTION:

If you don't use the correct equipment and drive properly, you can lose control when you pull a trailer. For example, if the trailer is too heavy, the brakes may not work well -- or even at all. You and your passengers could be seriously injured. Pull a trailer only if you have followed all the steps in this section. Ask your Chevrolet/Geo dealer for advice and information about towing a trailer with your vehicle.

NOTICE:

Pulling a trailer improperly can damage your vehicle and result in costly repairs not covered by your warranty. To pull a trailer correctly, follow the advice in this part, and see your Chevrolet/Geo dealer for important information about towing a trailer with your vehicle.

Your vehicle can tow a trailer. To identify what the vehicle trailering capacity is for your vehicle, you should read the information in "Weight of the Trailer" that appears later in this section. But trailering is different than just driving your vehicle by itself. Trailering means changes in handling, durability, and fuel economy. Successful, safe trailering takes correct equipment, and it has to be used properly.

That's the reason for this section. In it are many time-tested, important trailering tips and safety rules. Many of these are important for your safety and that of your passengers. So please read this section carefully before you pull a trailer.

Load-pulling components such as the engine, transmission, wheel assemblies, and tires are forced to work harder against the drag of the added weight. The engine is required to operate at relatively higher speeds and under greater loads, generating extra heat. What's more, the trailer adds considerably to wind resistance, increasing the pulling requirements.

If You Do Decide To Pull A Trailer

If you do, here are some important points.

- There are many different laws, including speed limit restrictions, having to do with trailering. Make sure your rig will be legal, not only where you live but also where you'll be driving. A good source for this information can be state or provincial police.
- Consider using a sway control. You can ask a hitch dealer about sway controls.
- Don't tow a trailer at all during the first 500 miles (800 km) your new vehicle is driven. Your engine, axle or other parts could be damaged.
- Then, during the first 500 miles (800 km) that you tow a trailer, don't drive over 50 mph (80 km/h) and don't make starts at full throttle. This helps your engine and other parts of your vehicle wear in at the heavier loads.
- If you have an automatic transmission, you should use DRIVE (D) (or, as you need to, a lower gear) when towing a trailer. Operating your vehicle in DRIVE (D) when towing a trailer will minimize heat build-up and extend the life of your transmission. If you have a manual transmission and you are towing a trailer, it's better not to use FIFTH (5) gear. Just drive in FOURTH (4) gear (or, as you need to, a lower gear).

Three important considerations have to do with weight:

Weight of the Trailer

How heavy can a trailer safely be?

It should never weigh more than 1,000 pounds (450 kg). But even that can be too heavy.

It depends on how you plan to use your rig. For example, speed, altitude, road grades, outside temperature and how much your vehicle is used to pull a trailer are all important. And, it can also depend on any special equipment that you have on your vehicle.

You can ask your dealer for our trailering information or advice, or you can write us at:

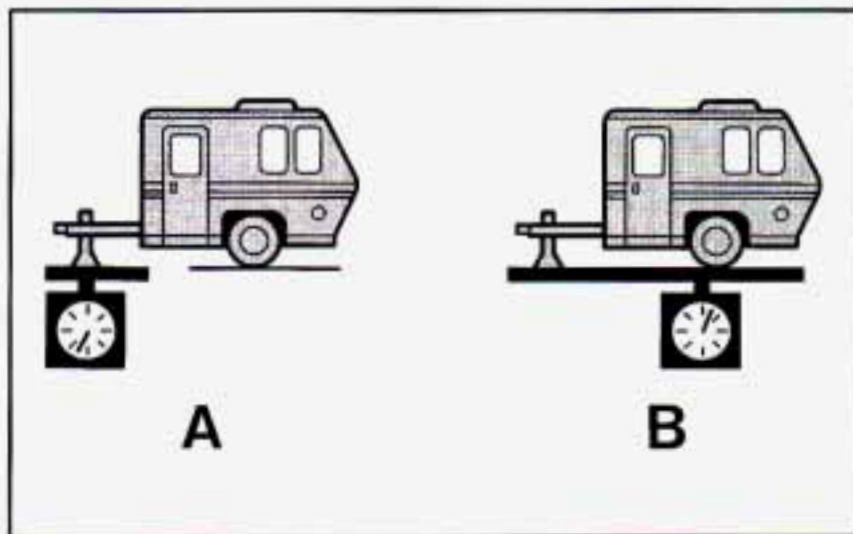
Customer Assistance Department
Chevrolet/Geo
P.O. Box 7047
Troy, MI 48007-7047

In Canada, write to:

General Motors of Canada Limited
Customer Assistance Center
1908 Colonel Sam Drive
Oshawa, Ontario L1H 8P7

Weight of the Trailer Tongue

The tongue load (A) of any trailer is an important weight to measure because it affects the total or gross weight of your vehicle. The gross vehicle weight (GVW) includes the curb weight of the vehicle, any cargo you may carry in it, and the people who will be riding in the vehicle. And if you will tow a trailer, you must add the tongue load to the GVW because your vehicle will be carrying that weight, too. See "Loading Your Vehicle" in the Index for more information about your vehicle's maximum load capacity.



If you're using a "dead-weight" hitch, the trailer tongue (A) should weigh 10% of the total loaded trailer weight (B). If you have a "weight-distributing" hitch, the trailer tongue (A) should weigh 12% of the total loaded trailer weight (B).

After you've loaded your trailer, weigh the trailer and then the tongue, separately, to see if the weights are proper. If they aren't, you may be able to get them right simply by moving some items around in the trailer.

Total Weight on Your Vehicle's Tires

Be sure your vehicle's tires are inflated to the limit for cold tires. You'll find these numbers on the Certification label at the rear edge of the driver's door or see "Tire Loading" in the Index. Then be sure you don't go over the GVW limit for your vehicle, including the weight of the trailer tongue.

Hitches

It's important to have the correct hitch equipment. Crosswinds, large trucks going by, and rough roads are a few reasons why you'll need the right hitch. Here are some rules to follow:

- If you use a step bumper hitch, and your trailer tongue has a V-shaped foot, your bumper could be damaged in sharp turns. Check the distance from the front edge of the foot to the middle of the hitch ball socket. If the distance is less than 12 inches, take the foot off the trailer tongue.

Safety Chains

You should always attach chains between your vehicle and your trailer. Cross the safety chains under the tongue of the trailer so that the tongue will not drop to the road if it becomes separated from the hitch. Instructions about safety chains may be provided by the hitch manufacturer or by the trailer manufacturer. Follow the manufacturer's recommendation for attaching safety chains and do not attach them to the bumper. Always leave just enough slack so you can turn with your rig. And, never allow safety chains to drag on the ground.

Trailer Brakes

If your trailer weighs more than 1,000 pounds (450 kg) loaded, then it needs its own brakes -- and they must be adequate. Be sure to read and follow the instructions for the trailer brakes so you'll be able to install, adjust and maintain them properly.

- Don't tap into your vehicle's brake system if the trailer's brake system will use more than 0.02 cubic inch (0.3 cc) of fluid from your vehicle's master cylinder. If it does, both systems won't work well. You could even lose your brakes.
- Will the trailer brake parts take 3,000 psi (20 650 kPa) of pressure? If not, the trailer brake system must not be used with your vehicle.
- If everything checks out this far, then make the brake fluid tap at the port on the master cylinder that sends fluid to the rear brakes. But don't use copper tubing for this. If you do, it will bend and finally break off. Use steel brake tubing.

Driving with a Trailer

Towing a trailer requires a certain amount of experience. Before setting out for the open road, you'll want to get to know your rig. Acquaint yourself with the feel of handling and braking with the added weight of the trailer. And always keep in mind that the vehicle you are driving is now a good deal longer and not nearly as responsive as your vehicle is by itself.

Before you start, check the trailer hitch and platform (and attachments), safety chains, electrical connector, lamps, tires and mirror adjustment. If the trailer has electric brakes, start your vehicle and trailer moving and then apply the trailer brake controller by hand to be sure the brakes are working. This lets you check your electrical connection at the same time.

During your trip, check occasionally to be sure that the load is secure, and that the lamps and any trailer brakes are still working.

Following Distance

Stay at least twice as far behind the vehicle ahead as you would when driving your vehicle without a trailer. This can help you avoid situations that require heavy braking and sudden turns.

Passing

You'll need more passing distance up ahead when you're towing a trailer. And, because you're a good deal longer, you'll need to go much farther beyond the passed vehicle before you can return to your lane.

Backing Up

Hold the bottom of the steering wheel with one hand. Then, to move the trailer to the left, just move that hand to the left. To move the trailer to the right, move your hand to the right. Always back up slowly and, if possible, have someone guide you.

Making Turns

NOTICE:

Making very sharp turns while trailering could cause the trailer to come in contact with the vehicle. Your vehicle could be damaged. Avoid making very sharp turns while trailering.

When you're turning with a trailer, make wider turns than normal. Do this so your trailer won't strike soft shoulders, curbs, road signs, trees, or other objects. Avoid jerky or sudden maneuvers. Signal well in advance.

Turn Signals When Towing a Trailer

When you tow a trailer, your vehicle has to have extra wiring (included in the optional trailering package). The green arrows on your instrument panel will flash whenever you signal a turn or lane change. Properly hooked up, the trailer lamps will also flash, telling other drivers you're about to turn, change lanes or stop.

When towing a trailer, the green arrows on your instrument panel will flash for turns even if the bulbs on the trailer are burned out. Thus, you may think drivers behind you are seeing your signal when they are not. It's important to check occasionally to be sure the trailer bulbs are still working.

Driving On Grades

Reduce speed and shift to a lower gear *before* you start down a long or steep downgrade. If you don't shift down, you might have to use your brakes so much that they would get hot and no longer work well.

On a long uphill grade, shift down and reduce your speed to around 45 mph (70 km/h) to reduce the possibility of engine and transmission overheating.

If you are towing a trailer and you have a manual transmission with fifth gear, you may prefer not to use fifth gear. Just drive in fourth gear (or, as you need to, a lower gear).

Parking on Hills

You really should not park your vehicle, with a trailer attached, on a hill. If something goes wrong, your rig could start to move. People can be injured, and both your vehicle and the trailer can be damaged.

But if you ever have to park your rig on a hill, here's how to do it:

1. Apply your regular brakes, but don't shift into PARK (P) yet, or into gear for a manual transmission.
2. Have someone place chocks under the trailer wheels.
3. When the wheel chocks are in place, release the regular brakes until the chocks absorb the load.
4. Reapply the regular brakes. Then apply your parking brake, and then shift to PARK (P), or REVERSE (R) for a manual transmission.
5. If you have a four-wheel drive vehicle, be sure the transfer case is in a drive gear -- not in NEUTRAL (N).
6. Release the regular brakes.

 **CAUTION:**

It can be dangerous to get out of your vehicle if the shift lever is not fully in PARK (P) with the parking brake firmly set. Your vehicle can roll.

If you have left the engine running, the vehicle can move suddenly. You or others could be injured. To be sure your vehicle won't move, even when you're on fairly level ground, use the steps that follow.

If you have four-wheel drive and your transfer case is in NEUTRAL (N), your vehicle will be free to roll, even if your shift lever is in PARK (P). So, be sure the transfer case is in a drive gear -- not in NEUTRAL (N).

When You Are Ready to Leave After Parking on a Hill

1. Apply your regular brakes and hold the pedal down while you:
 - Start your engine;
 - Shift into a gear; and
 - Release the parking brake.
2. Let up on the brake pedal.
3. Drive slowly until the trailer is clear of the chocks.
4. Stop and have someone pick up and store the chocks.

Maintenance When Trailer Towing

Your vehicle will need service more often when you're pulling a trailer. See the Maintenance Schedule for more on this. Things that are especially important in trailer operation are automatic transmission fluid (don't overfill), engine oil, axle lubricant, belts, cooling system, and brake adjustment. Each of these is covered in this manual, and the Index will help you find them quickly. If you're trailering, it's a good idea to review these sections before you start your trip.

Check periodically to see that all hitch nuts and bolts are tight.

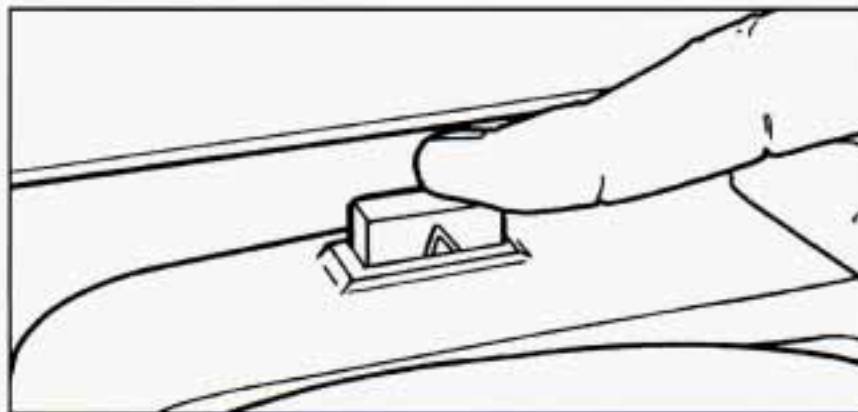
Geo Section 5 Problems on the Road

Here you'll find what to do about some problems that can occur on the road.

Hazard Warning Flashers



Your hazard warning flashers let you warn others. They also let police know you have a problem. Your front and rear turn signal lamps will flash on and off.



Press the button in to make your front and rear turn signal lamps flash on and off.

Your hazard warning flashers work no matter what position your key is in, and even if the key isn't in.

To turn off the flashers, push the switch again.

When the hazard warning flashers are on, your turn signals won't work.

Other Warning Devices

If you carry reflective triangles, you can set one up at the side of the road about 300 feet (100 m) behind your vehicle.

Jump Starting

If your battery has run down, you may want to use another vehicle and some jumper cables to start your Geo. But please follow the steps below to do it safely.

CAUTION:

Batteries can hurt you. They can be dangerous because:

- They contain acid that can burn you.
- They contain gas that can explode or ignite.
- They contain enough electricity to burn you.

If you don't follow these steps exactly, some or all of these things can hurt you.

NOTICE:

Ignoring these steps could result in costly damage to your vehicle that wouldn't be covered by your warranty.

Trying to start your Geo by pushing or pulling it could damage your vehicle, even if you have a manual transmission. And if you have an automatic transmission, it won't start that way.

To Jump Start Your Geo:

1. Check the other vehicle. It must have a 12-volt battery with a negative ground system.

NOTICE:

If the other system isn't a 12-volt system with a negative ground, both vehicles can be damaged.

2. Get the vehicles close enough so the jumper cables can reach, but be sure the vehicles aren't touching each other. If they are, it could cause a ground connection you don't want. You wouldn't be able to start your Geo, and the bad grounding could damage the electrical systems.

3. Turn off the ignition on both vehicles. Turn off all lamps that aren't needed, and radios. This will avoid sparks and help save both batteries. And it could save your radio!

NOTICE:

If you leave your radio on, it could be badly damaged. The repairs wouldn't be covered by your warranty.

4. Open the hoods and locate the batteries. Find the positive (+) and negative (-) terminals on each battery.



CAUTION:

An electric fan can start up even when the engine is not running and can injure you. Keep hands, clothing and tools away from any underhood electric fan.



CAUTION:

Using a match near a battery can cause battery gas to explode. People have been hurt doing this, and some have been blinded. Use a flashlight if you need more light.

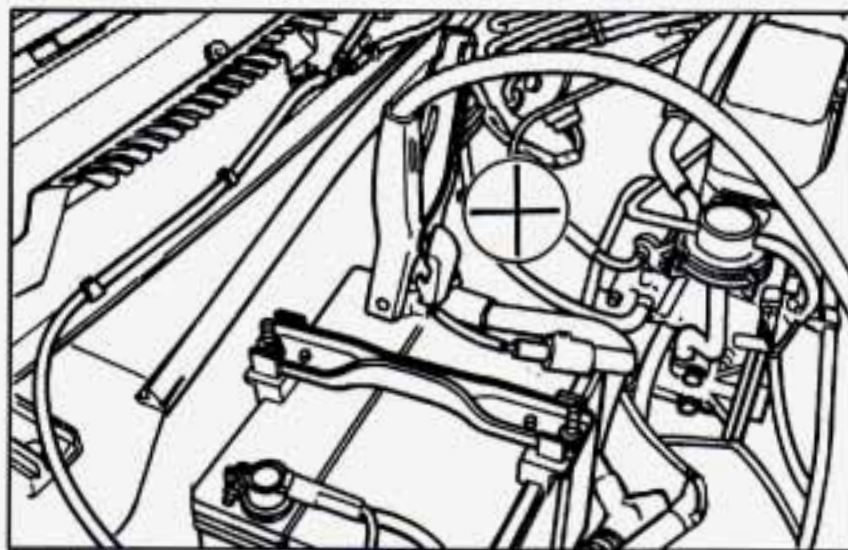
Be sure the battery has enough water. You don't need to add water to the Delco Freedom[®] battery installed in every new GM vehicle. But if a battery has filler caps, be sure the right amount of fluid is there. If it is low, add water to take care of that first. If you don't, explosive gas could be present.

Battery fluid contains acid that can burn you. Don't get it on you. If you accidentally get it in your eyes or on your skin, flush the place with water and get medical help immediately.

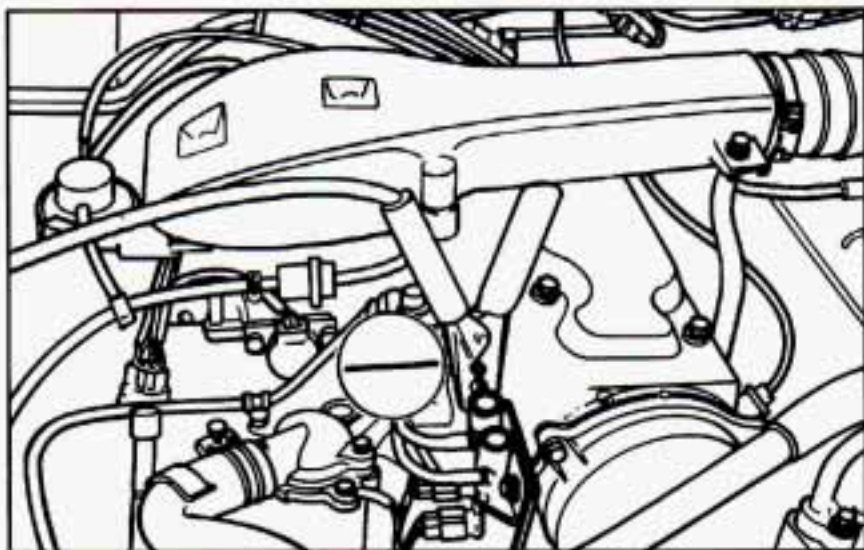
5. Check that the jumper cables don't have loose or missing insulation. If they do, you could get a shock. The vehicles could be damaged, too.

⚠ CAUTION:

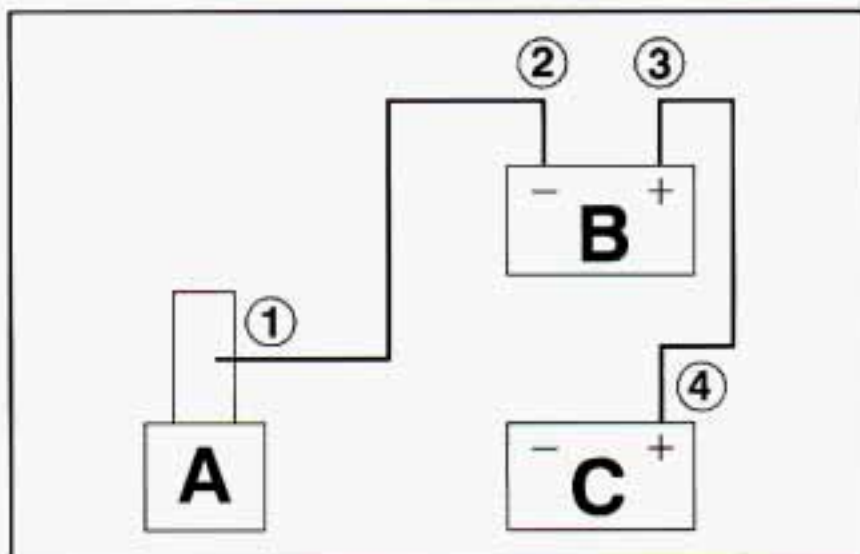
Fans or other moving engine parts can injure you badly. Keep your hands away from moving parts once the engines are running.



6. Positive (+) goes to positive (+) and negative (-) goes to negative (-) or a metal engine part. Connect the red positive (+) cable to the positive (+) terminal of the vehicle with the dead battery. Use a remote positive (+) terminal if the vehicle has one.
7. Don't let the other end touch metal. Connect it to the positive (+) terminal of the good battery. Use a remote positive (+) terminal if the vehicle has one.
8. Now connect the black negative (-) cable to the good battery's negative (-) terminal. Don't let the other end touch anything until the next step.

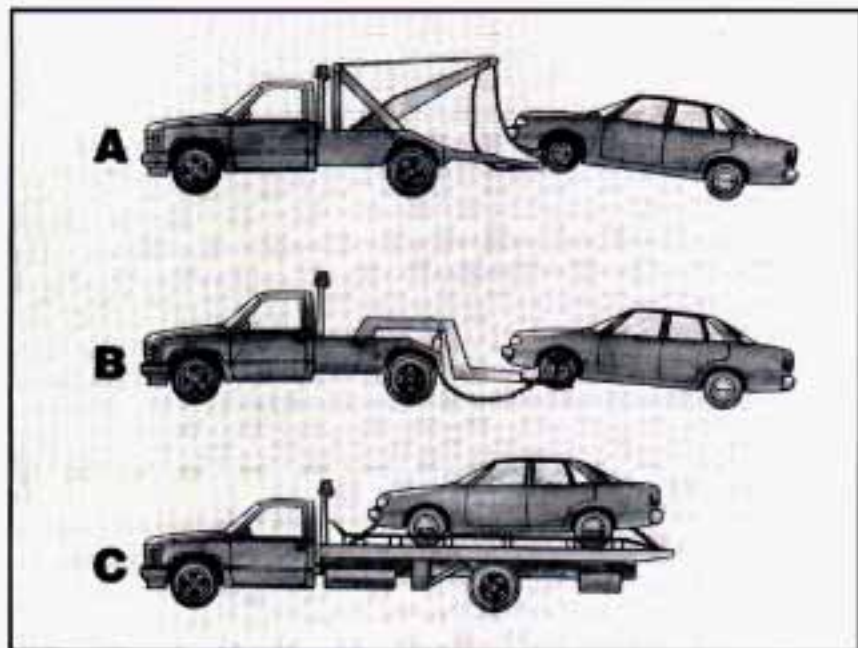


9. The other end of the negative cable doesn't go to the dead battery. It goes to a heavy unpainted metal part on the engine of the vehicle with the dead battery. Attach the cable at least 18 inches (45 cm) away from the dead battery, but not near engine parts that move. The electrical connection is just as good there, but the chance of sparks getting back to the battery is much less.
10. Now start the vehicle with the good battery and run the engine for a while.
11. Try to start the vehicle with the dead battery. If it won't start after a few tries, it probably needs service.



12. Remove the cables in reverse order to prevent electrical shorting. Take care that they don't touch each other or any other metal.
 - A. Heavy Metal Engine Part
 - B. Good Battery
 - C. Dead Battery

Towing Your Vehicle



Try to have a GM dealer or a professional towing service tow your Geo. The usual towing equipment is a sling-type (A) or a wheel-lift (B) or car carrier (C) tow truck.

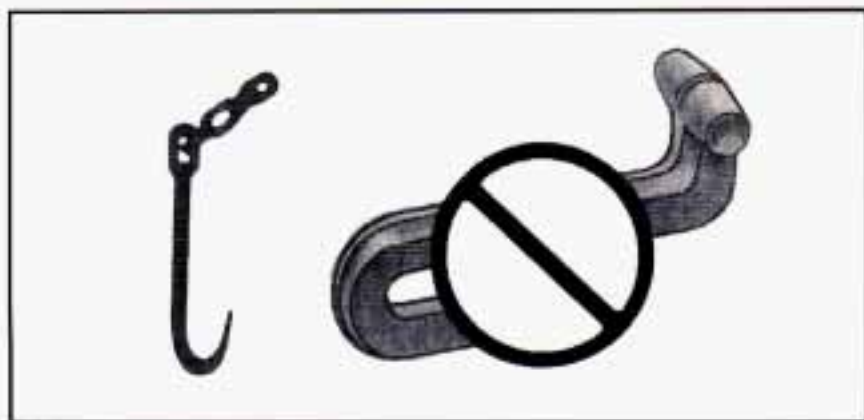
If your vehicle has been changed or modified since it was factory-new by adding aftermarket items like fog lamps, aero skirting, or special tires and wheels, these instructions and illustrations may not be correct.

Before you do anything, turn on the hazard warning flashers.

When you call, tell the towing service:

- A dolly must be used when towing from the front.
- That your vehicle has rear-wheel drive, or that it has the four-wheel-drive option.
- The make, model, and year of your vehicle.
- Whether you can still move the shift lever for the transmission and transfer case, if you have one.
- If there was an accident, what was damaged.

When the towing service arrives, let the tow operator know that this manual contains detailed towing instructions and illustrations. The operator may want to see them.



⚠ CAUTION:

To help avoid injury to you or others:

- **Never let passengers ride in a vehicle that is being towed.**
- **Never tow faster than safe or posted speeds.**
- **Never tow with damaged parts not fully secured.**
- **Never get under your vehicle after it has been lifted by the tow truck.**
- **Always use separate safety chains on each side when towing a vehicle.**
- **Never use T-hooks. Use J-hooks instead.**

When your vehicle is being towed, have the ignition key off. The steering wheel should be clamped in a straight-ahead position, with a clamping device designed for towing service. Do not use the vehicle's steering column lock for this. The transmission and transfer case, if you have one, should be in NEUTRAL (N) and the parking brake released.

Don't have your vehicle towed with the rear wheels in contact with the ground. If a vehicle must be towed from the rear with sling-type or wheel lift equipment, the rear wheels must be supported on a dolly.

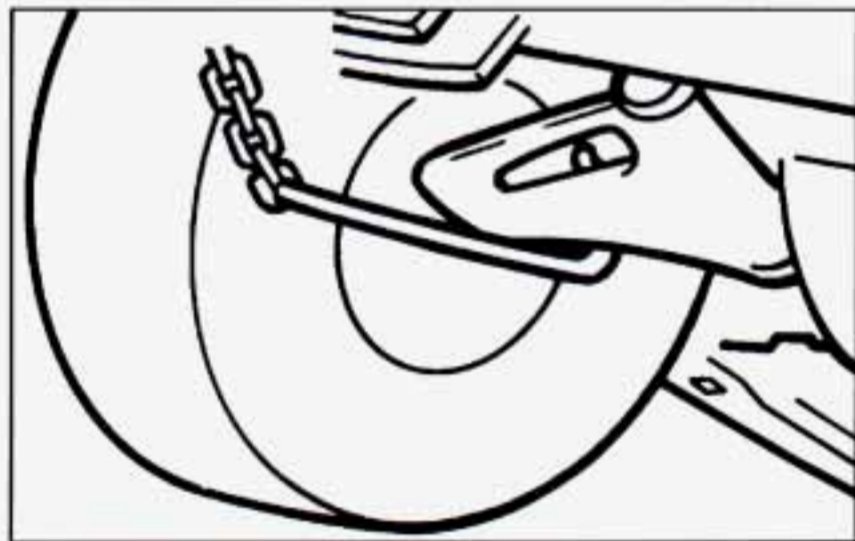
If your vehicle has four-wheel-drive, don't have it towed on the front wheels unless you must. If a vehicle with four-wheel-drive must be towed on the front wheels, set your manual, freewheeling hubs to FREE or unlock your automatic freewheeling hubs, and set your transfer case to two-wheel-drive. If your vehicle must be towed on the front wheels, don't go more than 55 mph (90 km/h).

⚠ CAUTION:

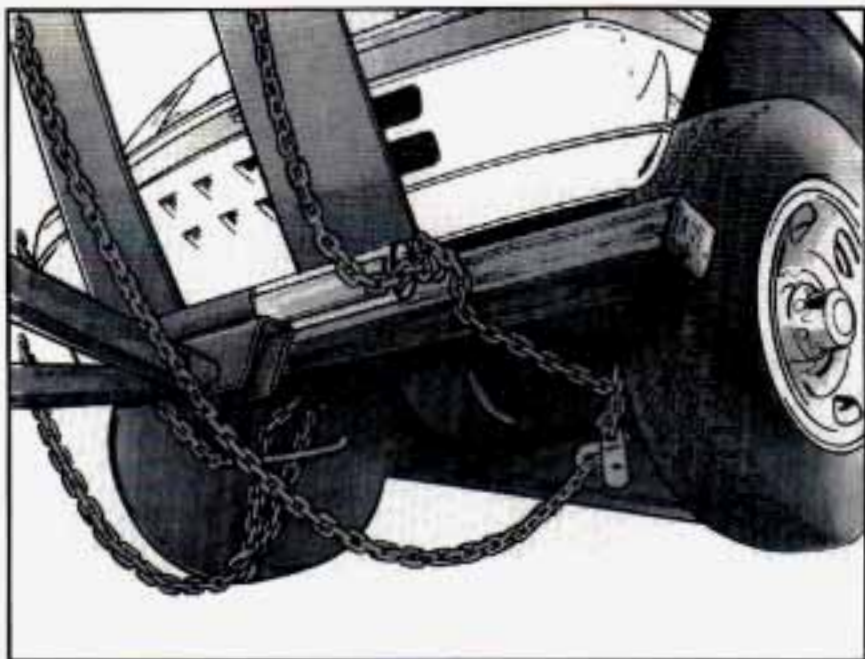
A vehicle can fall from a car carrier if it isn't adequately secured. This can cause a collision, serious personal injury and vehicle damage. The vehicle should be tightly secured with chains or steel cables before it is transported.

Don't use substitutes (ropes, leather straps, canvas webbing, etc.) that can be cut by sharp edges underneath the towed vehicle.

Front Towing Hook-Ups



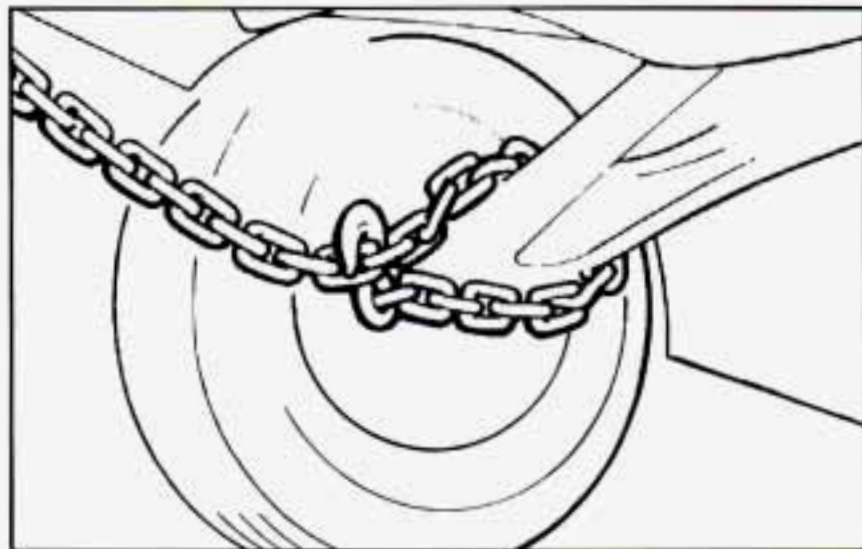
1. Attach J-hooks to the rear of lower control arms inboard of springs.



2. Position a 4x4 wood beam across the sling chains and against lower control arm front attachment brackets. Position the lower sling crossbar in front and against the 4x4 wood beam.

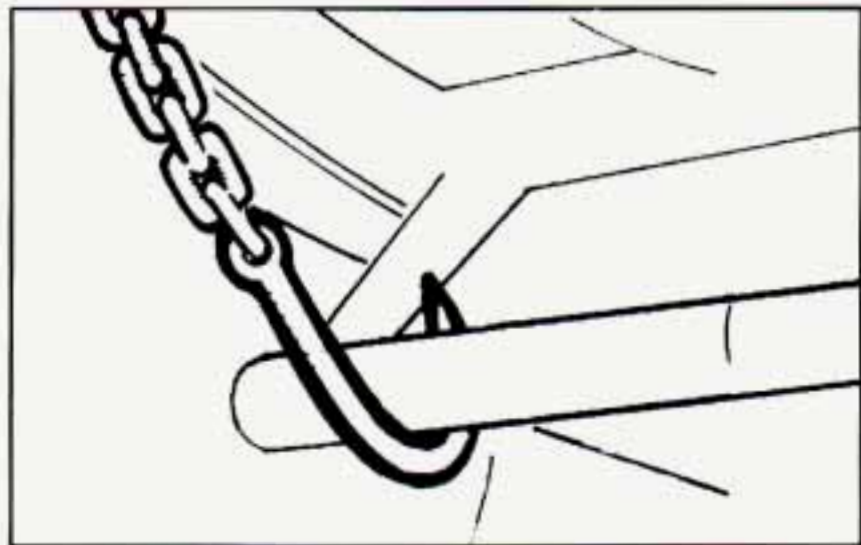
NOTICE:

Dollies are required under the rear wheels or damage will occur.



3. Attach a separate safety chain around the outboard end of each lower control arm.

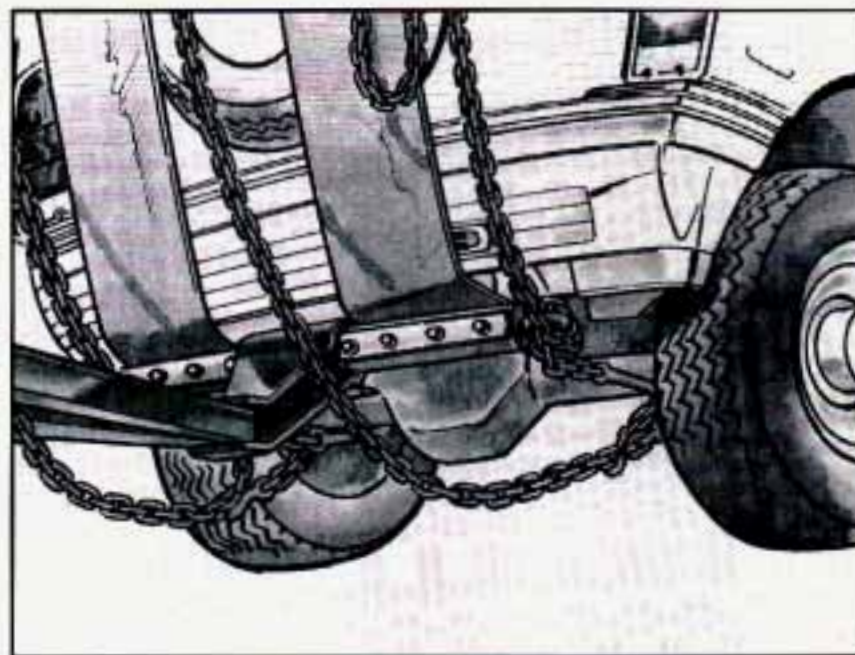
Rear Towing Hook-Ups



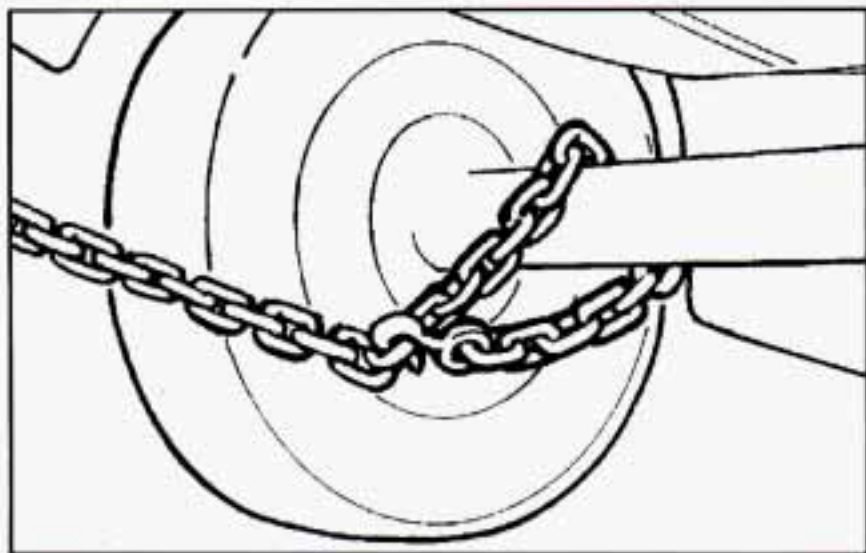
1. Attach J-hooks around the axle tube.

NOTICE:

Take care not to damage the brake pipes on the axle tubes.



2. Position the sling crossbar under and forward of the rear bumper.



3. Attach a separate safety chain around the outboard end of each side of the rear axle.

Engine Overheating

You will find a coolant temperature gage on your Geo instrument panel.

If Steam Is Coming From Your Engine



CAUTION:

Steam from an overheated engine can burn you badly, even if you just open the hood. Stay away from the engine if you see or hear steam coming from it. Just turn it off and get everyone away from the vehicle until it cools down. Wait until there is no sign of steam or coolant before opening the hood.

If you keep driving when your engine is overheated, the liquids in it can catch fire. You or others could be badly burned. Stop your engine if it overheats, and get out of the vehicle until the engine is cool.

NOTICE:

If your engine catches fire because you keep driving with no coolant, your vehicle can be badly damaged. The costly repairs would not be covered by your warranty.

If No Steam Is Coming From Your Engine

If you get the overheat warning but see or hear no steam, the problem may not be too serious. Sometimes the engine can get a little too hot when you:

- Climb a long hill on a hot day.
- Stop after high speed driving.
- Idle for long periods in traffic.
- Tow a trailer.

If you get the overheat warning with no sign of steam, try this for a minute or so:

1. If you have an air conditioner, turn it off.
2. Turn on your heater to full hot at the highest fan speed and open the window as necessary.
3. If you're in a traffic jam, shift to NEUTRAL (N); otherwise, shift to the highest gear while driving -- DRIVE (D) for automatic transmissions.

If you no longer have the overheat warning, you can drive. Just to be safe, drive slower for about ten minutes. If the warning doesn't come back on, you can drive normally.

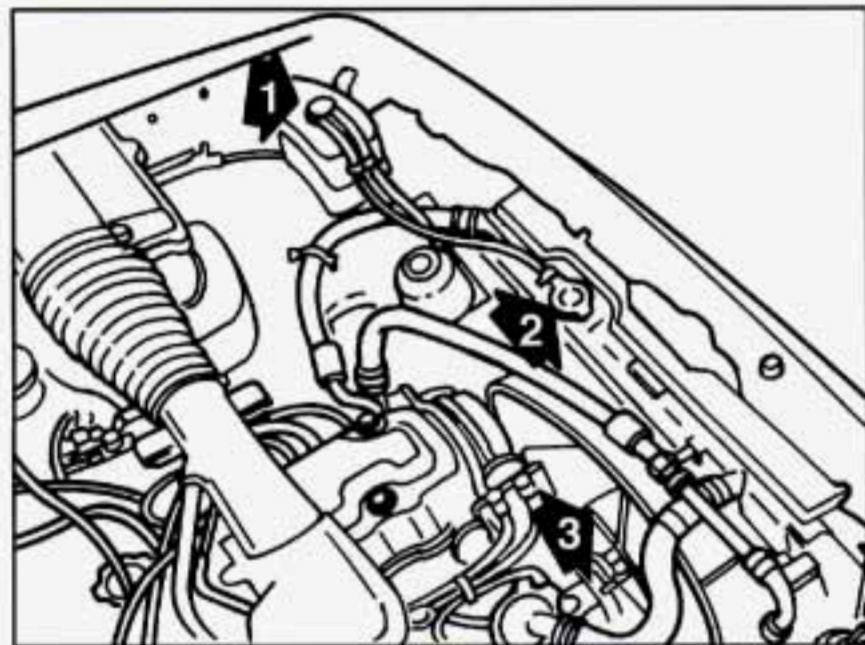
If the warning continues, pull over, stop, and park your vehicle right away.

If there's still no sign of steam, you can idle the engine for two or three minutes while you're parked, to see if the warning

stops. But then, if you still have the warning, *turn off the engine and get everyone out of the vehicle until it cools down.*

You may decide not to lift the hood but to get service help right away.

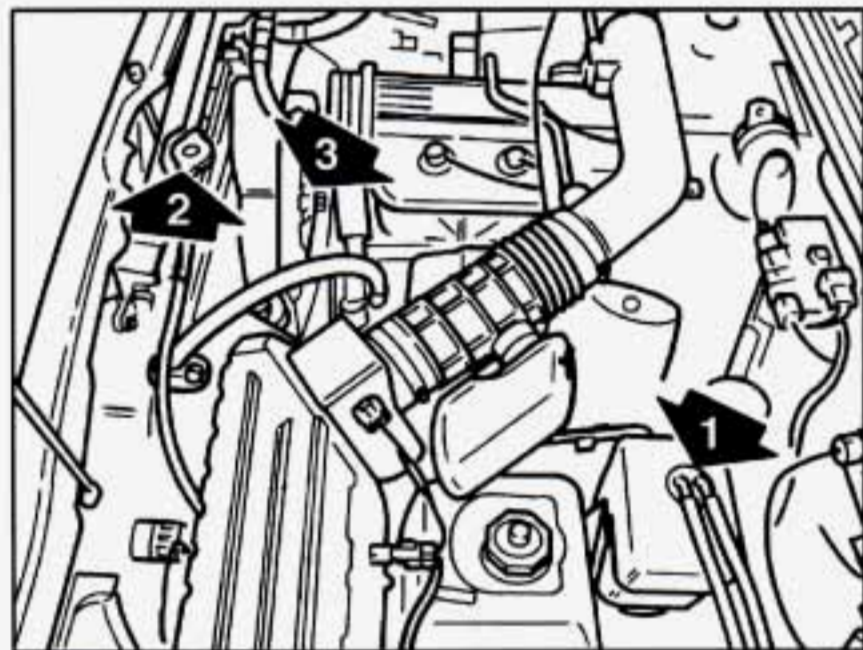
Cooling System



When you decide it's safe to lift the hood, here's what you'll see on the 8-valve engine:

1. Coolant Recovery Tank

2. Radiator Pressure Cap
3. Electric Engine Fan



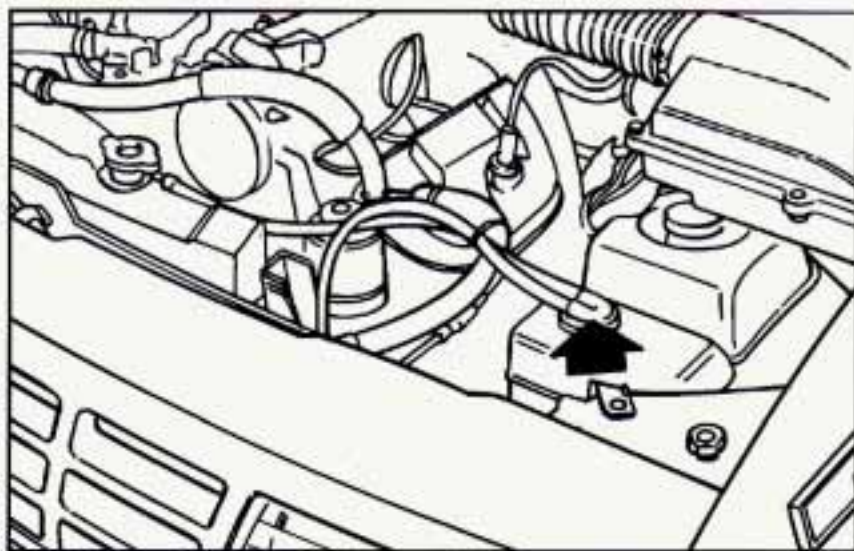
Here's what you'll see on the 16-valve engine:

1. Coolant Recovery Tank
2. Radiator Pressure Cap
3. Electric Engine Fan

⚠ CAUTION:

An electric fan under the hood can start up even when the engine is not running and can injure you. Keep hands, clothing and tools away from any underhood electric fan. Don't reach through the grille to release the underhood lever.

If the coolant inside the coolant recovery tank is boiling, don't do anything else until it cools down.



The coolant level should be at or above FULL. If it isn't, you may have a leak in the radiator hoses, heater hoses, radiator, water pump or somewhere else in the cooling system.

 **CAUTION:**

Heater and radiator hoses, and other engine parts, can be very hot. Don't touch them. If you do, you can be burned.

Don't run the engine if there is a leak. If you run the engine, it could lose all coolant. That could cause an engine fire, and you could be burned. Get any leak fixed before you drive the vehicle.

NOTICE:

Engine damage from running your engine without coolant isn't covered by your warranty.

If there seems to be no leak, with the engine on check to see if the electric engine fan is running. If the engine is overheating, the fan should be running. If it isn't, your vehicle needs service.

How to Add Coolant to the Coolant Recovery Tank

If you haven't found a problem yet, but the coolant level isn't at or above the FULL mark, add a 50/50 mixture of *clean water* (preferably distilled) and a proper antifreeze at the coolant recovery tank. (See "Engine Coolant" in the Index for more information about the proper coolant mix.)

 **CAUTION:**

Adding only plain water to your cooling system can be dangerous. Plain water, or some other liquid like alcohol, can boil before the proper coolant mix will. Your vehicle's coolant warning system is set for the proper coolant mix. With plain water or the wrong mix, your engine could get too hot but you wouldn't get the overheat warning. Your engine could catch fire and you or others could be burned. Use a 50/50 mix of clean water and a proper antifreeze.

NOTICE:

In cold weather, water can freeze and crack the engine, radiator, heater core and other parts. Use the recommended coolant.



⚠ CAUTION:

You can be burned if you spill coolant on hot engine parts. Coolant contains ethylene glycol and it will burn if the engine parts are hot enough. Don't spill coolant on a hot engine.

When the coolant in the coolant recovery tank is at or above the FULL mark, start your vehicle.

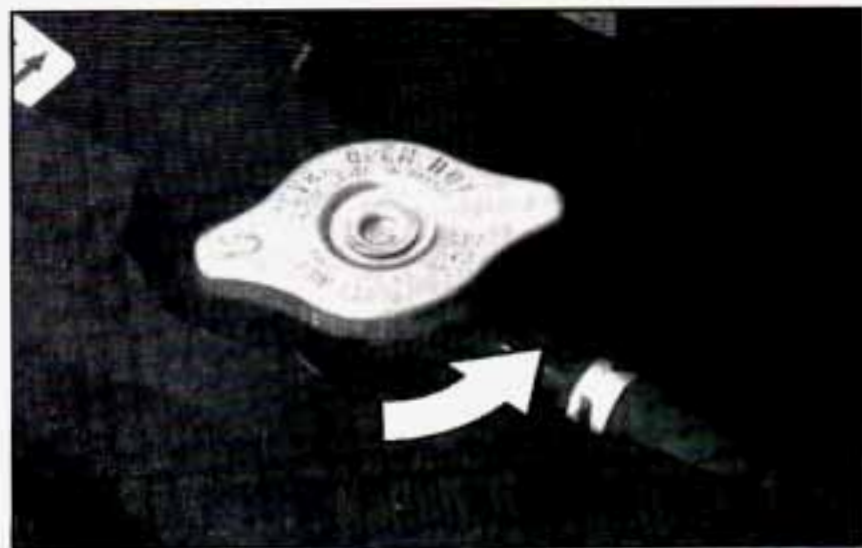
If the overheat warning continues, there's one more thing you can try. You can add the proper coolant mix directly to the radiator, but be sure the cooling system is cool before you do it.

⚠ CAUTION:

Steam and scalding liquids from a hot cooling system can blow out and burn you badly. They are under pressure, and if you turn the radiator pressure cap -- even a little -- they can come out at high speed. Never turn the cap when the cooling system, including the radiator pressure cap, is hot. Wait for the cooling system and radiator pressure cap to cool if you ever have to turn the pressure cap.

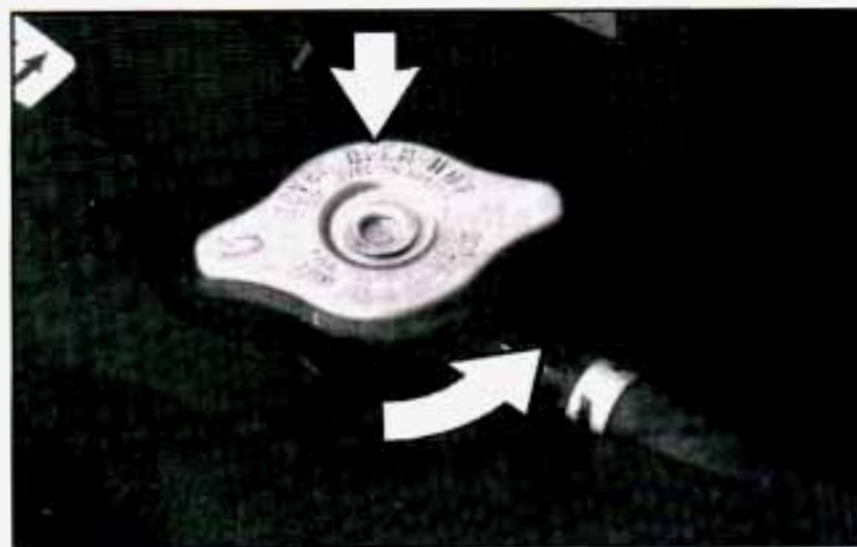


How to Add Coolant to the Radiator



1. You can remove the radiator pressure cap when the cooling system, radiator including the pressure cap and upper radiator hose, is no longer hot. Turn the pressure cap slowly to the left until it first stops. (Don't press down while turning the pressure cap.)

If you hear a hiss, wait for that to stop. A hiss means there is still some pressure left.



2. Then keep turning the pressure cap, but now push down as you turn it. Remove the pressure cap.



3. Fill the radiator with the proper mix, up to the base of the filler neck.



4. Then fill the coolant recovery tank to the FULL mark.
5. Put the cap back on the coolant recovery tank, but leave the radiator pressure cap off.



6. Start the engine and let it run until you can feel the upper radiator hose getting hot. Watch out for the engine fan.
7. By this time the coolant level inside the radiator filler neck may be lower. If the level is lower, add more of the proper mix through the filler neck until the level reaches the base of the filler neck.



8. Then replace the pressure cap. At any time during this procedure if coolant begins to flow out of the filler neck, reinstall the pressure cap. Be sure the arrows on the pressure cap line up like this.

If a Tire Goes Flat

It's unusual for a tire to "blow out" while you're driving, especially if you maintain your tires properly. If air goes out of a tire, it's much more likely to leak out slowly. But if you should ever have a "blowout," here are a few tips about what to expect and what to do:

If a front tire fails, the flat tire will create a drag that pulls the vehicle toward that side. Take your foot off the accelerator pedal and grip the steering wheel firmly. Steer to maintain lane position, then gently brake to a stop well out of the traffic lane.

A rear blowout, particularly on a curve, acts much like a skid and may require the same correction you'd use in a skid. In any rear blowout, remove your foot from the accelerator pedal. Get the vehicle under control by steering the way you want the vehicle to go. It may be very bumpy and noisy, but you can still steer. Gently brake to a stop, well off the road if possible.

If a tire goes flat, the next part shows how to use your jacking equipment to change a flat tire safely.

Changing a Flat Tire

If a tire goes flat, avoid further tire and wheel damage by driving slowly to a level place. Turn on your hazard warning flashers.



CAUTION:

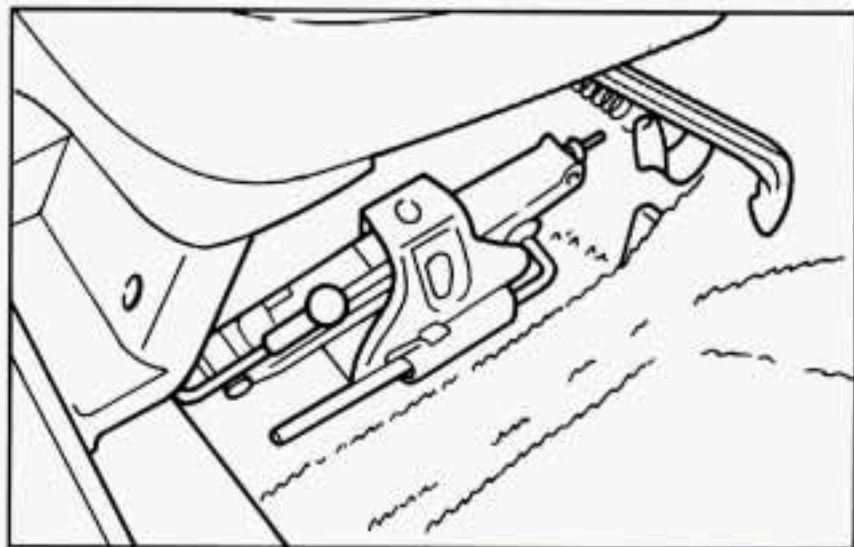
Changing a tire can cause an injury. The vehicle can slip off the jack and roll over you or other people. You and they could be badly injured. Find a level place to change your tire. To help prevent the vehicle from moving:

- 1. Set the parking brake firmly.**
- 2. Put an automatic transmission shift lever in PARK (P) or shift a manual transmission to FIRST (1) or REVERSE (R).**
- 3. If you have a four-wheel-drive vehicle, be sure the transfer case is in a drive gear - not in NEUTRAL (N).**
- 4. Turn off the engine.**

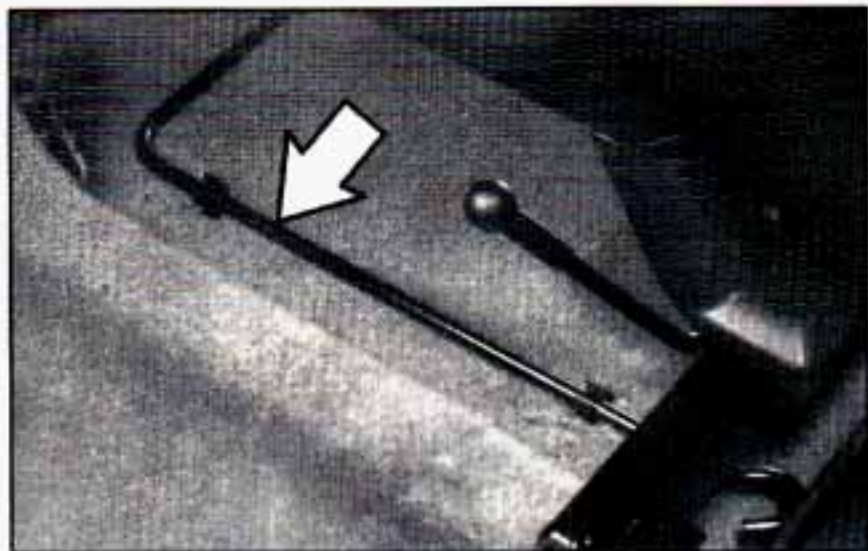
To be even more certain the vehicle won't move, you can put blocks at the front and rear of the tire farthest away from the one being changed. That would be the tire on the other side of the vehicle, at the opposite end.



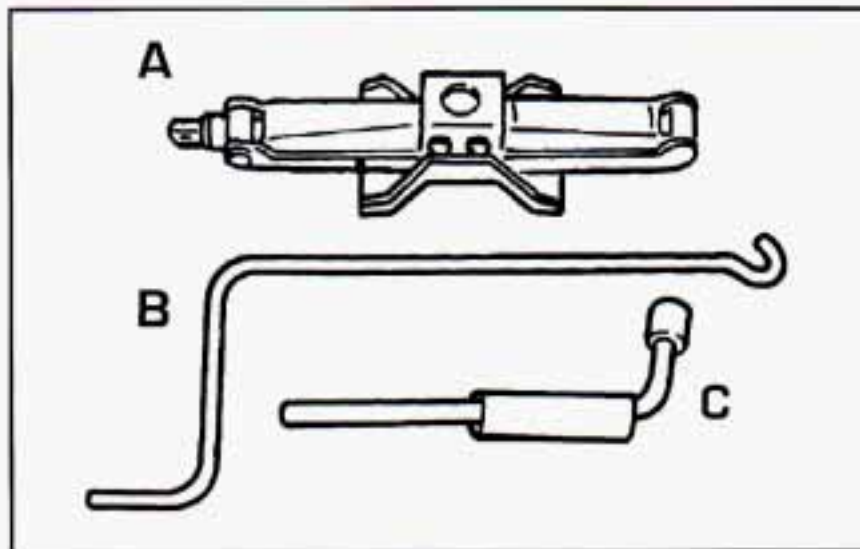
The following steps will tell you how to use the jack and change a tire.



The equipment you'll need is under the front seats. The jack and wheel wrench are under the passenger's seat.



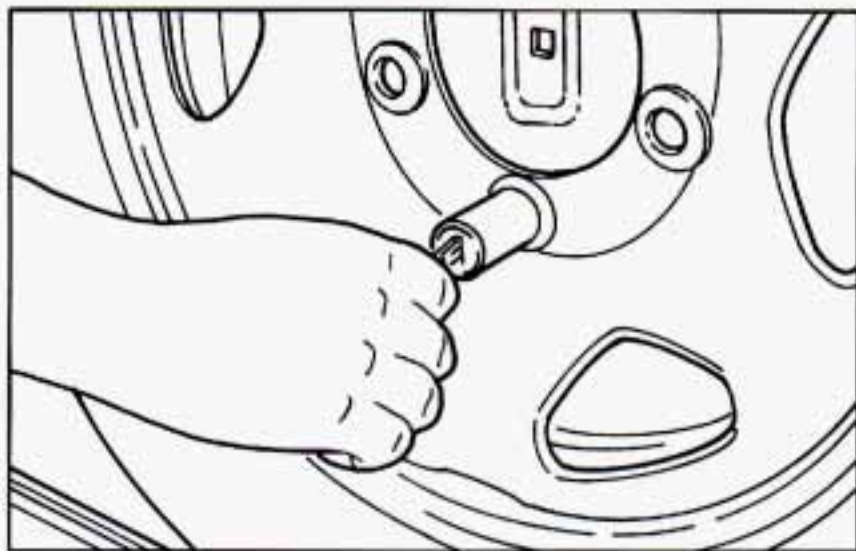
The jack handle is under the driver's seat.



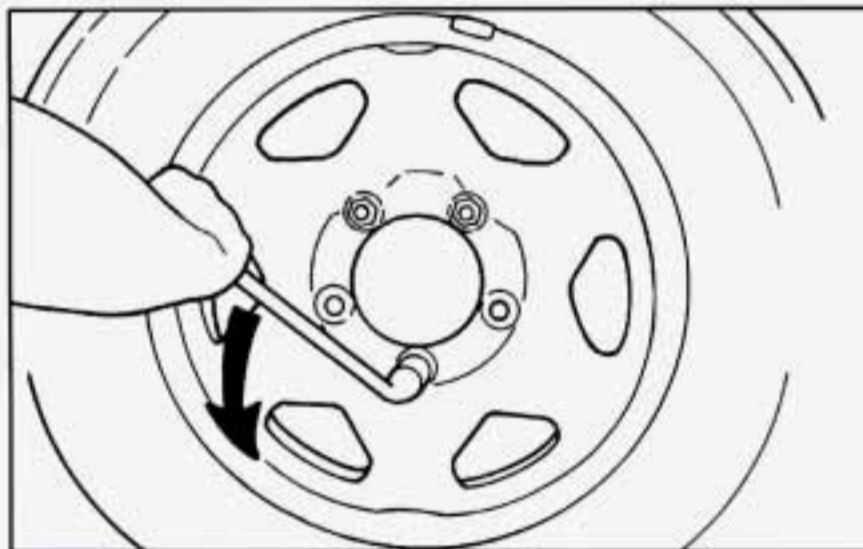
1. Start with the jack (A), jack handle (B) and wheel wrench (C).
2. Attach the jack handle to the jack. Turn the jack handle to the right to raise the lift head.



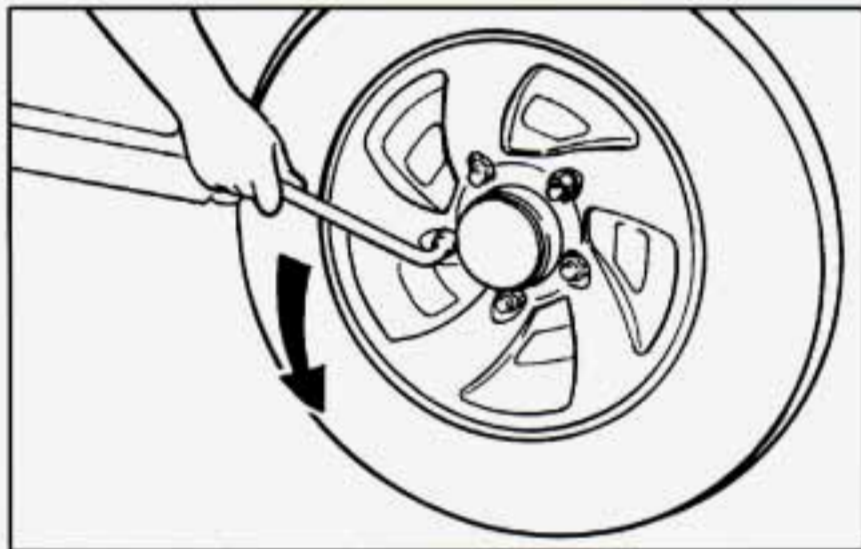
3. The spare tire is mounted on your tailgate. Pull the cover off of the spare tire.



4. Insert your key into the wheel lock on the spare tire and pull the wheel lock off.



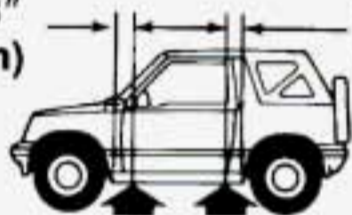
5. Remove wheel nuts with the wheel wrench.
6. Remove the spare tire from the mounting bracket and place it near your flat tire.
7. Attach the jack handle to the jack bolt. Turn the jack handle clockwise (to the right). That will raise the lift head a little.



8. Using the wheel wrench, loosen all the wheel nuts. Don't remove them yet.

4.3"
(110 mm)

4.7"
(120 mm)



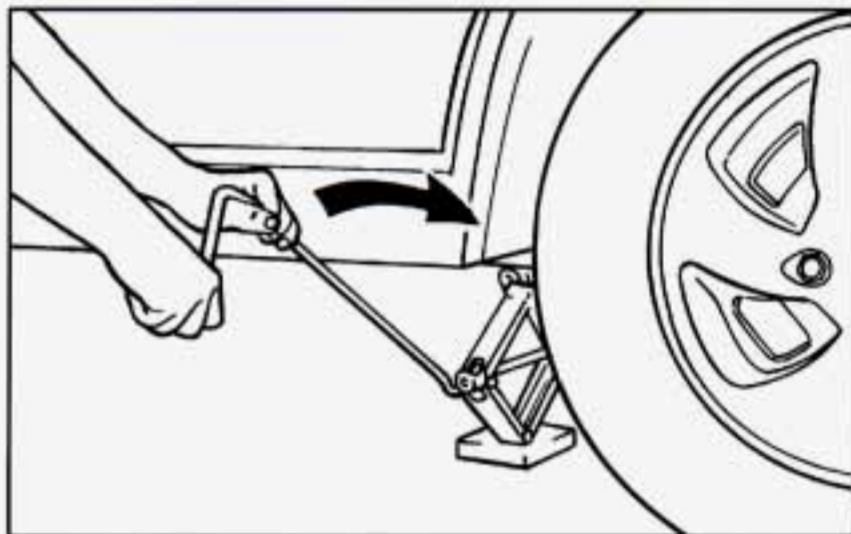
9. Position the jack and raise the jack lift head until it fits firmly onto the bosses nearest the flat tire. (Under the vehicle near each wheel, there are bosses in the vehicle's rocker flange.)

⚠ CAUTION:

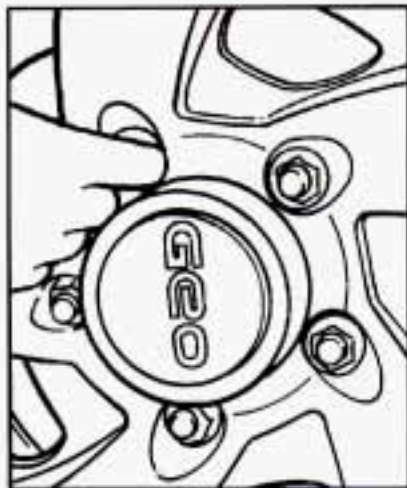
Getting under a vehicle when it is jacked up is dangerous. If the vehicle slips off the jack, you could be badly injured or killed. Never get under a vehicle when it is supported only by a jack.

NOTICE:

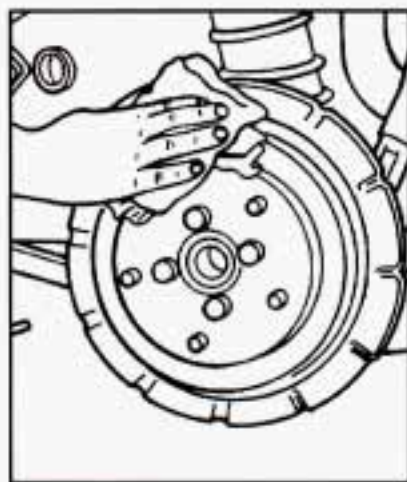
Raising your vehicle with the jack improperly positioned will damage the vehicle or may allow the vehicle to fall off the jack. Be sure to fit the jack lift head into the proper location before raising your vehicle.



10. Raise the vehicle by turning the jack handle clockwise. Raise the vehicle far enough off the ground so there is enough room for the spare tire to fit.



11. Remove all the wheel nuts and take off the flat tire.



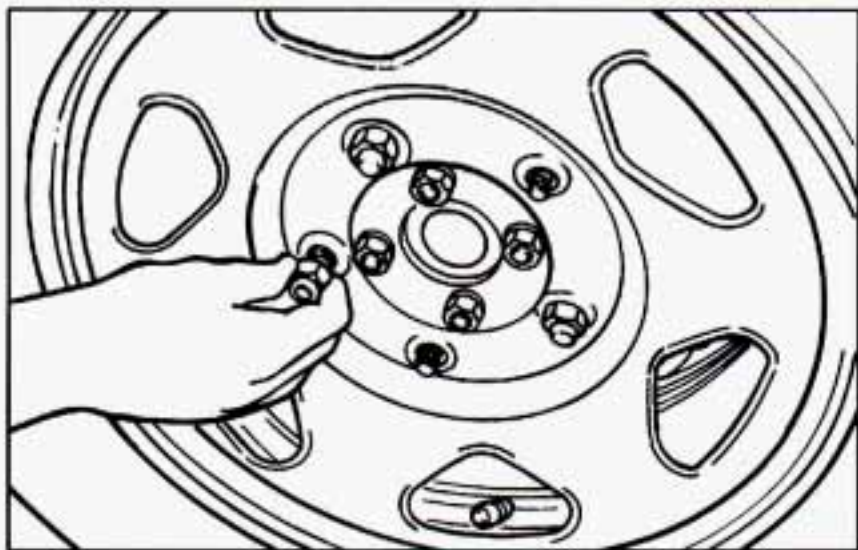
⚠ CAUTION:

Rust or dirt on the wheel, or on the parts to which it is fastened, can make the wheel nuts become loose after a time. The wheel could come off and cause an accident. When you change a wheel, remove any rust or dirt from the places where the wheel attaches to the vehicle. In an emergency, you can use a cloth or a paper towel to do this; but be sure to use a scraper or wire brush later, if you need to, to get all the rust or dirt off.

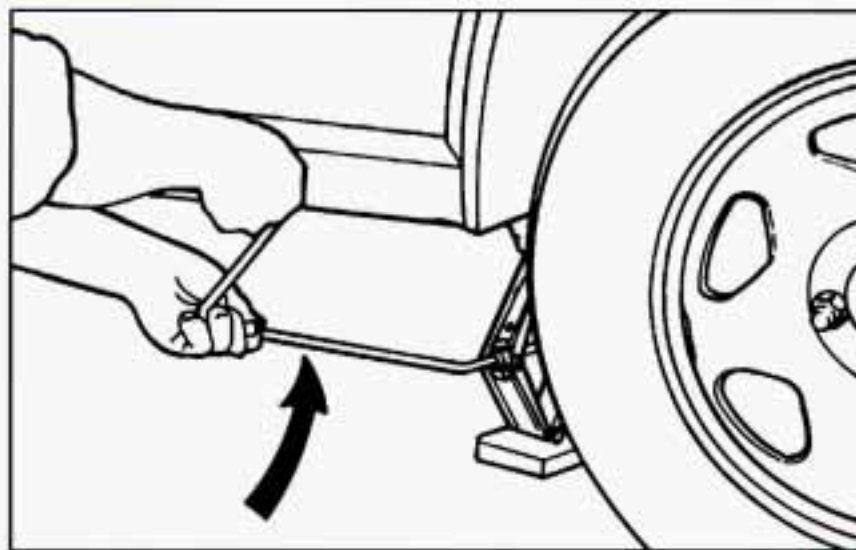
12. Remove any rust or dirt from the wheel bolts, mounting surfaces and spare wheel. Place the spare on the wheel mounting surface.

⚠ CAUTION:

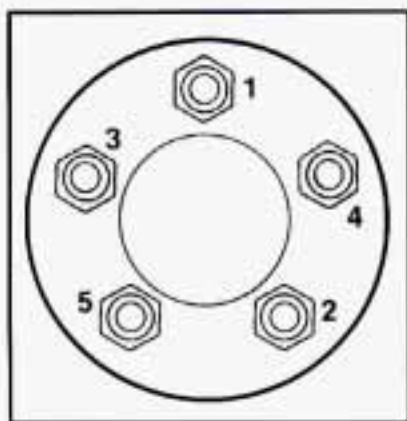
Never use oil or grease on studs or nuts. If you do, the nuts might come loose. Your wheel could fall off, causing a serious accident.



13. Replace the wheel nuts with the rounded end of the nuts toward the wheel. Tighten each nut by hand until the wheel is held against the hub.



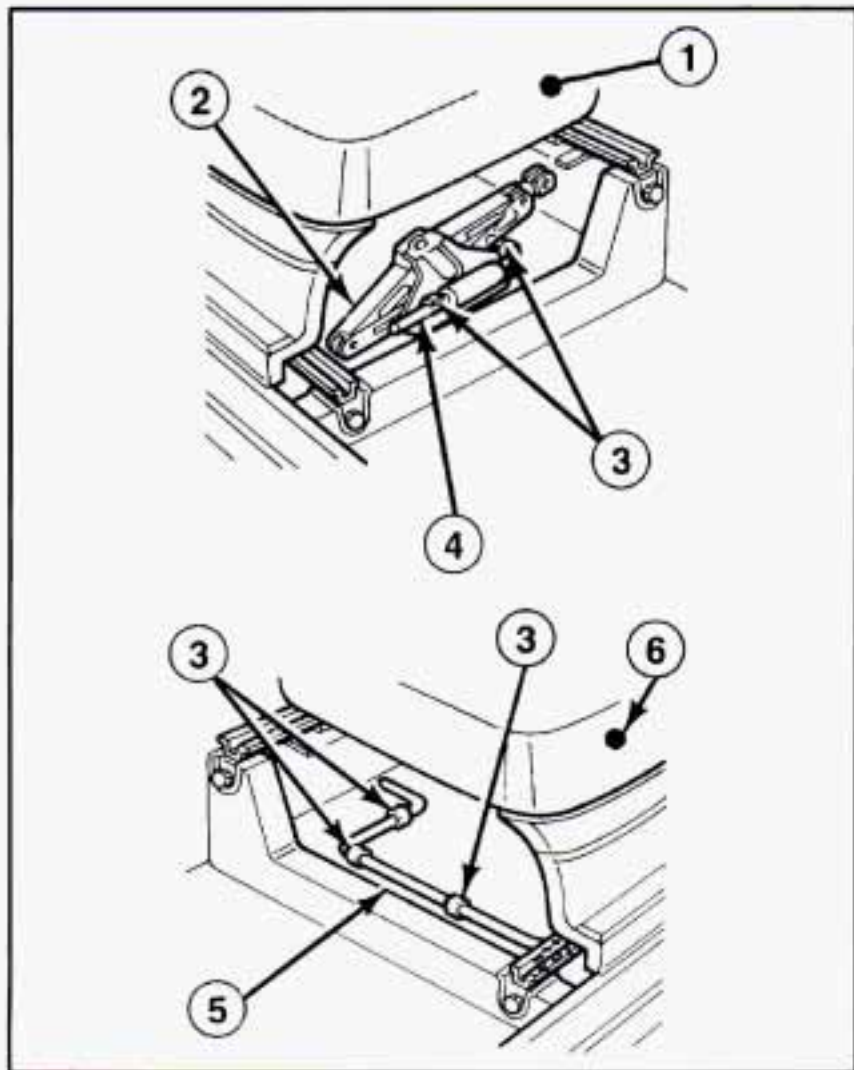
14. Lower the vehicle by turning the jack handle counterclockwise. Lower the jack completely.



15. Tighten the wheel nuts firmly in a criss-cross sequence as shown.

⚠ CAUTION:

Incorrect wheel nuts or improperly tightened wheel nuts can cause the wheel to become loose and even come off. This could lead to an accident. Be sure to use the correct wheel nuts. If you have to replace them, be sure to get the right kind. Stop somewhere as soon as you can and have the nuts tightened with a torque wrench to 60 pound-feet (80 N·m).



1. Front Passenger 's Seat
2. Jack
3. Clamp
4. Wrench
5. Jack Handle
6. Driver's Seat

Replace the jack, jack handle, flat tire, and wheel wrench.

⚠ CAUTION:

Storing a jack, a tire or other equipment in the passenger compartment of the vehicle could cause injury. In a sudden stop or collision, loose equipment could strike someone. Store all these in the proper place.

If You're Stuck: In Sand, Mud, Ice or Snow

What you don't want to do when your vehicle is stuck is to spin your wheels too fast. The method known as "rocking" can help you get out when you're stuck, but you must use caution.



CAUTION:

If you let your tires spin at high speed, they can explode and you or others could be injured. And, the transmission or other parts of the vehicle can overheat. That could cause an engine compartment fire or other damage. When you're stuck, spin the wheels as little as possible. Don't spin the wheels above 35 mph (55 km/h) as shown on the speedometer.

NOTICE:

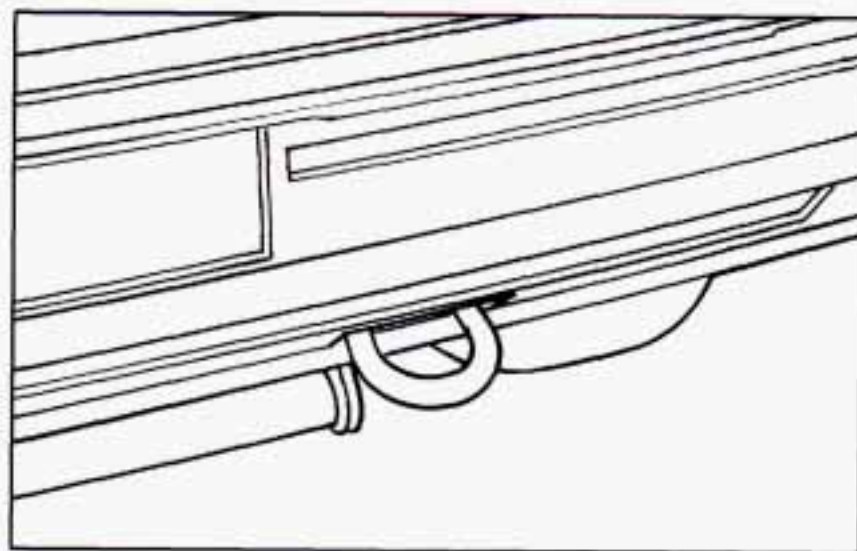
Spinning your wheels can destroy parts of your vehicle as well as the tires. If you spin the wheels too fast while shifting your transmission back and forth, you can destroy your transmission.

For information about using tire chains on your vehicle, see "Tire Chains" in the Index.

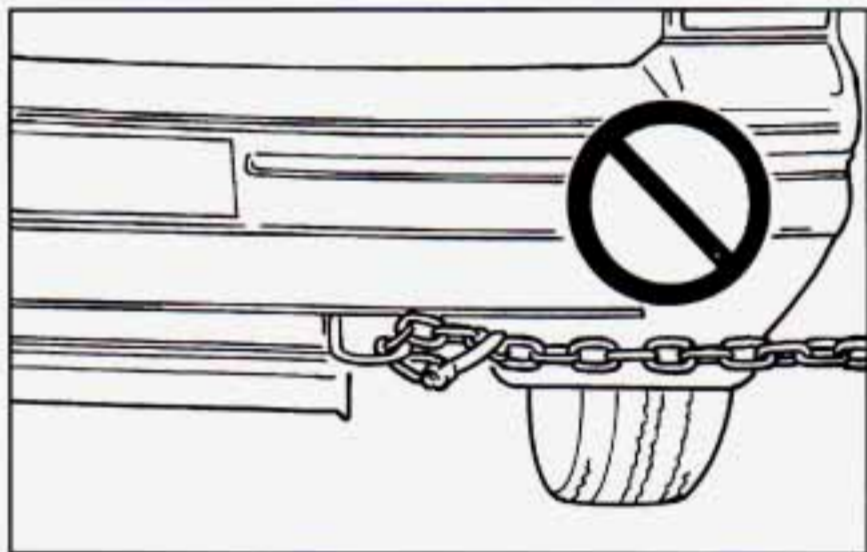
Rocking your vehicle to get it out:

First, turn your steering wheel left and right. That will clear the area around your front wheels. Then shift back and forth between REVERSE (R) and a forward gear (or with a manual transmission, between FIRST (1) or SECOND (2) and REVERSE (R)), spinning the wheels as little as possible. Release the accelerator pedal while you shift, and press lightly on the accelerator pedal when the transmission is in gear. If that doesn't get you out after a few tries, you may need to be towed out. Or, you can use your recovery hooks, if your vehicle has them. If you do need to be towed out, see "Towing Your Vehicle" in the Index.

Using the Recovery Hooks



Your vehicle is equipped with recovery hooks. The recovery hooks are provided at the front and rear of your vehicle. You may need to use them if you're stuck off-road and need to be pulled to some place where you can continue driving.



⚠ CAUTION:

The recovery hooks, when used, are under a lot of force. Always pull the vehicle straight out. Never pull on the hooks at a sideways angle. The hooks could break off and you or others could be injured from the chain or cable snapping back.

NOTICE:

Never use the recovery hooks to tow the vehicle. Your vehicle could be damaged and it would not be covered by warranty.

Geo Section 6 Service and Appearance Care

Here you will find information about the care of your Geo. This section begins with service and fuel information, and then it shows how to check important fluid and lubricant levels. There is also technical information about your vehicle, and a part devoted to its appearance care.

Service

Your Chevrolet/Geo dealer knows your vehicle best and wants you to be happy with it. We hope you'll go to your dealer for all your service needs. You'll get genuine GM parts and GM-trained and supported service people.

We hope you'll want to keep your GM vehicle all GM. Genuine GM parts have one of these marks:



Doing Your Own Service Work

If you want to do some of your own service work, you'll want to get the proper Geo Service Manual. It tells you much more about how to service your Geo than this manual can. To order the proper service manual, see "Service Publications" in the Index.

You should keep a record with all parts receipts and list the mileage and the date of any service work you perform. See "Maintenance Record" in the Index.

CAUTION:

You can be injured if you try to do service work on a vehicle without knowing enough about it.

- **Be sure you have sufficient knowledge, experience, and the proper replacement parts and tools before you attempt any vehicle maintenance task.**

CAUTION: (Continued)

CAUTION: (Continued)

- **Be sure to use the proper nuts, bolts and other fasteners. “English” and “metric” fasteners can be easily confused. If you use the wrong fasteners, parts can later break or fall off. You could be hurt.**

NOTICE:

If you try to do your own service work without knowing enough about it, your vehicle could be damaged.

Fuel

Use regular unleaded gasoline rated at 87 octane or higher. It should meet specifications ASTM D4814 in the United States and CGSB 3.5-92 in Canada. These fuels should have the proper additives, so you should not have to add anything to the fuel.

In the United States and Canada, it's easy to be sure you get the right kind of gasoline (unleaded). You'll see UNLEADED right on the pump. And only unleaded nozzles will fit into your vehicle's filler neck.

Be sure the posted octane is at least 87. If the octane is less than 87, you may get a heavy knocking noise when you drive. If it's bad enough, it can damage your engine.

If you're using fuel rated at 87 octane or higher and you still hear heavy knocking, your engine needs service. But don't worry if you hear a little pinging noise when you're accelerating or driving up a hill. That's normal, and you don't have to buy a higher octane fuel to get rid of pinging. It's the heavy, constant knock that means you have a problem.

What about gasoline with blending materials that contain oxygen (oxygenates), such as MTBE or alcohol?

MTBE is “methyl tertiary-butyl ether.” Fuel that is no more than 15% MTBE is fine for your vehicle.

Ethanol is ethyl or grain alcohol. Properly-blended fuel that is no more than 10% *ethanol* is fine for your vehicle.

Methanol is methyl or wood alcohol.

NOTICE:

Fuel that is more than 5% methanol is bad for your vehicle. Don't use it. It can corrode metal parts in your fuel system and also damage plastic and rubber parts. That damage wouldn't be covered under your warranty. And even at 5% or less, there must be “cosolvents” and corrosion preventers in this fuel to help avoid these problems.

Gasolines for Cleaner Air

Your use of gasoline with deposit control additives will help prevent deposits from forming in your engine and fuel system. That helps keep your engine in tune and your emission control system working properly. It's good for your vehicle, and you'll be doing your part for cleaner air.

Many gasolines are now blended with oxygenates. General Motors recommends that you use gasolines with these blending materials, such as MTBE and ethanol. By doing so, you can help clean the air, especially in those parts of the country that have high carbon monoxide levels.

In addition, some gasoline suppliers are now producing reformulated gasolines. These gasolines are specially designed to reduce vehicle emissions. General Motors recommends that you use reformulated gasoline. By doing so, you can help clean the air, especially in those parts of the country that have high ozone levels.

You should ask your service station operators if their gasolines contain deposit control additives and oxygenates, and if they have been reformulated to reduce vehicle emissions.

Fuels in Foreign Countries

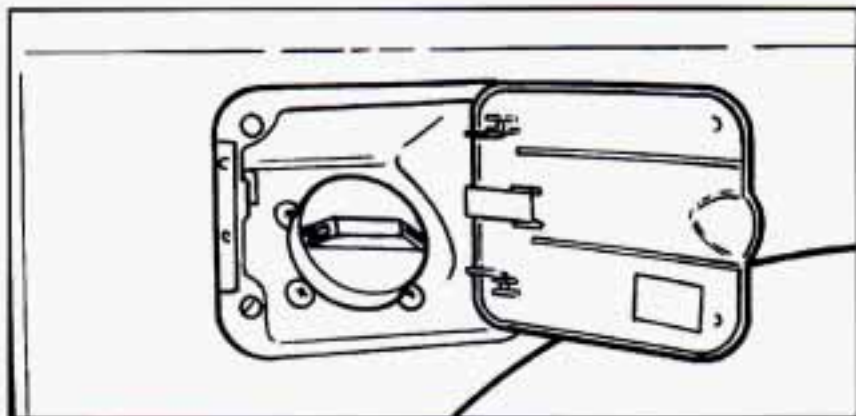
If you plan on driving in another country outside the U.S. or Canada, unleaded fuel may be hard to find. Do not use leaded gasoline. If you use even one tankful, your emission controls won't work well or at all. With continuous use, spark plugs can get fouled, the exhaust system can corrode, and your engine oil can deteriorate quickly. Your vehicle's oxygen sensor will be damaged. All of that means costly repairs that wouldn't be covered by your warranty.

To check on fuel availability, ask an auto club, or contact a major oil company that does business in the country where you'll be driving.

You can also write us at the following address for advice. Just tell us where you're going and give your Vehicle Identification Number (VIN).

General Motors Overseas Distribution Corporation,
North American Export Sales (NAES)
1908 Colonel Sam Drive
Oshawa, Ontario
L1H 8P7

Filling Your Tank



The cap is behind a hinged door on the passenger's side of your vehicle.

CAUTION:

Gasoline vapor is highly flammable. It burns violently, and that can cause very bad injuries. Don't smoke if you're near gasoline or refueling your vehicle. Keep sparks, flames, and smoking materials away from gasoline.

To take off the cap, turn it slowly to the left (counterclockwise).

⚠ CAUTION:

If you get gasoline on yourself and then something ignites it, you could be badly burned. Gasoline can spray out on you if you open the fuel filler cap too quickly. This spray can happen if your tank is nearly full, and is more likely in hot weather. Open the fuel filler cap slowly and wait for any "hiss" noise to stop. Then unscrew the cap all the way.

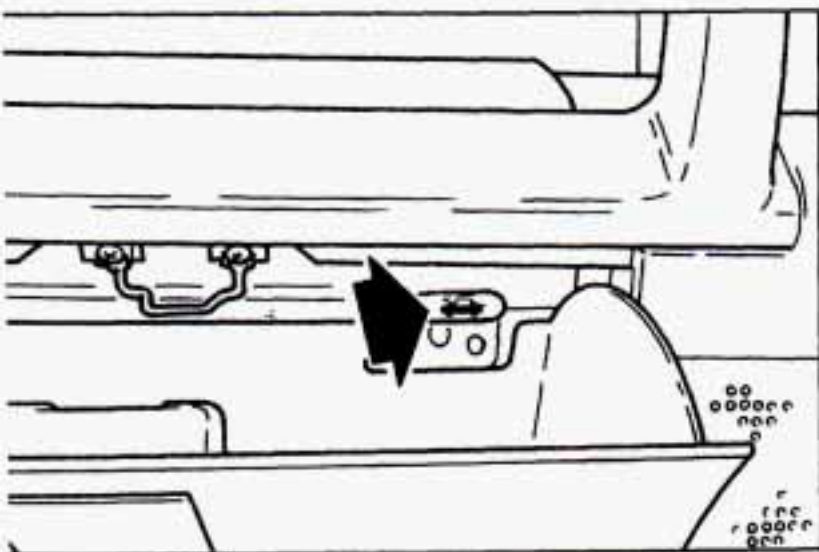
Be careful not to spill gasoline. Clean gasoline from painted surfaces as soon as possible. See "Cleaning the Outside of Your Geo" in the Index.

When you put the cap back on, turn it to the right until you hear a clicking noise.

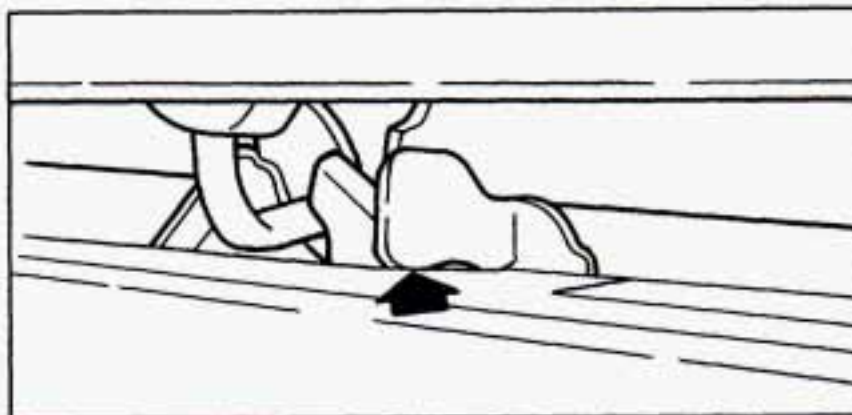
NOTICE:

If you need a new cap, be sure to get the right type. Your dealer can get one for you. If you get the wrong type, it may not fit or have proper venting, and your fuel tank and emissions system might be damaged.

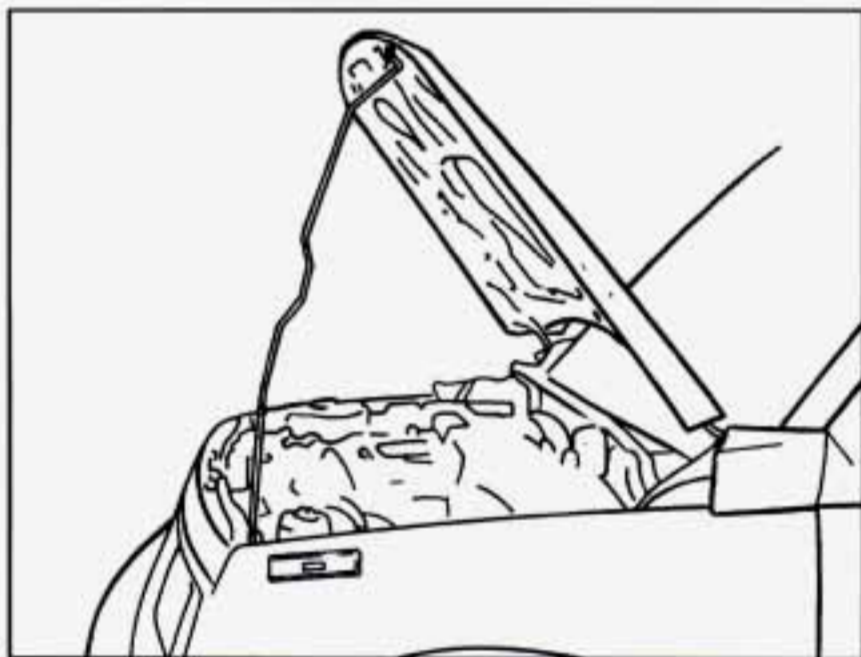
Checking Things Under the Hood



open the hood, first pull the release handle inside the
hood box.



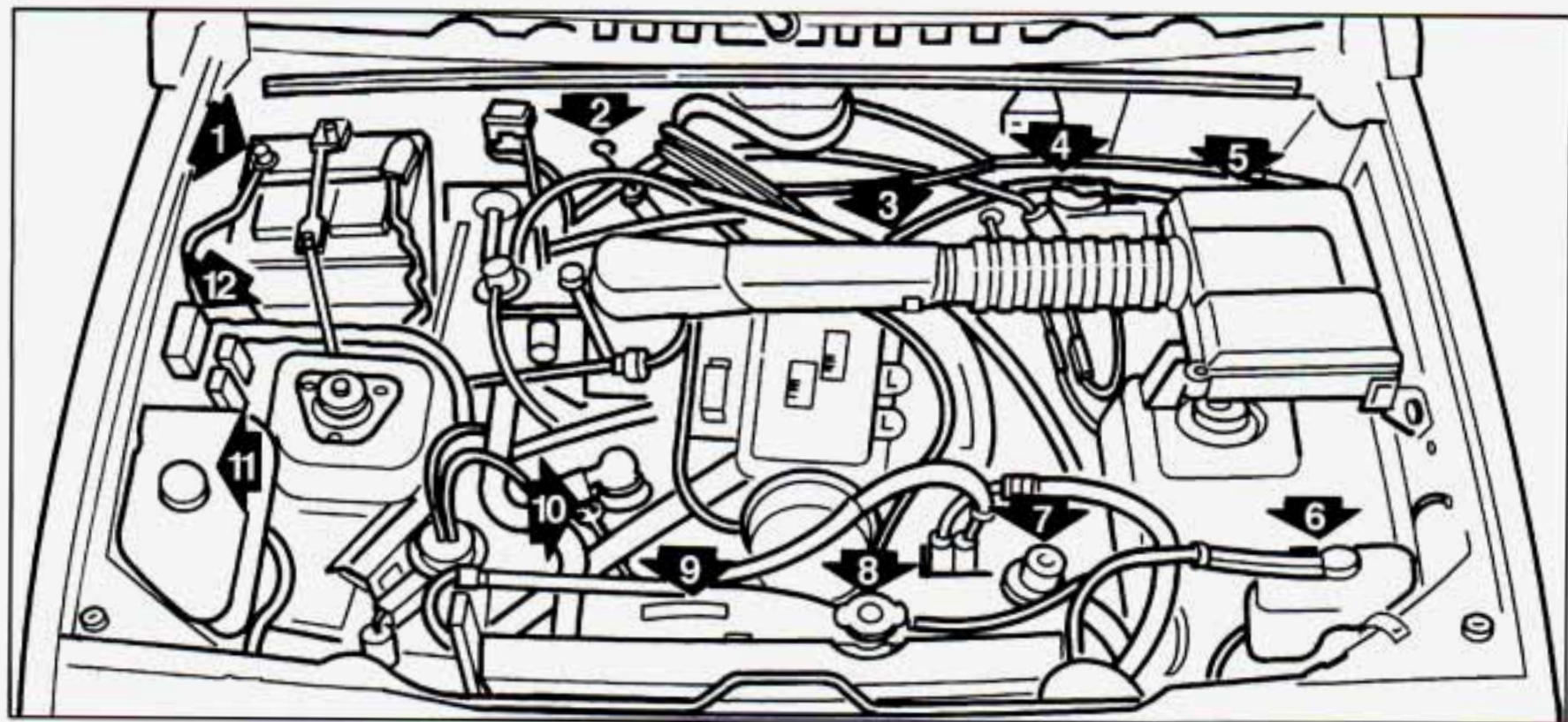
Then go to the front of the vehicle, push down lightly on
the hood, and push the hood release lever to your left.



Lift the hood, release the hood prop from its retainer and put the hood prop into the slot in the hood.

⚠ CAUTION:

An electric fan under the hood can start up and injure you even when the engine is not running. Keep hands, clothing and tools away from any underhood electric fan. Don't reach through the grille to release the underhood lever.



When you open the hood, you'll see the following on the 8-valve engine:

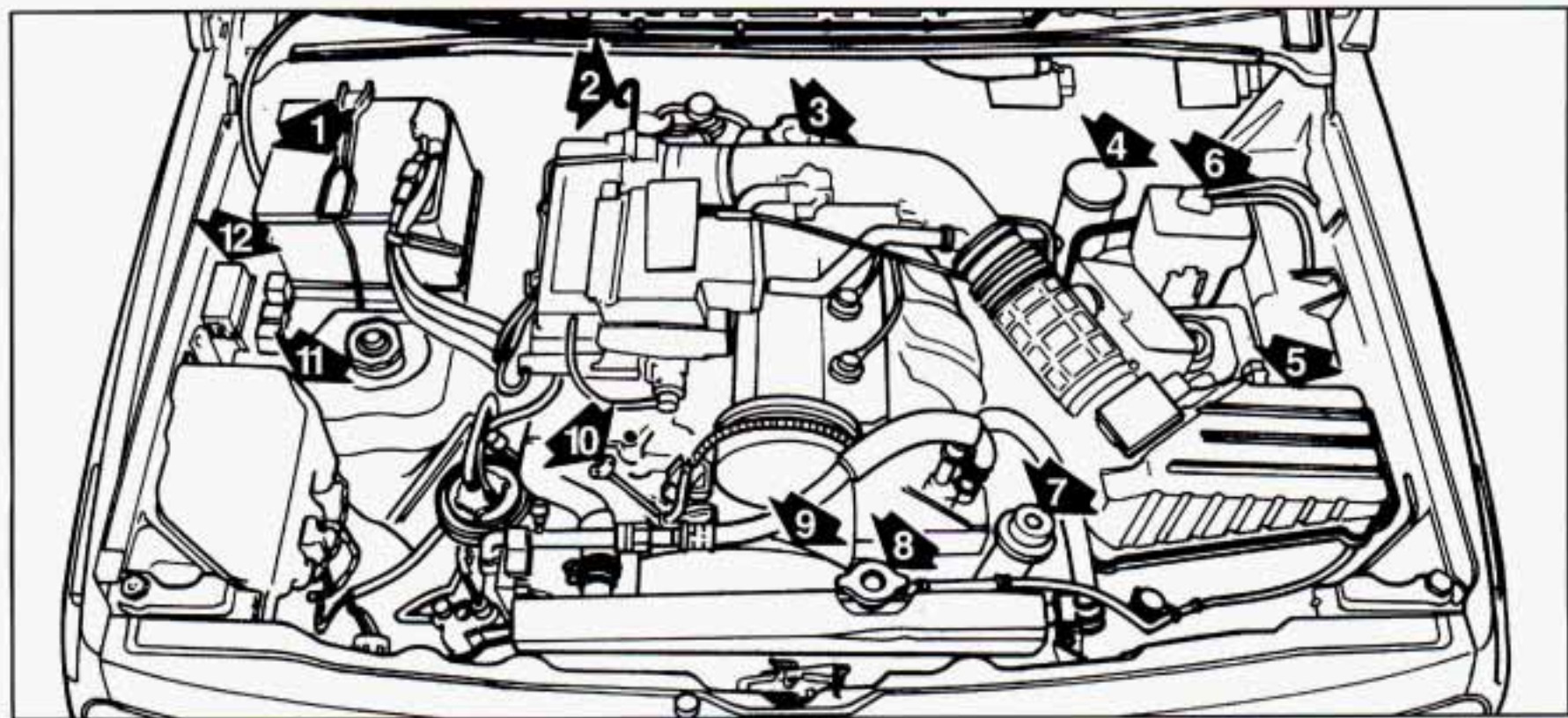
1. Battery
2. Automatic Transmission Dipstick (if equipped)
3. Oil Fill Cap
4. Brake Fluid Reservoir
5. Air Cleaner
6. Engine Coolant Reservoir
7. Power Steering Reservoir
8. Radiator Pressure Cap
9. Electric Engine Fan
10. Engine Oil Dipstick
11. Windshield Washer Reservoir
12. Main Fuse Box



CAUTION:

Things that burn can get on hot engine parts and start a fire. These include liquids like gasoline, oil, coolant, brake fluid, windshield washer and other fluids, and plastic or rubber. You or others could be burned. Be careful not to drop or spill things that will burn onto a hot engine.

Before closing the hood, be sure all the filler caps are on.



When you open the hood, you'll see the following on the 16-valve engine:

1. Battery
2. Automatic Transmission Dipstick (if equipped)
3. Oil Fill Cap
4. Brake Fluid Reservoir
5. Air Cleaner
6. Engine Coolant Reservoir
7. Power Steering Reservoir
8. Radiator Pressure Cap
9. Electric Engine Fan
10. Windshield Washer Reservoir
11. Main Fuse Box



CAUTION:

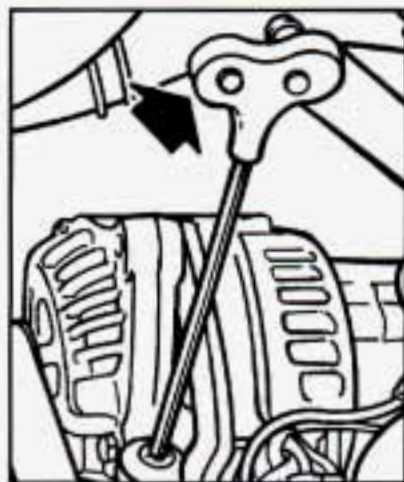
Things that burn can get on hot engine parts and start a fire. These include liquids like gasoline, oil, coolant, brake fluid, windshield washer and other fluids, and plastic or rubber. You or others could be burned. Be careful not to drop or spill things that will burn onto a hot engine.

Before closing the hood, be sure all the filler caps are on.

Then lift the hood to relieve pressure on the hood prop. Remove the hood prop from the slot in the hood and return the prop to its retainer. Then just let the hood down and close it firmly.

Engine Oil

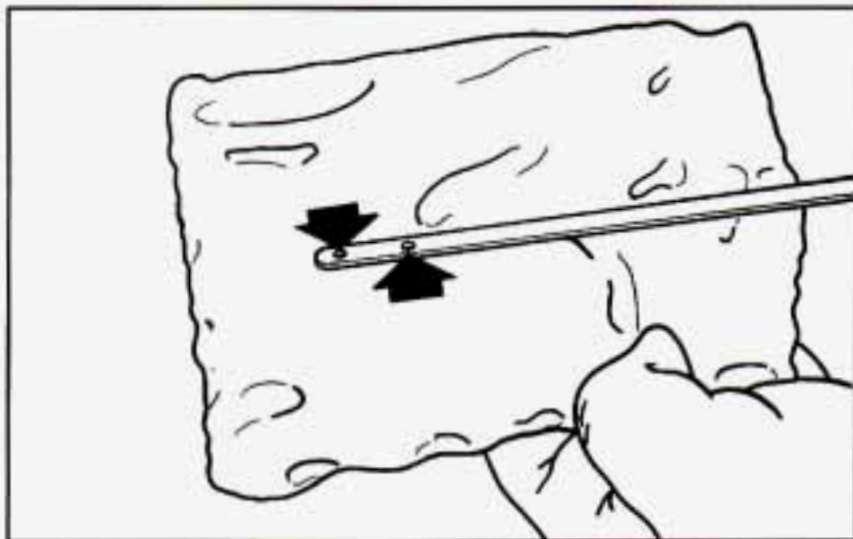
It's a good idea to check your engine oil level every time you get fuel. In order to get an accurate reading, the oil must be warm and the vehicle must be on level ground.



Turn off the engine and give the oil a few minutes to drain back into the oil pan. If you don't, the oil dipstick might not show the actual level.

To Check Engine Oil

Pull out the dipstick and clean it with a paper towel or a cloth, then push it back in all the way. Remove it again, keeping the tip down.

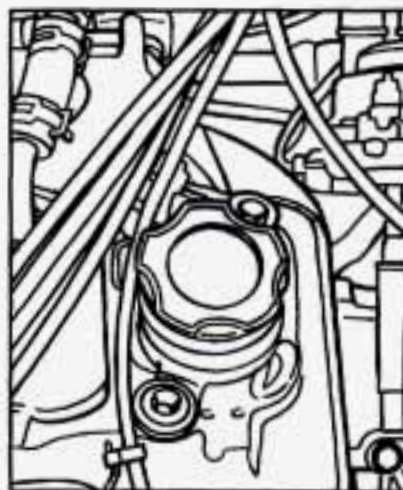


When to Add Oil

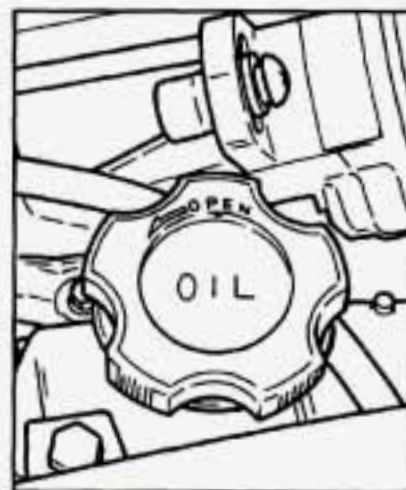
If the oil is at or below the ADD mark, you'll need to add some oil. But you must use the right kind. This part explains what kind of oil to use. For crankcase capacity, see "Capacities and Specifications" in the Index.

NOTICE:

Don't add too much oil. If your engine has so much oil that the oil level gets above the upper mark that shows the proper operating range, your engine could be damaged.



8-Valve Engine



16-Valve Engine

Just fill it enough to put the level somewhere in the proper operating range. Push the dipstick all the way back in when you're through.

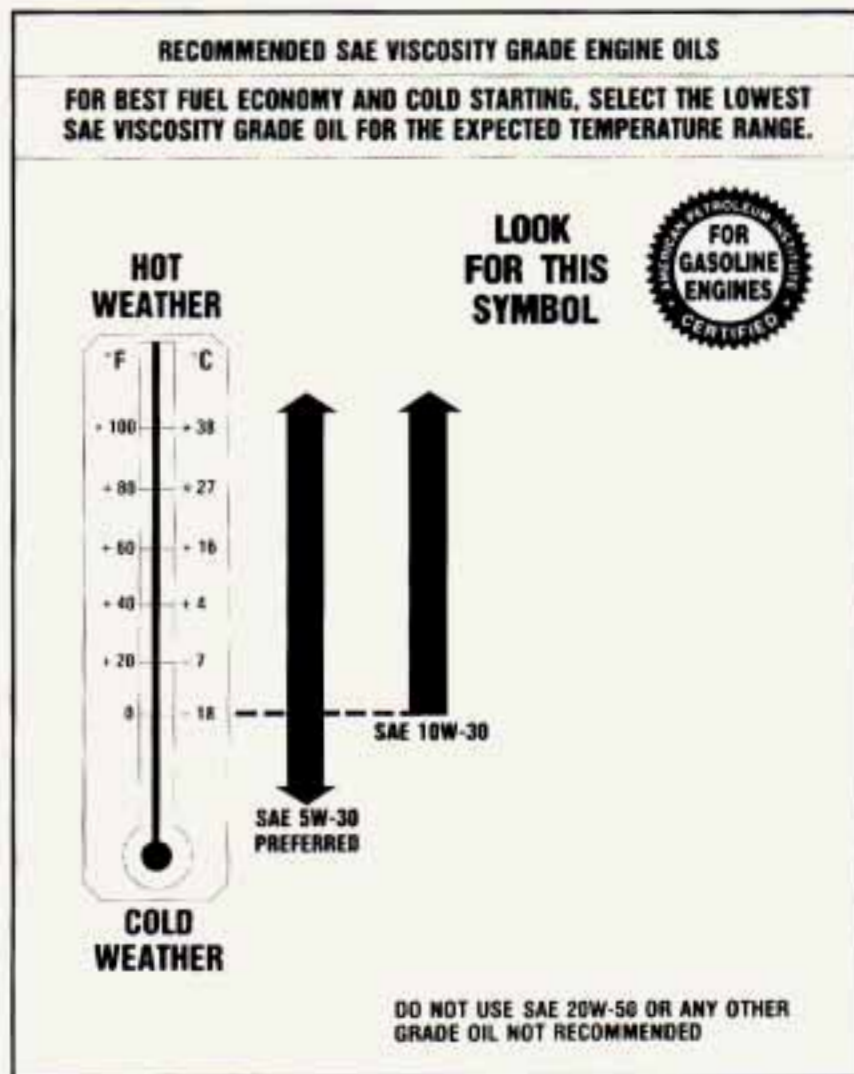
What Kind of Oil to Use

Oils of the proper quality for your vehicle can be identified by looking for the "Starburst" symbol. The "Starburst" symbol indicates that the oil has been certified by the American Petroleum Institute (API), and is preferred for use in your gasoline engine.



If you change your own oil, be sure to use oil that has the "Starburst" symbol on the front of the oil container. If you have your oil changed for you, be sure the oil put into your engine is American Petroleum Institute certified for gasoline engines.

You should also use the proper viscosity oil for your vehicle, as shown in the following chart:



As shown in the chart, SAE 5W-30 is best for your vehicle. However, you can use SAE 10W-30 if it's going to be 0°F (-18°C) or above. These numbers on an oil container show its viscosity, or thickness. Do not use other viscosity oils, such as SAE 20W-50.

NOTICE:

Use only engine oil with the American Petroleum Institute Certified For Gasoline Engines "Starburst" symbol. Failure to use the proper oil can result in engine damage not covered by your warranty.

GM Goodwrench[®] oil (in Canada, GM Engine Oil) meets all the requirements for your vehicle.

Engine Oil Additives

Don't add anything to your oil. Your Chevrolet/Geo dealer is ready to advise if you think something should be added.

When to Change Engine Oil

See if any one of these is true for you:

- Most trips are less than 5 to 10 miles (8 to 16 km). This is particularly important when outside temperatures are below freezing.
- Most trips include extensive idling (such as frequent driving in stop and go traffic).
- You operate your vehicle in dusty areas or off-road frequently.
- You frequently tow a trailer or use a carrier on top of your vehicle.

If any one of these is true for your vehicle, then you need to change your oil and filter every 3,000 miles (5 000 km) or 3 months -- whichever comes first.

If none of them is true, change oil and filter every 7,500 miles (12 500 km) or 7.5 months -- whichever comes first.

What to Do with Used Oil

Did you know that used engine oil contains certain elements that may be unhealthy for your skin and could even cause cancer? Don't let used oil stay on your skin for very long. Clean your skin and nails with soap and water, or a good hand cleaner. Wash or properly throw away clothing or rags containing used engine oil. (See the manufacturer's warnings about the use and disposal of oil products.)

Used oil can be a real threat to the environment. If you change your own oil, be sure to drain all free-flowing oil from the filter before disposal. Don't ever dispose of oil by putting it in the trash, pouring it on the ground, into sewers, or into streams or bodies of water. Instead, recycle it by taking it to a place that collects used oil. If you have a problem properly disposing of your used oil, ask your dealer, a service station or a local recycling center for help.

Air Cleaner



8-Valve Engine

Refer to the Maintenance Schedule to determine when to replace the air filter and the crankcase ventilation filter.

See "Scheduled Maintenance Services" in the Index.



CAUTION:

Operating the engine with the air cleaner off can cause you or others to be burned. The air cleaner not only cleans the air, it stops flame if the engine backfires. If it isn't there, and the engine backfires, you could be burned. Don't drive with it off, and be careful working on the engine with the air cleaner off.

NOTICE:

If the air cleaner is off, a backfire can cause a damaging engine fire. And, dirt can easily get into your engine, which will damage it. Always have the air cleaner in place when you're driving.



16-Valve Engine

Air Filter Replacement (8-Valve Engine)



To check or replace the filter:

1. Remove the screws on the cover.
2. Lift up the cover.
3. Pull out the filter.

Air Filter Replacement (16-Valve Engine)



To check or replace the filter:

1. Remove the screws on the cover.
2. Lift the cover up.
3. Pull out the filter.

Automatic Transmission Fluid

When to Check and Change

A good time to check your automatic transmission fluid level is when the engine oil is changed. Refer to the Maintenance Schedule to determine when to change your fluid. See "Scheduled Maintenance Services" in the Index.

How to Check

Because this operation can be a little difficult, you may choose to have this done at your Chevrolet/Geo dealer Service Department.

If you do it yourself, be sure to follow all the instructions here, or you could get a false reading on the dipstick.

NOTICE:

Too much or too little fluid can damage your transmission. Too much can mean that some of the fluid could come out and fall on hot engine parts or exhaust system parts, starting a fire. Be sure to get an accurate reading if you check your transmission fluid.

Wait at least 30 minutes before checking the transmission fluid level if you have been driving:

- When outside temperatures are above 90°F (32°C).
- At high speed for quite a while.
- In heavy traffic -- especially in hot weather.
- While pulling a trailer.

To get the right reading, the fluid should be at normal operating temperature, which is 180°F to 200°F (82°C to 93°C).

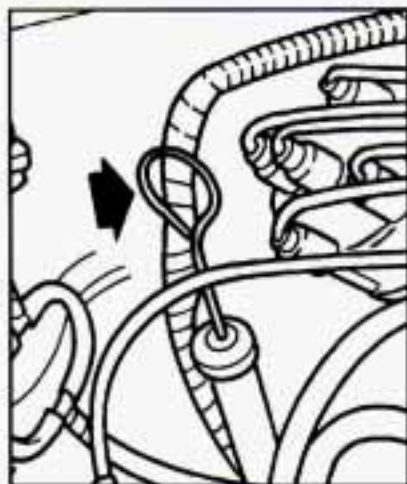
To check transmission fluid hot: Get the vehicle warmed up by driving about 15 miles (24 km) when outside temperatures are above 50°F (10°C). If it's colder than 50°F (10°C), drive the vehicle in DRIVE (D) until the engine temperature gage moves and then remains steady for ten minutes. Then follow the hot check procedures.

To check transmission fluid cold: A cold check is made after the vehicle has been sitting for eight hours or more with the engine off and is used only as a reference. Let the engine run at idle for five minutes if outside temperatures are 50°F (10°C) or more. If it's colder than 50°F (10°C), you may have to idle the engine longer. Should the fluid level be low during a cold check, you **must** perform a hot check before adding fluid. This will give you a more accurate reading of the fluid level.

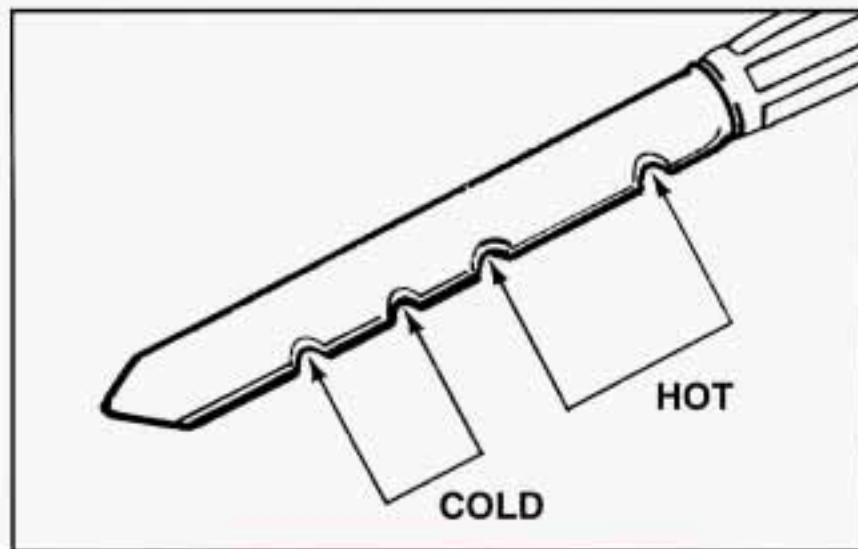
To check the fluid hot or cold:

- Park your vehicle on a level place. Keep the engine running.
- With the parking brake applied, place the shift lever in PARK (P).
- With your foot on the brake pedal, move the shift lever through each gear range, pausing for about three seconds in each range. Then, position the shift lever in PARK (P).
- Let the engine run at idle for three minutes or more.

Then, without shutting off the engine, follow these steps:



1. Pull out the dipstick and wipe it with a clean rag or paper towel.
2. Push it back in all the way, wait three seconds and then pull it back out again.



3. Check both sides of the dipstick, and read the lower level. The fluid level must be in the COLD area for a cold check or in the HOT area or cross-hatched area for a hot check.
4. If the fluid level is in the acceptable range, push the dipstick back in all the way.

How to Add Fluid

Refer to the Maintenance Schedule to determine what kind of transmission fluid to use. See “Recommended Fluids and Lubricants” in the Index.

Add fluid only after checking the transmission fluid **HOT**. (A **COLD** check is used only as a reference.) If the fluid level is low, add only enough of the proper fluid to bring the level up to the **HOT** area for a hot check. It doesn't take much fluid, generally less than a pint. *Don't overfill.* We recommend you use only fluid labeled **DEXRON[®]-III**, because fluid with that label is made especially for your automatic transmission. Damage caused by fluid other than **DEXRON[®]-III** is not covered by your new vehicle warranty.

- After adding fluid, recheck the fluid level as described under “How to Check.”
- When the correct fluid level is obtained, push the dipstick back in all the way.

Manual Transmission Fluid

When to Check and Change

A good time to have it checked is when the engine oil is changed. Refer to the Maintenance Schedule to determine when to change your transmission fluid. See “Scheduled Maintenance Services” in the Index.

How to Check

Because this operation can be a little difficult, you may choose to have this done at your Chevrolet/Geo dealer Service Department.

If you do it yourself, be sure to follow all the instructions here, or you could get a false reading.

NOTICE:

Too much or too little fluid can damage your transmission. Too much can mean that some of the fluid could come out and fall on hot engine parts or exhaust system parts, starting a fire. Be sure to get an accurate reading if you check your transmission fluid.

Check the fluid level only when your engine is off, the vehicle is parked on a level place and the transmission is cool enough for you to rest your fingers on the transmission case.

Then, follow these steps:

1. Remove the filler plug.
2. Check that the lubricant level is up to the bottom of the filler plug hole.
3. If the fluid level is good, install the plug and be sure it is fully seated. If the fluid level is low, add more fluid as described in the next steps.

How to Add Fluid

Here's how to add fluid. Refer to the Maintenance Schedule to determine what kind of fluid to use. See "Recommended Fluids and Lubricants" in the Index.

1. Remove the filler plug.
2. Add fluid at the filler plug hole. Add only enough fluid to bring the fluid level up to the bottom of the filler plug hole.
3. Install the filler plug. Be sure the plug is fully seated.

Clutch Adjustment

The clutch linkage in your vehicle should be checked as recommended in your Maintenance Schedule. To check, push the clutch pedal down with your hand until you feel some resistance to movement of the pedal. If the pedal moves freely up to an inch (25 mm) or so before you feel resistance to the travel, adjustment isn't needed.

If there is no free travel or very little (less than 5/8 of an inch (16 mm)), see your dealer for adjustment.

Rear Axle

When to Check and Change Lubricant

Refer to the Maintenance Schedule to determine how often to check the lubricant and when to change it. See “Periodic Maintenance Inspections” and “Scheduled Maintenance Services” in the Index.

How to Check Lubricant

If the level is below the bottom of the filler plug hole, you’ll need to add some lubricant. Add enough lubricant to raise the level to the bottom of the filler plug hole.

What to Use

Refer to the Maintenance Schedule to determine what kind of lubricant to use. See “Recommended Fluids and Lubricants” in the Index.

Four-Wheel Drive

Most lubricant checks in this section also apply to four-wheel-drive vehicles. However, they have two additional systems that need lubrication.

Transfer Case

When to Check and Change Lubricant

Refer to the Maintenance Schedule to determine how often to check the lubricant and when to change it. See “Scheduled Maintenance Services” in the Index.

How to Check Lubricant

If the level is below the bottom of the filler plug hole, you’ll need to add some lubricant. Add enough lubricant to raise the level to the bottom of the filler plug hole.

What to Use

Refer to the Maintenance Schedule to determine what kind of lubricant to use. See “Recommended Fluids and Lubricants” in the Index.

Front Axle

When to Check and Change Lubricant

Refer to the Maintenance Schedule to determine how often to check the lubricant and when to change it. See “Periodic Maintenance Inspections” and “Scheduled Maintenance Services” in the Index.

How to Check Lubricant

If the level is below the bottom of the filler plug hole, you'll need to add some lubricant.

If the differential is at operating temperature (warm), add enough lubricant to raise the level to the bottom of the filler plug hole.

If the differential is cold, add enough lubricant to raise the level to 1/2 inch (12 mm) below the filler plug hole.

What to Use

Refer to the Maintenance Schedule to determine what kind of lubricant to use. See “Recommended Fluids and Lubricants” in the Index.

Engine Coolant

The following explains your cooling system and how to add coolant when it is low. If you have a problem with engine overheating, see “Engine Overheating” in the Index.

The proper coolant for your Geo will:

- Give freezing protection down to -33°F (-36°C).
- Give boiling protection up to 258°F (125°C).
- Protect against rust and corrosion.
- Help keep the proper engine temperature.
- Let the warning lights work as they should.

What to Use

Use a mixture of one-half *clean water* (preferably distilled) and one-half antifreeze that meets “GM Specification 1825M,” which won't damage aluminum parts. You can also use a recycled coolant conforming to GM Specification 1825M with a complete coolant flush and refill. If you use this mixture, you don't need to add anything else.

⚠ CAUTION:

Adding only plain water to your cooling system can be dangerous. Plain water, or some other liquid like alcohol, can boil before the proper coolant mix will. Your vehicle's coolant warning system is set for the proper coolant mix. With plain water or the wrong mix, your engine could get too hot but you wouldn't get the overheat warning. Your engine could catch fire and you or others could be burned. Use a 50/50 mix of clean water and a proper antifreeze.

NOTICE:

If you use an improper coolant mix, your engine could overheat and be badly damaged. The repair cost wouldn't be covered by your warranty. Too much water in the mix can freeze and crack the engine, radiator, heater core and other parts.

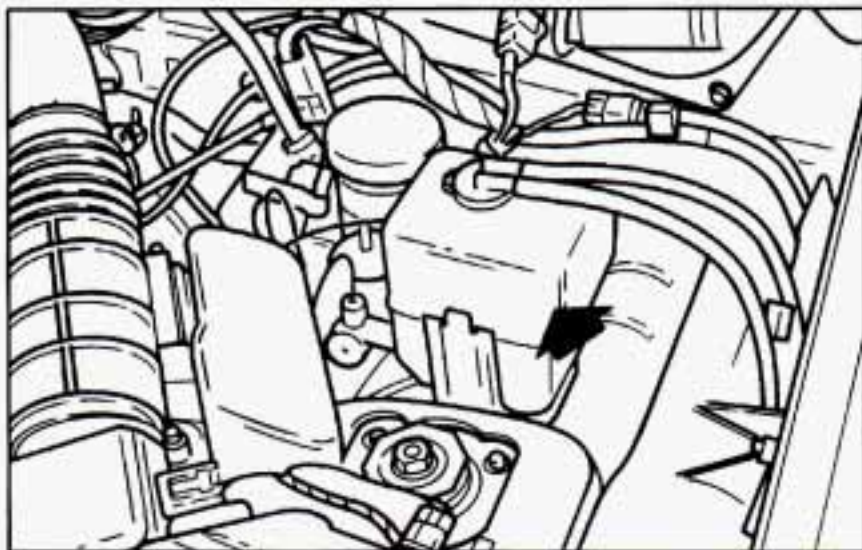
Adding Coolant



8-Valve Engine

To Check Coolant

When your engine is cold, the coolant level should be at **LOW**, or a little higher. When your engine is warm, the level should be up to **FULL**, or a little higher.



16-Valve Engine

To Add Coolant

If you need more coolant, add the proper mix *at the coolant recovery tank*.

⚠ CAUTION:

Turning the radiator pressure cap when the engine and radiator are hot can allow steam and scalding liquids to blow out and burn you badly. With the coolant recovery tank, you will almost never have to add coolant at the radiator. Never turn the radiator pressure cap -- even a little -- when the engine and radiator are hot.

Add coolant mix at the recovery tank, but be careful not to spill it.

⚠ CAUTION:

You can be burned if you spill coolant on hot engine parts. Coolant contains ethylene glycol, and it will burn if the engine parts are hot enough. Don't spill coolant on a hot engine.

Radiator Pressure Cap

NOTICE:

Your radiator cap is a 13 psi (90 kPa) pressure-type cap and must be tightly installed to prevent coolant loss and possible engine damage from overheating. Be sure the arrows on the cap line up with the overflow tube on the radiator filler neck.

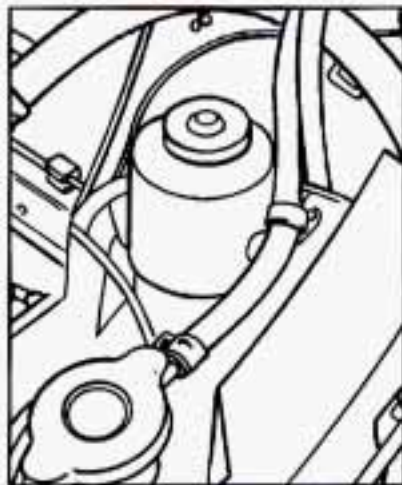
When you replace your radiator pressure cap, an AC[®] cap is recommended.

Thermostat

Engine coolant temperature is controlled by a thermostat in the engine coolant system. The thermostat stops the flow of coolant through the radiator until the coolant reaches a preset temperature.

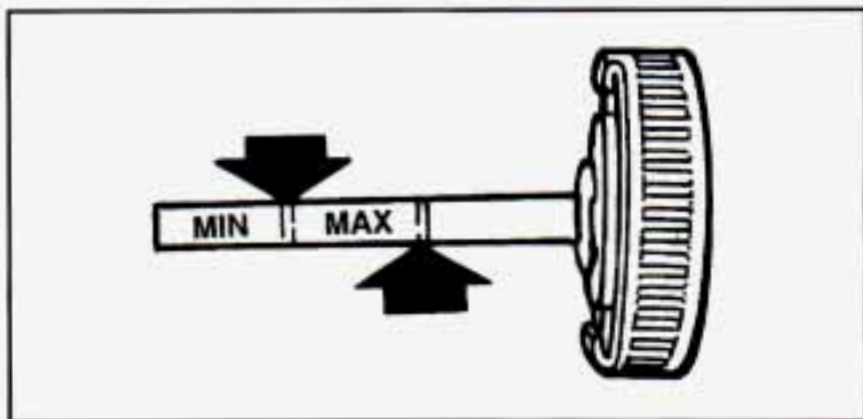
When you replace your thermostat, an AC[®] thermostat is recommended.

Power Steering Fluid



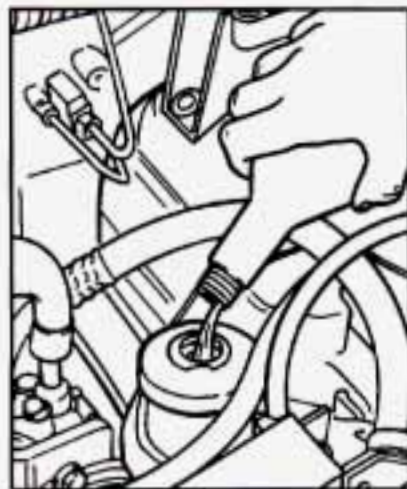
How To Check Power Steering Fluid

When the engine compartment is cool, unscrew the cap and wipe the dipstick with a clean rag. Replace the cap and completely tighten it. Then remove the cap again and look at the fluid level on the dipstick.



- When the engine compartment is hot, the level should be at the MAX mark.
- When the engine compartment is cool, the level should be at the MIN mark.

A fluid loss in this system could indicate a problem. Have the system inspected and repaired.



What to Add

Refer to the Maintenance Schedule to determine what kind of fluid to use. See “Recommended Fluids and Lubricants” in the Index.

NOTICE:

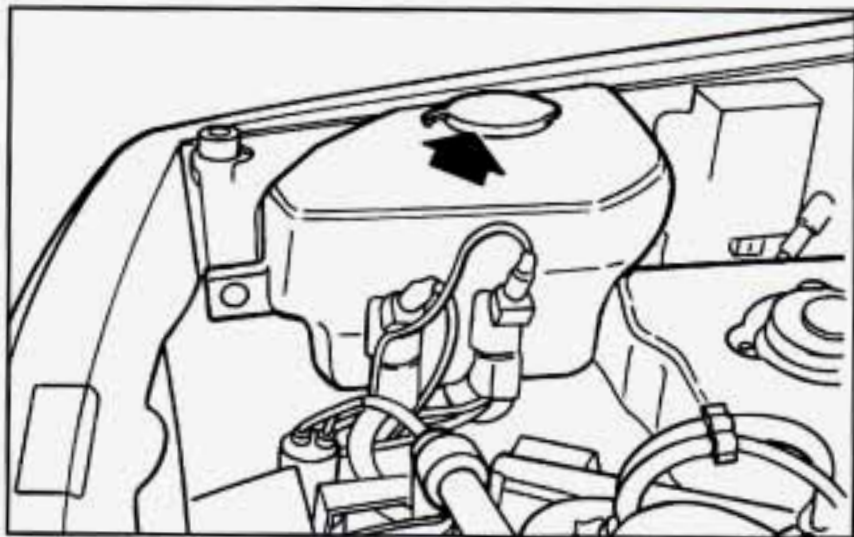
When adding power steering fluid or making a complete fluid change, always use the proper fluid. Failure to use the proper fluid can cause leaks and damage hoses and seals.

Windshield Washer Fluid

What to Use

When you need windshield washer fluid, be sure to read the manufacturer's instructions before use. If you will be operating your vehicle in an area where the temperature may fall below freezing, use a fluid that has sufficient protection against freezing.

To Add



Open the cap with the washer symbol on it. Add washer fluid until the tank is full.

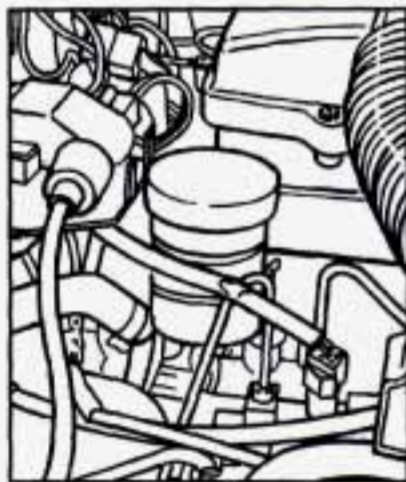
NOTICE:

- When using concentrated washer fluid, follow the manufacturer's instructions for adding water.
- Don't mix water with ready-to-use washer fluid. Water can cause the solution to freeze and damage your washer fluid tank and other parts of the washer system. Also, water doesn't clean as well as washer fluid.
- Fill your washer fluid tank only 3/4 full when it's very cold. This allows for expansion, which could damage the tank if it is completely full.
- Don't use radiator antifreeze in your windshield washer. It can damage your washer system and paint.

Brakes

Brake Master Cylinder

Your brake master cylinder is here. It is filled with DOT-3 brake fluid.



There are only two reasons why the brake fluid level in your master cylinder might go down. The first is that the brake fluid goes down to an acceptable level during normal brake lining wear. When new linings are put in, the fluid level goes back up. The other reason is that

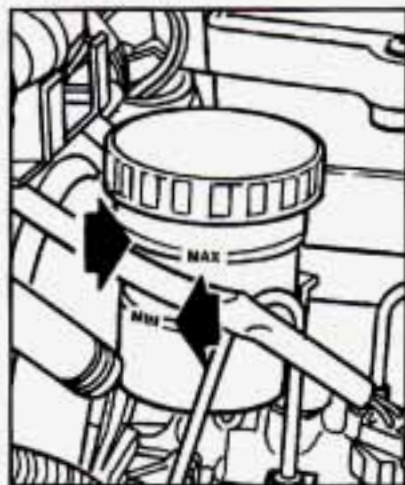
fluid is leaking out of the brake system. If it is, you should have your brake system fixed, since a leak means that sooner or later your brakes won't work well, or won't work at all. So, it isn't a good idea to "top off" your brake fluid. Adding brake fluid won't correct a leak. If you add fluid when your linings are worn, then you'll have too much fluid when you get new brake linings. You should add (or remove) brake fluid, as necessary, only when work is done on the brake hydraulic system.

CAUTION:

If you have too much brake fluid, it can spill on the engine. The fluid will burn if the engine is hot enough. You or others could be burned, and your vehicle could be damaged. Add brake fluid only when work is done on the brake hydraulic system.

Refer to the Maintenance Schedule to determine when to check your brake fluid. See "Periodic Maintenance Inspections" in the Index.

To Check Brake Fluid



You can check the brake fluid without taking off the cap. Just look at the windows on the brake fluid reservoir. The fluid levels should be above MIN. If they aren't, have your brake system checked to see if there is a leak.

After work is done on the brake hydraulic system, make sure the levels are above MIN and below the top of each window.

What to Add

When you do need brake fluid, use only DOT-3 brake fluid -- such as Delco Supreme 11[®] (GM Part No. 1052535). Use new brake fluid from a sealed container only, and always clean the brake fluid reservoir cap before removing it.

NOTICE:

- Don't let someone put in the wrong kind of fluid. For example, just a few drops of mineral-based oil, such as engine oil, in your brake system can damage brake system parts so badly that they'll have to be replaced.
- Brake fluid can damage paint, so be careful not to spill brake fluid on your vehicle. If you do, wash it off immediately. See "Appearance Care" in the Index.

Brake Wear

Your Geo has front disc brakes and rear drum brakes.

Disc brake pads have built-in wear indicators that make a high-pitched warning sound when the brake pads are worn and new pads are needed. The sound may come and go or be heard all the time your vehicle is moving (except when you are pushing on the brake pedal firmly).



CAUTION:

The brake wear warning sound means that sooner or later your brakes won't work well. That could lead to an accident. When you hear the brake wear warning sound, have your vehicle serviced.

NOTICE:

Continuing to drive with worn-out brake pads could result in costly brake repair.

Some driving conditions or climates may cause a brake squeal when the brakes are first applied or lightly applied. This does not mean something is wrong with your brakes.

Your rear drum brakes don't have wear indicators, but if you ever hear a rear brake rubbing noise, have the rear brake linings inspected. Also, the rear brake drums should be removed and inspected each time the tires are removed for rotation or changing. When you have the front brakes replaced, have the rear brakes inspected, too.

Brake linings should always be replaced as complete axle sets.

Brake Pedal Travel

See your dealer if the brake pedal does not return to normal height, or if there is a rapid increase in pedal travel. This could be a sign of brake trouble.

Brake Adjustment

Every time you make a brake stop, your disc brakes adjust for wear.

If your brake pedal goes down farther than normal, your rear drum brakes may need adjustment. Adjust them by backing up and firmly applying the brakes a few times.

Replacing Brake System Parts

The braking system on a modern vehicle is complex. Its many parts have to be of top quality and work well together if the vehicle is to have really good braking. Vehicles we design and test have top-quality GM brake parts in them, as your Geo does when it is new. When you replace parts of your braking system -- for example, when your brake linings wear down and you have to have new ones put in -- be sure you get new genuine GM replacement parts. If you don't, your brakes may no longer work properly. For example, if someone puts in brake linings that are wrong for your vehicle, the balance between your front and rear brakes can change -- for the worse. The braking performance you've come to expect can change in many other ways if someone puts in the wrong replacement brake parts.

Battery

Every new Geo has a Delco Freedom[®] battery. You never have to add water to one of these. When it's time for a new battery, we recommend a Delco Freedom[®] battery. Get one that has the replacement number shown on the original battery's label.

Vehicle Storage

If you're not going to drive your vehicle for 25 days or more, take off the black, negative (-) cable from the battery. This will help keep your battery from running down.



CAUTION:

Batteries have acid that can burn you and gas that can explode. You can be badly hurt if you aren't careful. See "Jump Starting" in the Index for tips on working around a battery without getting hurt.

Contact your dealer to learn how to prepare your vehicle for longer storage periods.

Halogen Bulbs

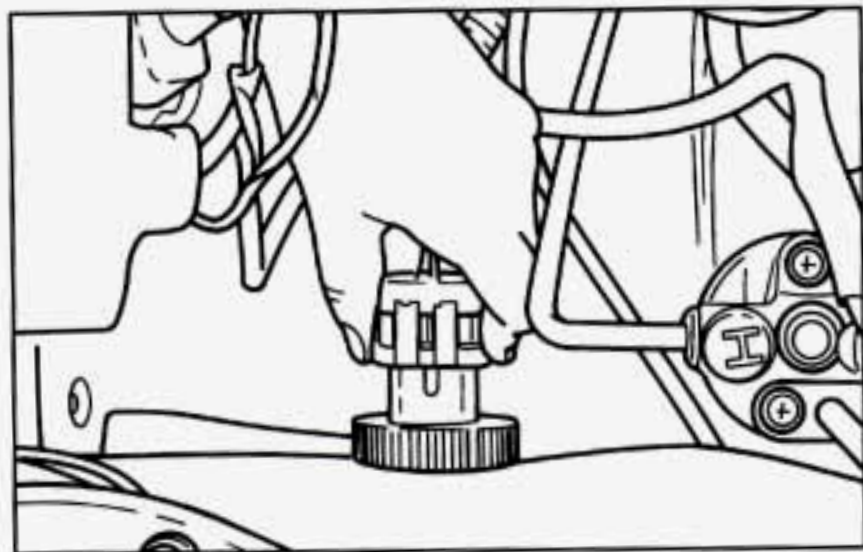
CAUTION:

Halogen bulbs have pressurized gas inside and can burst if you drop or scratch the bulb. You or others could be injured. Take special care when handling and disposing of halogen bulbs.

Bulb Replacement

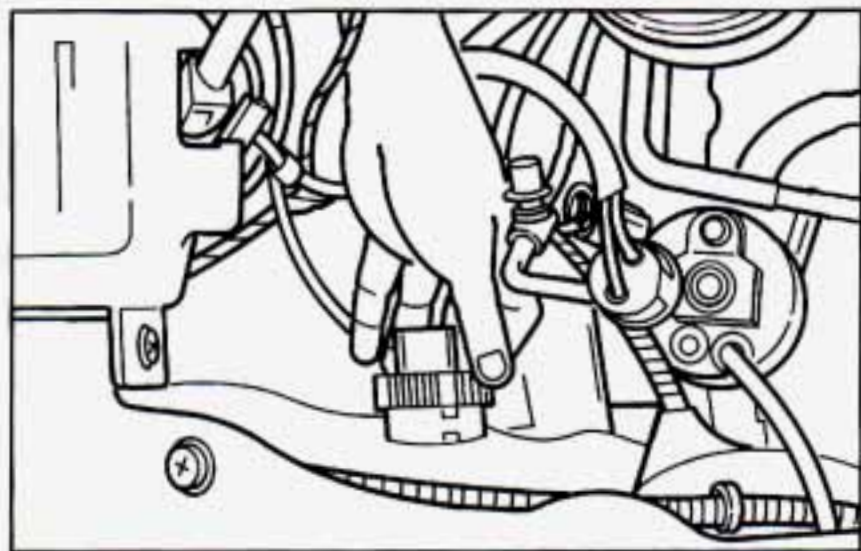
See "Replacement Bulbs" in the Index to check the size and type of bulb you need to use.

Headlamps



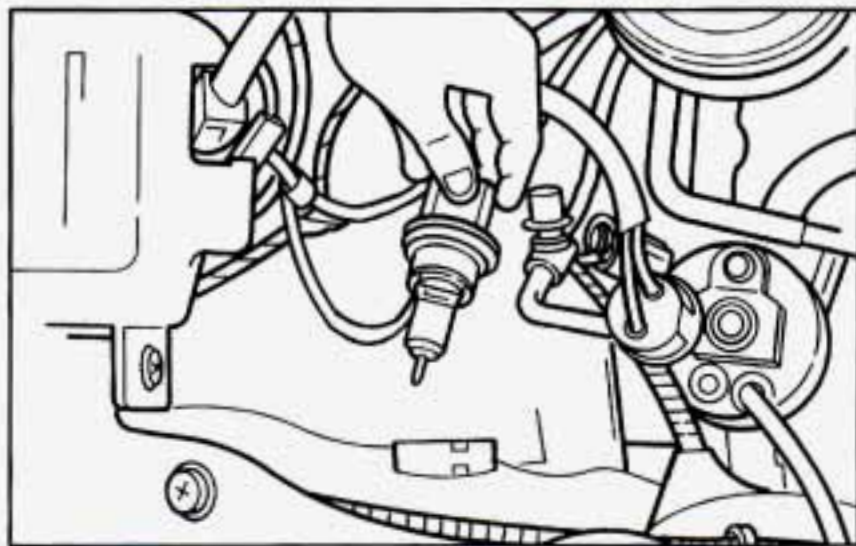
To replace the headlamp bulb:

1. Open the hood.
2. Push in on both sides of the electrical connector. Then pull up and rearward, to disconnect it from the bulb. The plastic clip on the electrical connector may need to be lifted gently with a screwdriver.



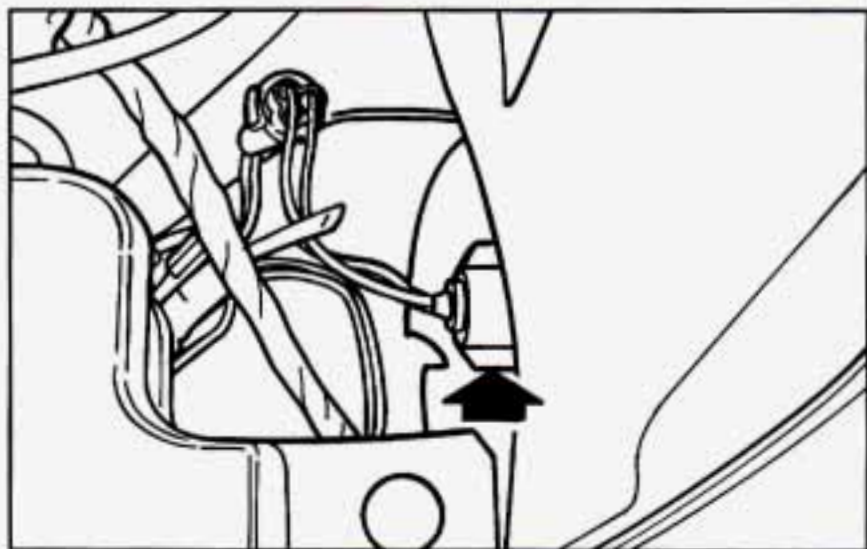
3. Turn the lock ring counterclockwise to release the bulb.

4. Pull the lock ring and the headlamp bulb straight out. Save the lock ring to use with the new bulb.



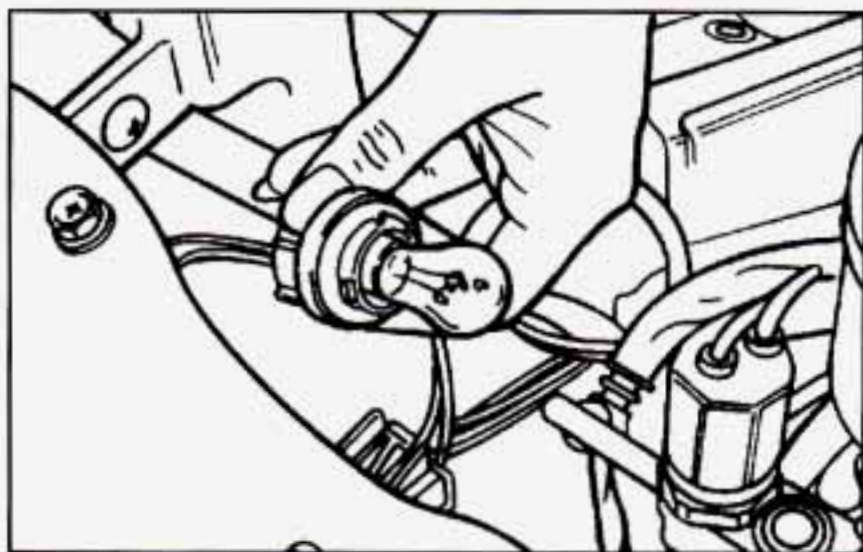
5. Reverse the steps with a new bulb.

Front Parking and Turn Signal Lamps



To replace the parking and turn signal bulb:

1. Open the hood.
2. Turn the bulb socket counterclockwise and pull it out of the lamp housing.

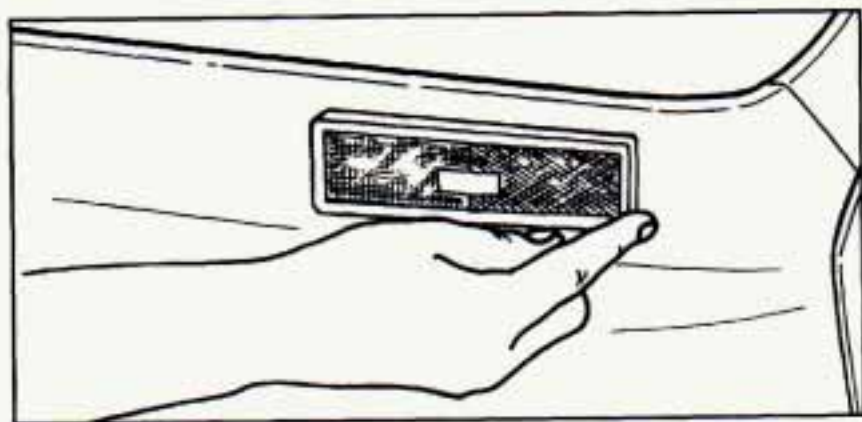


3. Push the bulb in, turn it to counterclockwise and pull it out.
4. Reverse the steps with a new bulb.

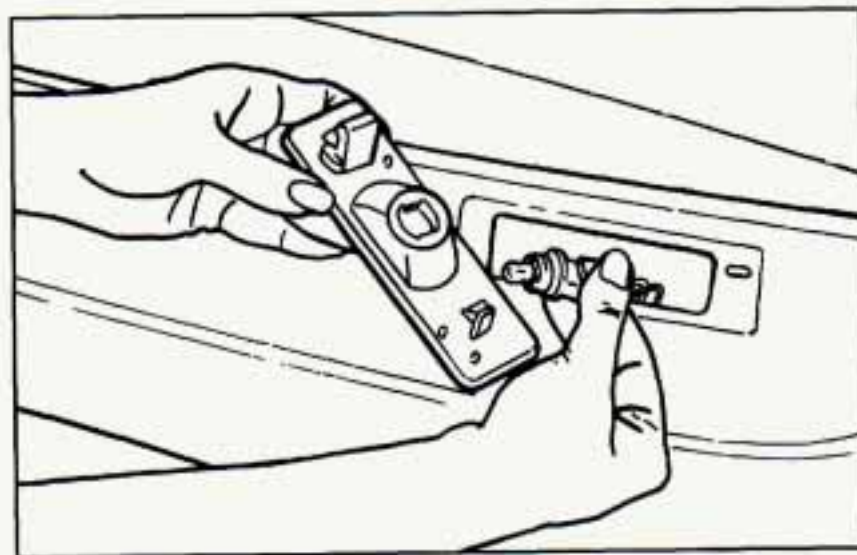
Sidemarker Lamps

To replace the sidemarker bulb:

1. Push the sidemarker housing toward the back of the vehicle to release the clip and pull out the front edge. The housing should pull away from the vehicle.



2. Turn the socket counterclockwise and pull it out of the housing.



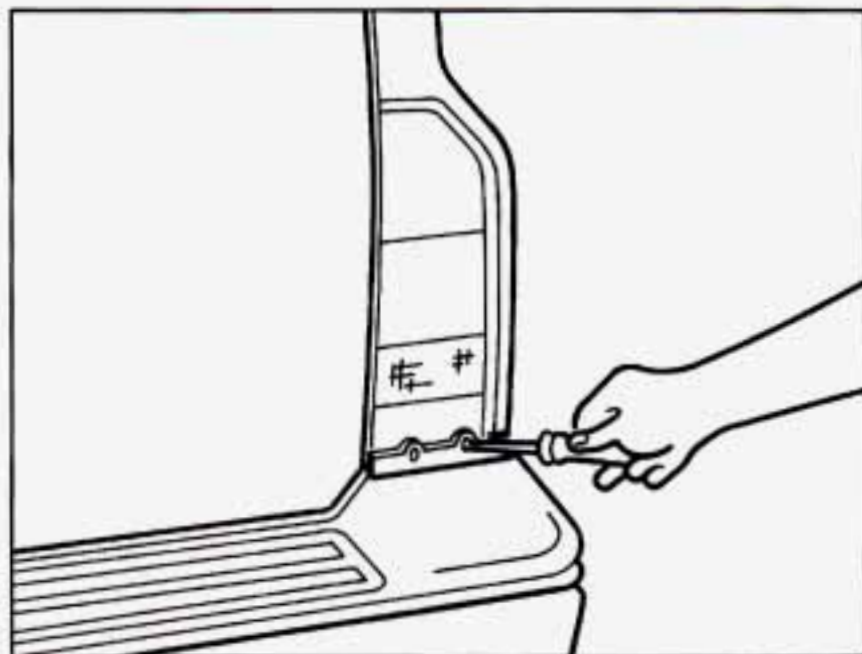
3. Pull the bulb out of the socket.
4. Reverse the steps with a new bulb.

Rear Sidemarker Lamps

To replace the rear sidemarker bulb:

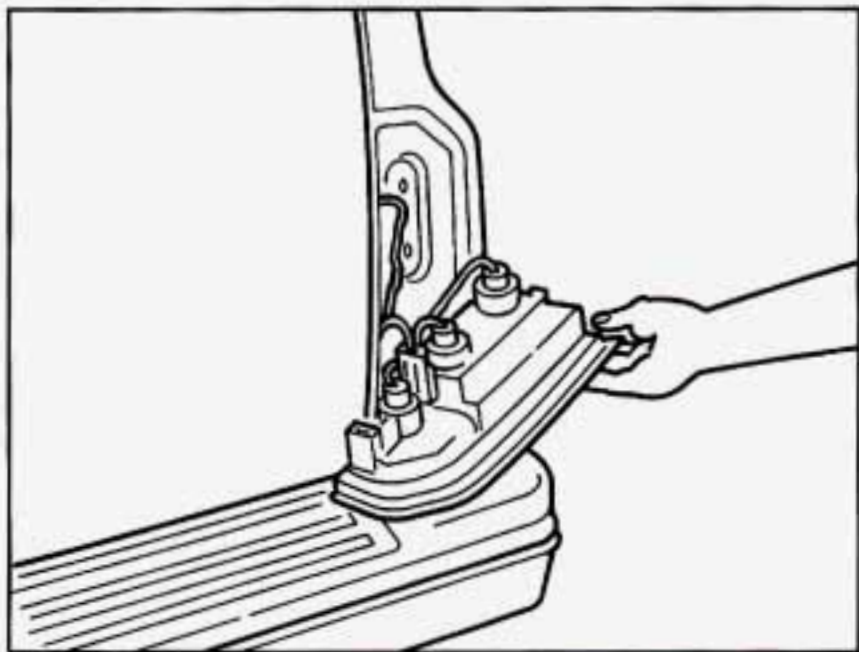
1. Remove the screw (hardtop only).
2. Pull the sidemarker lamp housing out at the back edge.
3. Turn the socket toward the rear of the vehicle and pull it out.
4. Pull the bulb out of the socket.
5. Reverse the steps with a new bulb.

Rear Combination Lamps

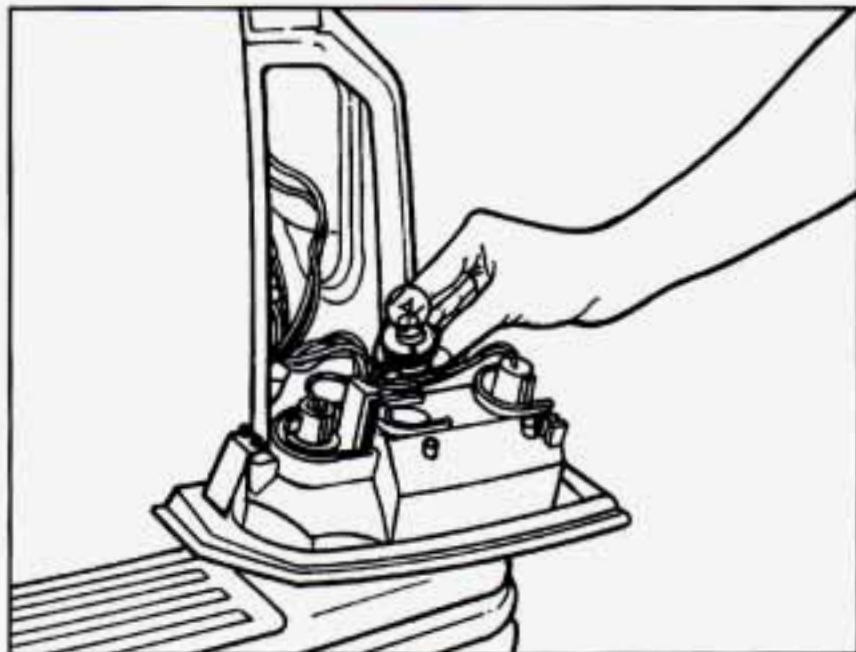


To remove the rear combination bulbs:

1. Remove the two screws from the combination lamps.



2. Place two fingers into the slots where the screws were removed and pull up to remove the rear combination lamp assembly. Pull the assembly out far enough to reach the bulb socket.



3. Turn the socket counterclockwise and pull it out.
4. Disconnect the bulb from its socket by twisting and then pulling the bulb out.
5. Reverse the steps with a new bulb.

Tires

We don't make tires. Your new vehicle comes with high-quality tires made by a leading tire manufacturer. These tires are warranted by the tire manufacturers, and their warranties are delivered with every new Geo. If your spare tire is a different brand than your road tires, you will have a tire warranty folder from each of these manufacturers.



CAUTION:

Poorly maintained and improperly used tires are dangerous.

- **Overloading your tires can cause overheating as a result of too much friction. You could have an air-out and a serious accident. See "Loading Your Vehicle" in the Index.**
- **Underinflated tires pose the same danger as overloaded tires. The resulting accident could cause serious injury. Check all tires frequently to maintain the recommended pressure. Tire pressure should be checked when your tires are cold.**
- **Overinflated tires are more likely to be cut, punctured, or broken by a sudden impact, such as when you hit a pothole. Keep tires at the recommended pressure.**
- **Worn, old tires can cause accidents. If your tread is badly worn, or if your tires have been damaged, replace them.**

Inflation - Tire Pressure

The Tire-Loading Information label which is on the driver's door shows the correct inflation pressures for your tires, when they're cold. "Cold" means your vehicle has been sitting for at least three hours or driven no more than a mile.

NOTICE:

Don't let anyone tell you that underinflation or overinflation is all right. It's not. If your tires don't have enough air (underinflation) you can get:

- Too much flexing
- Too much heat
- Tire overloading
- Bad wear
- Bad handling
- Bad fuel economy.

If your tires have too much air (overinflation), you can get:

- Unusual wear
- Bad handling
- Rough ride
- Needless damage from road hazards.

When to Check

Check your tires once a month or more. Also, check the tire pressure of the spare tire.

How to Check

Use a good quality pocket-type gage to check tire pressure. Simply looking at the tires will not tell you the pressure, especially if you have radial tires -- which may look properly inflated even if they're underinflated.

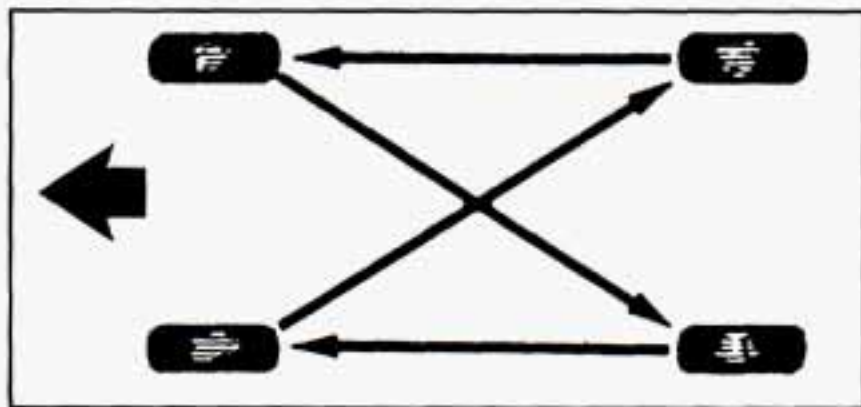
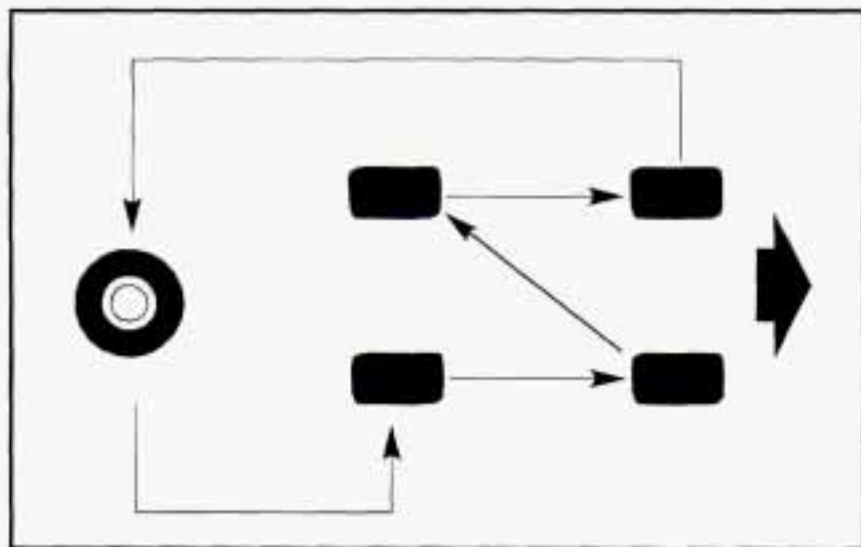
If your tires have valve caps, be sure to put them back on. They help prevent leaks by keeping out dirt and moisture.

Tire Inspection and Rotation

Tires should be inspected every 6,000 to 8,000 miles (10 000 to 13 000 km) for any signs of unusual wear. If unusual wear is present, rotate your tires as soon as possible and check wheel alignment. Also check for damaged tires or wheels. See "When It's Time for New Tires" and "Wheel Replacement" later in this section for more information.

The purpose of regular rotation is to achieve more uniform wear for all tires on the vehicle. The first rotation is the most important. See "Scheduled Maintenance Services" in the Index for scheduled rotation intervals.

When rotating your tires, always use one of the correct rotation patterns shown here.

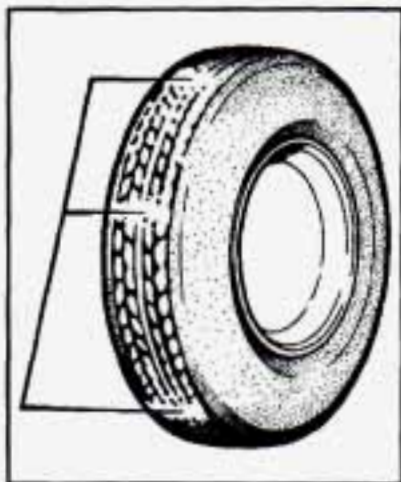


After the tires have been rotated, adjust the front and rear inflation pressures as shown on the Tire-Loading Information label. Make certain that all wheel nuts are properly tightened. See “Wheel Nut Torque” in the Index.

⚠ CAUTION:

Rust or dirt on a wheel, or on the parts to which it is fastened, can make wheel nuts become loose after a time. The wheel could come off and cause an accident. When you change a wheel, remove any rust or dirt from places where the wheel attaches to the vehicle. In an emergency, you can use a cloth or a paper towel to do this; but be sure to use a scraper or wire brush later, if you need to, to get all the rust or dirt off. (See “Changing a Flat Tire” in the Index.)

When It's Time for New Tires



One way to tell when it's time for new tires is to check the treadwear indicators, which will appear when your tires have only 1/16 inch (1.6 mm) or less of tread remaining.

You need a new tire if:

- You can see the indicators at three or more places around the tire.
- You can see cord or fabric showing through the tire's rubber.
- The tread or sidewall is cracked, cut or snagged deep enough to show cord or fabric.
- The tire has a bump, bulge or split.
- The tire has a puncture, cut, or other damage that can't be repaired well because of the size or location of the damage.

Buying New Tires

To find out what kind and size of tires you need, look at the Tire-Loading Information label.

The tires installed on your vehicle when it was new had a Tire Performance Criteria Specification (TPC Spec) number on each tire's sidewall. When you get new tires, get ones with that same TPC Spec number. That way, your vehicle will continue to have tires that are designed to give proper endurance, handling, speed rating, traction, ride and other things during normal service on your vehicle. If your tires have an all-season tread design, the TPC number will be followed by an "MS" (for mud and snow).

If you ever replace your tires with those not having a TPC Spec number, make sure they are the same size, load range, speed rating and construction type (bias, bias-belted or radial) as your original tires.



CAUTION:

Mixing tires could cause you to lose control while driving. If you mix tires of different sizes or types (radial and bias-belted tires), the vehicle may not handle properly, and you could have a crash. Be sure to use the same size and type tires on all four wheels.

Uniform Tire Quality Grading

The following information relates to the system developed by the United States National Highway Traffic Safety Administration which grades tires by treadwear, traction and temperature performance. (This applies only to vehicles sold in the United States.)

Treadwear

The treadwear grade is a comparative rating based on the wear rate of the tire when tested under controlled conditions on a specified government test course. For example, a tire graded 150 would wear one and a half (1 1/2) times as well on the government course as a tire graded 100. The relative performance of tires depends upon the actual conditions of their use, however, and may depart significantly from the norm due to variations in driving habits, service practices and differences in road characteristics and climate.

Traction - A, B, C

The traction grades, from highest to lowest are: A, B, and C. They represent the tire's ability to stop on wet pavement as measured under controlled conditions on specified government test surfaces of asphalt and concrete. A tire marked C may have poor traction performance.

Warning: The traction grade assigned to this tire is based on braking (straight-ahead) traction tests and does not include cornering (turning) traction.

Temperature - A, B, C

The temperature grades are A (the highest), B, and C, representing the tire's resistance to the generation of heat and its ability to dissipate heat when tested under controlled conditions on a specified indoor laboratory test wheel. Sustained high temperature can cause the material of the tire to degenerate and reduce tire life, and excessive temperature can lead to sudden tire failure. The grade C corresponds to a level of performance which all passenger car tires must meet under the Federal Motor Vehicle Safety Standard No. 109. Grades B and A represent higher levels of performance on the laboratory test wheel than the minimum required by law.

Warning: The temperature grade for this tire is established for a tire that is properly inflated and not overloaded. Excessive speed, underinflation, or excessive loading, either separately or in combination, can cause heat buildup and possible tire failure.

These grades are molded on the sidewalls of passenger car tires.

While the tires available as standard or optional equipment on General Motors vehicles may vary with respect to these grades, all such tires meet General Motors performance standards and have been approved for use on General Motors vehicles. All passenger type (P Metric) tires must conform to Federal safety requirements in addition to these grades.

Wheel Alignment and Tire Balance

The wheels on your vehicle were aligned and balanced carefully at the factory to give you the longest tire life and best overall performance.

In most cases, you will not need to have your wheels aligned again. However, if you notice unusual tire wear or your vehicle pulling one way or the other, the alignment may need to be reset. If you notice your vehicle vibrating when driving on a smooth road, your wheels may need to be rebalanced.

Wheel Replacement

Replace any wheel that is bent, cracked, or badly rusted or corroded. If wheel nuts keep coming loose, the wheel, wheel bolts, and wheel nuts should be replaced. If the wheel leaks air, replace it (except some aluminum wheels, which can sometimes be repaired). See your Chevrolet/Geo dealer if any of these conditions exist.

Your dealer will know the kind of wheel you need.

Each new wheel should have the same load carrying capacity, diameter, width, offset, and be mounted the same way as the one it replaces.

If you need to replace any of your wheels, wheel bolts, or wheel nuts, replace them only with new GM original equipment parts. This way, you will be sure to have the right wheel, wheel bolts, and wheel nuts for your Geo model.



CAUTION:

Using the wrong replacement wheels, wheel bolts, or wheel nuts on your vehicle can be dangerous. It could affect the braking and handling of your vehicle, make your tires lose air and make you lose control. You could have a collision in which you or others could be injured. Always use the correct wheel, wheel bolts, and wheel nuts for replacement.

NOTICE:

The wrong wheel can also cause problems with bearing life, brake cooling, speedometer/odometer calibration, headlamp aim, bumper height, vehicle ground clearance, and tire or tire chain clearance to the body and chassis.

Used Replacement Wheels

CAUTION:

Putting a used wheel on your vehicle is dangerous. You can't know how it's been used or how many miles it's been driven. It could fail suddenly and cause an accident. If you have to replace a wheel use a new GM original equipment wheel.

Tire Chains

NOTICE:

Use tire chains only where legal and only when you must. Use only SAE Class "S" type chains that are the proper size for your tires. Install them on the tires of the drive axle (four-wheel drive vehicles can use chains on both axles).

Tighten them as tightly as possible with the ends securely fastened. Drive slowly and follow the chain manufacturer's instructions. If you can hear the chains contacting your vehicle, stop and retighten them. If the contact continues, slow down until it stops. Driving too fast or spinning the wheels with chains on will damage your vehicle.

Appearance Care

Remember, cleaning products can be hazardous. Some are toxic. Others can burst into flame if you strike a match or get them on a hot part of the vehicle. Some are dangerous if you breathe their fumes in a closed space. When you use anything from a container to clean your Geo, be sure to follow the manufacturer's warnings and instructions. And always open your doors or windows when you're cleaning the inside.

Never use these to clean your vehicle:

- Gasoline
- Benzene
- Naphtha
- Carbon Tetrachloride
- Acetone
- Paint Thinner
- Turpentine
- Lacquer Thinner
- Nail Polish Remover

They can all be hazardous -- some more than others -- and they can all damage your vehicle, too.

Don't use any of these unless this manual says you can. In many uses, these will damage your vehicle:

- Alcohol
- Laundry Soap
- Bleach
- Reducing Agents

Cleaning the Inside of Your Geo

Use a vacuum cleaner often to get rid of dust and loose dirt. Wipe vinyl or leather with a clean, damp cloth.

Your Chevrolet/Geo dealer has two GM cleaners, a solvent-type spot lifter and a foam-type powdered cleaner. They will clean normal spots and stains very well. Do not use them on vinyl or leather.

Here are some cleaning tips:

- Always read the instructions on the cleaner label.
- Clean up stains as soon as you can -- before they set.
- Use a clean cloth or sponge, and change to a clean area often. A soft brush may be used if stains are stubborn.
- Use solvent-type cleaners in a well-ventilated area only. If you use them, don't saturate the stained area.
- If a ring forms after spot cleaning, clean the entire area immediately or it will set.

Using Foam-Type Cleaner on Fabric

- Vacuum and brush the area to remove any loose dirt.
- Always clean a whole trim panel or section. Mask surrounding trim along stitch or welt lines.
- Mix multi-purpose powdered cleaner following the directions on the container label.
- Use suds only and apply with a clean sponge.
- Don't saturate the material.
- Don't rub it roughly.
- As soon as you've cleaned the section, use a sponge to remove the suds.
- Rinse the section with a clean, wet sponge.
- Wipe off what's left with a slightly damp paper towel or cloth.
- Then dry it immediately with a blow dryer or a heat lamp.

NOTICE:

Be careful. A blow dryer or a heat lamp may scorch the fabric.

- Wipe with a clean cloth.

Using Solvent-Type Cleaner on Fabric

First, see if you have to use solvent-type cleaner at all. Some spots and stains will clean off better with just water and mild soap.

If you need to use a solvent:

- Gently scrape excess soil from the trim material with a clean, dull knife or scraper. Use very little cleaner, light pressure and clean cloths (preferably cheesecloth). Cleaning should start at the outside of the stain, "feathering" toward the center. Keep changing to a clean section of the cloth.
- When you clean a stain from fabric, immediately dry the area with a blow dryer or a heat lamp to help prevent a cleaning ring. (See the previous NOTICE.)

Fabric Protection

Your Geo has upholstery that has been treated with Scotchgard™ Fabric Protector, a 3M product. Scotchgard™ protects fabrics by repelling oil and water, which are the carriers of most stains. Even with this protection, you still need to clean your upholstery often to keep it looking new.

Further information on cleaning is available by calling 1-800-433-3296 (in Minnesota, 1-800-642-6167).

Special Cleaning Problems

Greasy or Oily Stains

Stains caused by grease, oil, butter, margarine, shoe polish, coffee with cream, chewing gum, cosmetic creams, vegetable oils, wax crayon, tar and asphalt can be removed as follows:

- Carefully scrape off excess stain.
- Follow the solvent-type instructions described earlier.
- Shoe polish, wax crayon, tar and asphalt will stain if left on a vehicle seat fabric. They should be removed as soon as possible. Be careful, because the cleaner will dissolve them and may cause them to spread.

Non-Greasy Stains

Stains caused by catsup, coffee (black), egg, fruit, fruit juice, milk, soft drinks, wine, vomit, urine and blood can be removed as follows:

- Carefully scrape off excess stain, then sponge the soiled area with cool water.

- If a stain remains, follow the foam-type instructions described earlier.
- If an odor lingers after cleaning vomit or urine, treat the area with a water/baking soda solution: 1 teaspoon (5 ml) of baking soda to 1 cup (250 ml) of lukewarm water.
- If needed, clean lightly with solvent-type cleaner.

Combination Stains

Stains caused by candy, ice cream, mayonnaise, chili sauce and unknown stains can be removed as follows:

- Carefully scrape off excess stain, then clean with cool water and allow to dry.
- If a stain remains, clean it with solvent-type cleaner.

Cleaning Vinyl

Use warm water and a clean cloth.

- Rub with a clean, damp cloth to remove dirt. You may have to do it more than once.
- Things like tar, asphalt and shoe polish will stain if you don't get them off quickly. Use a clean cloth and a GM Vinyl/Leather Cleaner or equivalent product.

Cleaning the Top of the Instrument Panel

Use only mild soap and water to clean the top surfaces of the instrument panel. Sprays containing silicones or waxes may cause annoying reflections in the windshield and even make it difficult to see through the windshield under certain conditions.

Care of Safety Belts

Keep belts clean and dry.

CAUTION:

Do not bleach or dye safety belts. If you do, it may severely weaken them. In a crash they might not be able to provide adequate protection. Clean safety belts only with mild soap and lukewarm water.

Glass

Glass should be cleaned often. GM Glass Cleaner (GM Part No. 1050427) or a liquid household glass cleaner will remove normal tobacco smoke and dust films.

Don't use abrasive cleaners on glass, because they may cause scratches. Avoid placing decals on the inside rear window, since they may have to be scraped off later. If abrasive cleaners are used on the inside of the rear window, an electric defogger element may be damaged. Any temporary license should not be attached across the defogger grid.

Cleaning the Outside of the Windshield and Wiper Blades

If the windshield is not clear after using the windshield washer, or if the wiper blade chatters when running, wax or other material may be on the blade or windshield.

Clean the outside of the windshield with GM Windshield Cleaner, Bon-Ami Powder[®] (GM Part No. 1050011). The windshield is clean if beads do not form when you rinse it with water.

Clean the blade by wiping vigorously with a cloth soaked in full strength windshield washer solvent. Then rinse the blade with water.

Wiper blades should be checked on a regular basis and replaced when worn.

Weatherstrips

Silicone grease on weatherstrips will make them last longer, seal better, and not stick or squeak. Apply silicone grease with a clean cloth at least every six months. During very cold, damp weather more frequent application may be required. (See "Recommended Fluids and Lubricants" in the Index.)

Cleaning the Outside of Your Geo

The paint finish on your vehicle provides beauty, depth of color, gloss retention and durability.

Washing Your Vehicle

The best way to preserve your vehicle's finish is to keep it clean by washing it often with lukewarm or cold water.

Don't wash your vehicle in the direct rays of the sun. Don't use strong soaps or chemical detergents. Use liquid hand, dish or car washing (mild detergent) soaps. Don't use cleaning agents that are petroleum based, or that contain acid or abrasives. All cleaning agents should be flushed promptly and not allowed to dry on the surface, or they could stain. Dry the finish with a soft, clean chamois or a 100% cotton towel to avoid surface scratches and water spotting.

High pressure car washes may cause water to enter your vehicle.

Finish Care

Occasional waxing or mild polishing of your Geo by hand may be necessary to remove residue from the paint finish. You can get GM approved cleaning products from your dealer. (See "Appearance Care and Materials" in the Index.)

Your Geo has a "basecoat/clearcoat" paint finish. The clearcoat gives more depth and gloss to the colored basecoat. Always use waxes and polishes that are non-abrasive and made for a basecoat/clearcoat paint finish.

NOTICE:

Machine compounding or aggressive polishing on a basecoat/clearcoat paint finish may dull the finish or leave swirl marks.

Foreign materials such as calcium chloride and other salts, ice melting agents, road oil and tar, tree sap, bird droppings, chemicals from industrial chimneys, etc. can

damage your vehicle's finish if they remain on painted surfaces. Wash the vehicle as soon as possible. If necessary, use non-abrasive cleaners that are marked safe for painted surfaces to remove foreign matter.

Exterior painted surfaces are subject to aging, weather and chemical fallout that can take their toll over a period of years. You can help to keep the paint finish looking new by keeping your Geo garaged or covered whenever possible.

Protecting Exterior Bright Metal Parts

Bright metal parts should be cleaned regularly to keep their luster. Washing with water is all that is usually needed. However, you may use GM Chrome Polish on chrome or stainless steel trim, if necessary.

Use special care with aluminum trim. To avoid damaging protective trim, never use auto or chrome polish, steam or caustic soap to clean aluminum. A coating of wax, rubbed to high polish, is recommended for all bright metal parts.

Special Care for Canvas Top and Plastic Windows

To protect the canvas top:

- After you wash the vehicle, make sure the top is completely dry before you open or remove it.
- Don't get any vinyl cleaner on the vehicle's painted finish; it could leave streaks.
- Don't go through automatic car washes; the canvas top could be damaged.

The plastic windows are pliable and can be scratched if you don't take these precautions when you clean them:

- Wipe off dust with a soft cotton cloth moistened with clean, cool or lukewarm water. Don't use a "dry" cloth. Wipe in one direction only, not back and forth.

- To remove frost, snow or ice, use lukewarm water. Don't use a scraper or any de-icing fluids.
- Wash the windows with a soft cloth and clean, cool or lukewarm water. Never use a dry cloth, hot water, strong soap or detergent, solvents or harsh cleaning agents. Rinse thoroughly and wipe with a slightly moist soft, clean cloth.
- Don't put any labels, stickers or tape on windows. It's hard to remove adhesives left on the window when such items are removed. If a sticker or label must be removed, remove any adhesive left on the window while the adhesive is still soft and sticky. Press on a new sticker or piece of tape and then lift it off again; keep doing this until all the adhesive lifts off with the sticker or tape.

Aluminum Wheels (If So Equipped)

Your aluminum wheels have a protective coating similar to the painted surface of your vehicle. Don't use strong soaps, chemicals, chrome polish, abrasive cleaners or abrasive cleaning brushes on them because you could damage this coating. After rinsing thoroughly, a wax may be applied.

NOTICE:

If you have aluminum wheels, don't use an automatic vehicle wash that has hard silicon carbide cleaning brushes. These brushes can take the protective coating off your aluminum wheels.

Tires

To clean your tires, use a stiff brush with a tire cleaner.

When applying a tire dressing always take care to wipe off any overspray or splash from painted surfaces. Petroleum-based products may damage the paint finish.

Sheet Metal Damage

If your vehicle is damaged and requires sheet metal repair or replacement, make sure the body repair shop applies anti-corrosion material to the parts repaired or replaced to restore corrosion protection.

Finish Damage

Any stone chips, fractures or deep scratches in the finish should be repaired right away. Bare metal will corrode quickly and may develop into a major repair expense.

Minor chips and scratches can be repaired with touch-up materials available from your dealer or other service outlets. Larger areas of finish damage can be corrected in your dealer's body and paint shop.

Underbody Maintenance

Chemicals used for ice and snow removal and dust control can collect on the underbody. If these are not removed, accelerated corrosion (rust) can occur on the underbody parts such as fuel lines, frame, floor pan, and exhaust system even though they have corrosion protection.

At least every spring, flush these materials from the underbody with plain water. Clean any areas where mud and other debris can collect. Dirt packed in closed areas of the frame should be loosened before being flushed. Your dealer or an underbody vehicle washing system can do this for you.

Chemical Paint Spotting

Some weather and atmospheric conditions can create a chemical fallout. Airborne pollutants can fall upon and attack painted surfaces on your vehicle. This damage can take two forms: blotchy, ringlet-shaped discolorations, and small irregular dark spots etched into the paint surface.

Although no defect in the paint job causes this, Geo will repair, at no charge to the owner, the surfaces of new vehicles damaged by this fallout condition within 12 months or 12,000 miles (20 000 km) of purchase, whichever comes first.

Appearance Care and Maintenance Materials

You can get these from your GM Parts Department.

PART NUMBER	SIZE	DESCRIPTION	USAGE
12345343	16 oz. (0.473L)	Goodwrench® Liquid Wax	Exterior polish
1052277	12 oz. (0.354L)	Spray-A-Squeak Silicone Grease	Weatherstrips, Stops squeaks
1052863	1 oz. (0.028kg)		
1050172	16 oz. (0.473L)	Tar and Road Oil Remover	Also removes old waxes, polishes
1050173	16 oz. (0.473L)	Chrome Cleaner and Polish	Removes rust and corrosion
1050174	16 oz. (0.473L)	White Sidewall Tire Cleaner	Cleans white and black tires
1050214	32 oz. (0.946L)	Vinyl/Leather Cleaner	Spot and stain removal
1050244	16 oz. (0.473L)	Fabric Cleaner	Spot and stain removal
1050427	23 oz. (0.680L)	Glass Cleaner	Also spot cleans vinyls
1050429	6 lbs. (2.72kg)	Multi-Purpose Powdered Cleaner	Cleans vinyl and cloth, also, tires and mats
1052349	12 oz. (0.340kg)	Lubriplate (White Grease)	For hood, trunk, door hinges and latches
1051055	16 oz. (0.473L)	Preservatone	Vinyl top dressing
1051398*	6 oz. (0.237L)	Spot Lifter	For cloth
1051515	32 oz. (0.946L)	Washer Solvent	Windshield-washing system
1052870	16 oz. (0.473L)	Wash-Wax (conc.)	Exterior wash

* Not recommended for pigskin suede leather.

See your General Motors Parts Departments for these products.

See your Maintenance Schedule for other products.

Vehicle Identification Number (VIN)



This is the legal identifier for your Geo. It appears on a plate in the front corner of the instrument panel, on the driver's side. You can see it if you look through the windshield from outside your vehicle. The VIN also appears on the Vehicle Certification and Service Parts labels and the certificates of title and registration.

Engine Identification

The eighth character in your VIN is the engine code. This code will help you identify your engine, specifications, and replacement parts.

Service Parts Identification Label

You'll find this label inside the glove box on the door. It's very helpful if you ever need to order parts. On this label is:

- your VIN,
- the model designation,
- paint information, and
- a list of all production options and special equipment.

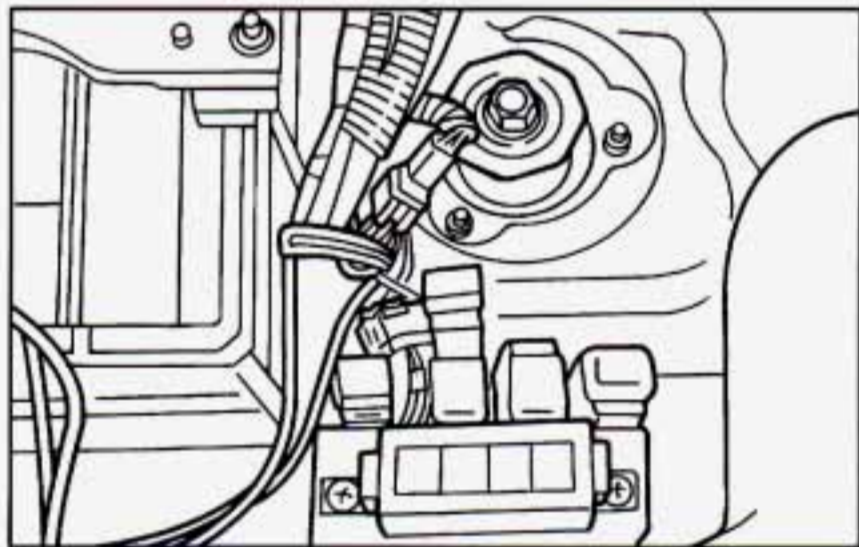
Be sure that this label is not removed from the vehicle.

Add-On Electrical Equipment

NOTICE:

Don't add anything electrical to your Geo unless you check with your dealer first. Some electrical equipment can damage your vehicle and the damage wouldn't be covered by your warranty. Some add-on electrical equipment can keep other components from working as they should.

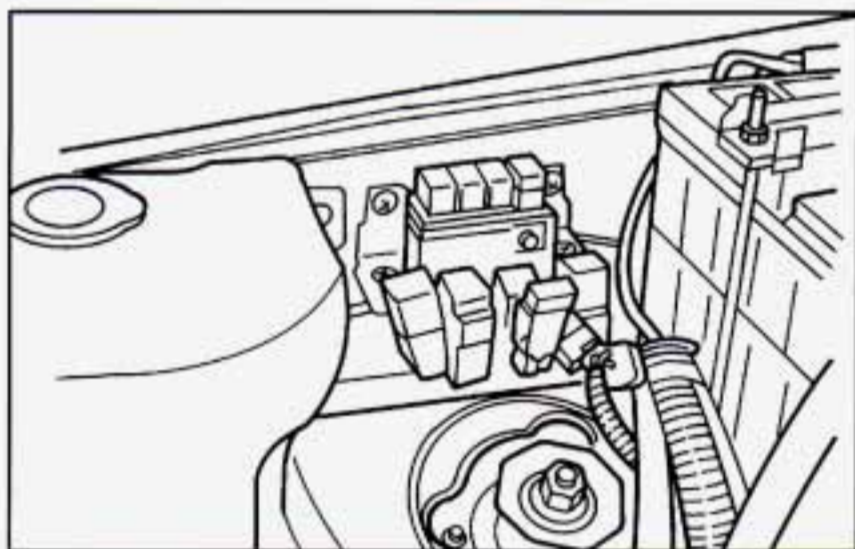
Fuses and Circuit Breakers



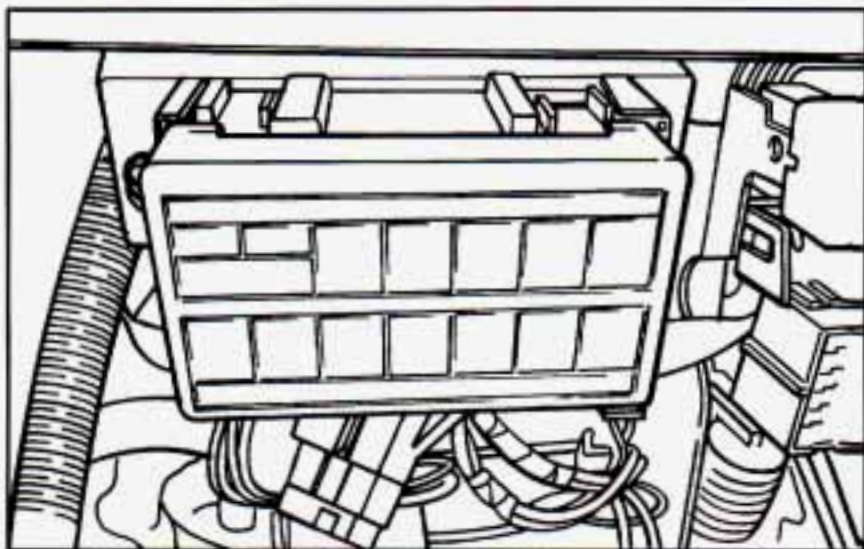
The wiring circuits in your vehicle are protected from short circuits by fuses, circuit breakers and thermal links in the wiring itself. This greatly reduces the chance of fires caused by electrical problems.

The main fuse box in your engine compartment is on the right side. It protects all electrical loads.

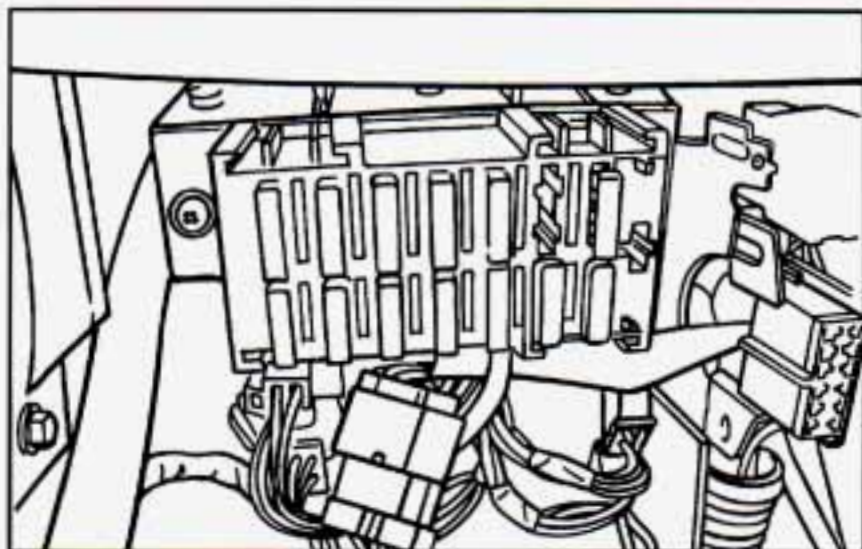
For access to the main fuses, pull off the cover. A spare fuse is also inside the fuse box.



Another fuse box is under the left side of the instrument panel. The fuses here protect each separate circuit including headlamps. If you have electrical failure, check here first.



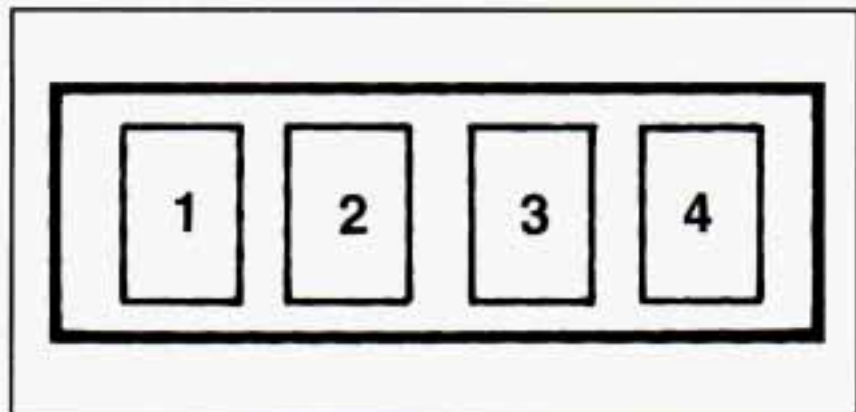
Look at the silver-colored band inside the fuse. If the band is broken or melted, replace the fuse. Be sure you replace a bad fuse with a new one of the correct size.



If you ever have a problem on the road and don't have a spare fuse, you can borrow one. Just pick some feature of your vehicle that you can get along without -- like the radio or cigarette lighter -- and use its fuse, if it is the size you need. Replace it as soon as you can.

Before replacing a fuse, turn every vehicle electrical switch off.

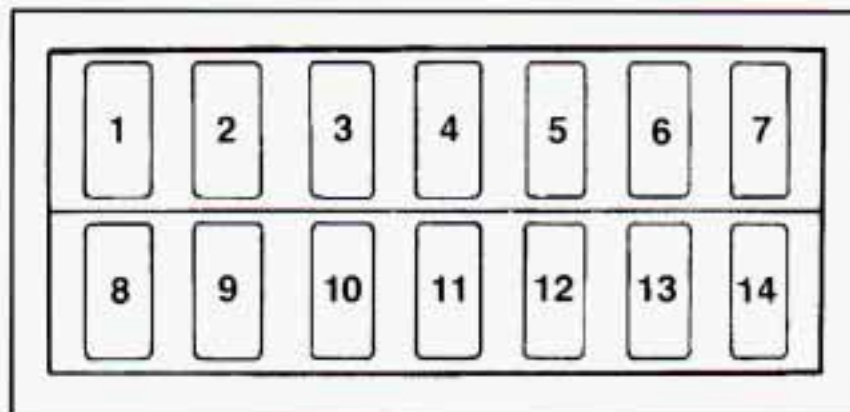
Fuse Usage



Main Fuse Block

Fuse	Usage
1	Generator to Battery Circuit
2	Circuits Only Active When Ignition Switch is in ACC, ON or START
3	Circuits Always Active
4	Circuits Always Active

Instrument Panel Fuse Block



Fuse	Usage
1	Right Headlamp
2	Left Headlamp; High Beam Indicator Light
3	Taillamps; Interior Lamp; Sidemarker Lamps; Instrument Cluster Lights
4	Stop Lamps; Horn
5	Hazard Lamps
6	Door Lock (Option)

7	Lighter; Radio
8	Ignition System; Warning and Indicator Lights
9	Turn Signal Lamps; Back-up Lamps
10	Wiper/Washer
11	Rear Defogger
12	Heater
13	Rear Wheel Anti-Lock Main Relay
14	Electronic Fuel Injection Main Relay

Replacement Bulbs

Back-up	1156
Center High-Mounted Stop	921
Dome	GM Part No. 96051559 or equivalent
Front Parking and Turn Signal	1157 NA
Headlamp (Halogen)	9004
	GM Part No. 9441731 or equivalent
Heater or Air Conditioning Control	
	GM Part No. 96052599 or equivalent
Indicator and Warning	
Brake	GM Part No. 9433184 or equivalent
Charging System	GM Part No. 9433184 or equivalent
Check Engine	GM Part No. 9433184 or equivalent
Engine Oil Pressure	GM Part No. 9433184 or equivalent
4WD	GM Part No. 9433184 or equivalent
Headlamp High Beam	
	GM Part No. 9433184 or equivalent
Safety Belt	GM Part No. 9433184 or equivalent
Turn Signal	GM Part No. 9433184 or equivalent
Instrument Cluster	GM Part No. 96051561 or equivalent

Replacement Bulbs Continued

License Plate	194
GM Part No. 96053203 or equivalent	
Lighter	GM Part No. 9433184 or equivalent
Rear Defogger Switch	
GM Part No. 96061736 or equivalent	
Rear Hazard and Turn Signal	1156
GM Part No. 96051557 or equivalent	
Rear Parking and Stop	1157
GM Part No. 96051558 or equivalent	
Rear Wiper/Washer Switch	
GM Part No. 96061736 or equivalent	
Sidemarkers	194
GM Part No. 96053293 or equivalent	

Capacities and Specifications

Engine

Type	L4
Compression Ratio	
8-Valve Engine	8.9:1
16-Valve Engine	9.5:1
Firing Order	1-3-4-2
Fuel Delivery	Fuel Injection
Piston Displacement	97 CID (1.6L)
Valve Arrangement	In-Head "V" Type
AC Belt Tension	Deflect Belt 0.24-0.3 in. (6-9 mm) @ 22 lbs. (10 kg.) Pressure
Fan Belt Tension	
Inspection	Deflect Belt 0.24-0.32 in. (6-8 mm) @ 22 lbs. (10 kg.) Pressure
Replacement	Deflect Belt 0.20-0.28 in. (5-7 mm) @ 22 lbs. (10 kg.) Pressure
Thermostat Temperature Specification	180°F (82°C)

Replacement Parts

Air Cleaner Filter

8-Valve Engine	13780-61AA0
	GM Part No. 96064348 or equivalent
16-Valve Engine	13780-58B20
	GM Part No. 96068629 or equivalent

Battery 26-60S

Engine Oil Filter GM Part No. 25014441

Fuel Filter AC Type GF571
GM Part No. 96058022 or equivalent

PCV Valve GM Part No. 96058079 or equivalent

Radiator Cap 13 psi

Spark Plug (0.028"- 0.032" Gap)

Capacities (Approximate)

The following approximate capacities are given in U.S. and metric conversions.

Air Conditioning† See the refrigerant information label under hood and "Air Conditioning" later in this section.

Automatic Transmission

Drain and Refill 3.0 qt. (2.8 L)**

Overhaul 5.4 qt. (5.1 L)

Cooling System

Automatic Transmission 5.5 qt. (5.2 L)

Manual Transmission 5.6 qt. (5.3 L)

Crankcase

With Filter Change 4.5 qt. (4.2 L)*

Without Filter Change 4.2 qt. (4.0 L)

Capacities (Approximate) Continued

Front Differential	1.1 qt. (1.0 L)
Fuel Tank	11.1 gal. (42 L)
Manual Transmission	
Four-Wheel Drive	1.6 qt. (1.5 L)**
Two-Wheel Drive	1.8 qt. (1.7 L)**
Rear Differential	2.3 qt. (2.2 L)
Transfer Case	1.8 qt. (1.7 L)

* When changing the oil filter, additional oil may be needed. Recheck the oil level after filling. See "Engine Oil" in the Index.

** Recheck fluid level after filling. See "Automatic Transmission Fluid" or "Manual Transmission Fluid" in the Index.

Wheel Nuts

Wheel Nut Torque	60 lb- ft (80 N•m)
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Vehicle Dimensions

Wheelbase	86.6" (2 200 mm)
Tread	
Front	54.9" (1 395 mm)
Rear	55.1" (1 400 mm)
Length	142.5" (3 620 mm)
Width	64.2" (1 630 mm)
Height	65.0" (1 651 mm)

Air Conditioning Refrigerants

Not all air conditioning refrigerants are the same. If the air conditioning system in your vehicle needs refrigerant, be sure the proper refrigerant is used. If you're not sure, ask your Chevrolet/Geo dealer. For additional information, see your "Warranty and Owner Assistance Information" booklet.

Geo Section 7 Maintenance Schedule

IMPORTANT:
KEEP ENGINE OIL
AT THE PROPER
LEVEL AND CHANGE AS
RECOMMENDED

This section covers the maintenance required for your Geo. Your vehicle needs these services to retain its safety, dependability and emission control performance.



Have you purchased the GM Protection Plan? The Plan supplements your new vehicle warranties. See your Chevrolet/Geo dealer for details.

Introduction

Your Vehicle and the Environment

Proper vehicle maintenance not only helps to keep your vehicle in good working condition, but also helps the environment. All recommended maintenance procedures are important. Improper vehicle maintenance or the removal of important components can significantly affect the quality of the air we breathe. Improper fluid levels or even the wrong tire inflation can increase the level of emissions from your vehicle. To help protect our environment, and to help keep your vehicle in good condition, please maintain your vehicle properly.

How This Section is Organized

The remainder of this section is divided into five parts:

“Part A: Scheduled Maintenance Services” shows what to have done and how often. Some of these services can be complex, so unless you are technically qualified and have the necessary equipment, you should let your dealer’s service department or another qualified service center do these jobs.



CAUTION:

Performing maintenance work on a vehicle can be dangerous. In trying to do some jobs, you can be seriously injured. Do your own maintenance work only if you have the required know-how and the proper tools and equipment for the job. If you have any doubt, have a qualified technician do the work.

If you are skilled enough to do some work on your vehicle, you will probably want to get the service information GM publishes. See “Service Publications” in the Index.

“Part B: Owner Checks and Services” tells you what should be checked whenever you stop for fuel. It also explains what you can easily do to help keep your vehicle in good condition.

“Part C: Periodic Maintenance Inspections” explains important inspections that your Chevrolet/Geo dealer’s service department or another qualified service center should perform.

“Part D: Recommended Fluids and Lubricants” lists some products GM recommends to help keep your vehicle properly maintained. These products, or their equivalents, should be used whether you do the work yourself or have it done.

“Part E: Maintenance Record” provides a place for you to record the maintenance performed on your vehicle. Whenever any maintenance is performed, be sure to write it down in this part. This will help you determine when your next maintenance should be done. In addition, it is a good idea to keep your maintenance receipts. They may be needed to qualify your vehicle for warranty repairs.

Part A: Scheduled Maintenance Services

Using Your Maintenance Schedule

We at General Motors want to help you keep your vehicle in good working condition. But we don't know exactly how you'll drive it. You may drive very short distances only a few times a week. Or you may drive long distances all the time in very hot, dusty weather. You may use your vehicle in making deliveries. Or you may drive it to work, to do errands or in many other ways.

Because of all the different ways people use their GM vehicles, maintenance needs vary. You may even need more frequent checks and replacements than you'll find in the schedules in this section. So please read this section and note how you drive. If you have any questions on how to keep your vehicle in good condition, see your Chevrolet/Geo dealer.

This part tells you the maintenance services you should have done and when you should schedule them. If you go to your dealer for your service needs, you'll know that GM-trained and supported service people will perform the work using genuine GM parts.

The proper fluids and lubricants to use are listed in Part D. Make sure whoever services your vehicle uses these. All parts should be replaced and all necessary repairs done before you or anyone else drives the vehicle.

These schedules are for vehicles that:

- carry passengers and cargo within recommended limits. You will find these limits on your vehicle's Tire-Loading Information label. See "Loading Your Vehicle" in the Index.
- are driven on reasonable road surfaces within legal driving limits.
- use the recommended unleaded fuel. See "Fuel" in the Index.

Selecting the Right Schedule

First you'll need to decide which of the two schedules is right for your vehicle. Here's how to decide which schedule to follow:

Maintenance Schedule

Schedule I Definition

Follow Maintenance Schedule I if any one of these is true for your vehicle:

- Most trips are less than 5 to 10 miles (8 to 16 km). This is particularly important when outside temperatures are below freezing.
- Most trips include extensive idling (such as frequent driving in stop-and-go traffic).
- You frequently tow a trailer or use a carrier on top of your vehicle.

Schedule I should also be followed if the vehicle is used for delivery service, police, taxi, or other commercial application.

Schedule I Intervals

Every 3,000 Miles (5 000 km) or 3 Months, Whichever Occurs First

- Engine Oil and Filter Change
- Free-Wheeling Hubs Inspection (If Equipped)

Every 6,000 Miles (10 000 km) or 6 Months, Whichever Occurs First

- Tire Rotation

Every 15,000 Miles (25 000 km)

- Air Cleaner Filter Inspection, if driving in dusty conditions
- Front Wheel Bearing Repack (or at each brake relining, whichever occurs first)
- Manual Transmission Fluid Change (or every 15 months, whichever occurs first)
- Engine Idle Speed Check
- Valve Lash (Clearance) Adjustment
- Propeller Shafts and U-Joints Inspection (or every 15 months, whichever occurs first)

Maintenance Schedule

Every 30,000 Miles (50 000 km)

Air Cleaner Filter Replacement

Spark Plug Replacement

Engine Accessory Drive Belt Inspection (or every 24 months, whichever occurs first)

Fuel Filter Replacement (or every 30 months, whichever occurs first)

Cooling System Service (or every 30 months, whichever occurs first)

Every 50,000 Miles (83 000 km)

Automatic Transmission Service (severe conditions only)

Positive Crankcase Ventilation (PCV) Valve Replacement

Exhaust Gas Recirculation (EGR) System Inspection

Every 60,000 Miles (100 000 km)

Engine Timing and Distributor Check

Fuel Tank Cap Gasket Replacement

Emission System Hoses Inspection

Camshaft Timing Belt Replacement

Brake Fluid Service

Spark Plug Wire Replacement (or every 60 months, whichever occurs first)

Wiring Harness and Connectors Inspection (or every 60 months, whichever occurs first)

Every 80,000 Miles (133 000 km)

Heated Oxygen Sensor Replacement

Every 90,000 Miles (150 000 km)

Camshaft Timing Belt Inspection

Every 100,000 Miles (166 000 km)

Fuel Injector Inspection

Evaporative Emissions Canister Replacement

Engine Control Module (ECM) and Associated Sensors Inspection

Maintenance Schedule

Schedule II Definition

Follow Schedule II *only* if none of the conditions from Schedule I is true.

Schedule II Intervals

Every 7,500 Miles (12 500 km)

Engine Oil and Filter Change (or every 7.5 months, whichever occurs first)

Free-Wheeling Hubs Inspection (If Equipped) (or every 3 months, whichever occurs first)

Tire Rotation

Every 15,000 Miles (25 000 km)

Front Wheel Bearing Repack (or at each brake relining)

Engine Idle Speed Check

Valve Lash (Clearance) Adjustment

Propeller Shafts and U-Joints Inspection (or every 15 months, whichever occurs first)

Maintenance Schedule

Every 30,000 Miles (50 000 km)

Engine Accessory Drive Belt Inspection (or every 24 months, whichever occurs first)

Cooling System Service (or every 30 months, whichever occurs first)

Spark Plug Replacement

Air Cleaner Filter Replacement

Fuel Tank, Cap and Lines Inspection

Manual Transmission Fluid Change (or every 30 months, whichever occurs first)

Fuel Filter Replacement (or every 30 months, whichever occurs first)

Every 50,000 Miles (83 000 km)

Automatic Transmission Service (severe conditions only)

Positive Crankcase Ventilation (PCV) Valve Replacement

Exhaust Gas Recirculation (EGR) System Inspection

Every 60,000 Miles (100 000 km)

Engine Timing and Distributor Check

Fuel Tank Cap Gasket Replacement

Emission System Hoses Inspection

Camshaft Timing Belt Replacement

Spark Plug Wire Replacement (or every 60 months, whichever occurs first)

Wiring Harness and Connectors Inspection (or every 60 months, whichever occurs first)

Brake Fluid Service

Every 90,000 Miles (150 000 km)

Camshaft Timing Belt Inspection

Every 100,000 Miles (166 000 km)

Fuel Injector Inspection

Evaporative Emissions Canister Replacement

Engine Control Module (ECM) and Associated Sensors Inspection

Maintenance Schedule I

The services shown in this schedule up to 100,000 miles (166 000 km) should be performed after 100,000 miles (166 000 km) at the same intervals.

Footnotes

† The U.S. Environmental Protection Agency or the California Air Resources Board has determined that the failure to perform this maintenance item will not nullify the emission warranty or limit recall liability prior to the completion of vehicle useful life. We, however, urge that all recommended maintenance services be performed at the indicated intervals and the maintenance be recorded.

DATE	ACTUAL MILEAGE	SERVICED BY:

3,000 Miles (5 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

6,000 Miles (10 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

9,000 Miles (15 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

12,000 Miles (20 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

15,000 Miles (25 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Inspect air cleaner filter if you are driving in dusty conditions. Replace filter if necessary. *An Emission Control Service.*
- Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- Change manual transmission fluid (or every 15 months, whichever occurs first).
- Inspect the valve lash and adjust if necessary. *An Emission Control Service.*
- Check engine idle speed and adjust it to underhood label specifications. *An Emission Control Service.* †

Maintenance Schedule I

- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace as necessary.
- Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

18,000 Miles (30 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

21,000 Miles (35 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

24,000 Miles (40 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

27,000 Miles (45 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

30,000 Miles (50 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Inspect engine accessory drive belts (or every 24 months, whichever occurs first).
An Emission Control Service
- Drain, flush and refill cooling system (or every 30 months, whichever occurs first). See "Engine Coolant" in the Index for what to use. Inspect hoses. Clean radiator, condenser, pressure cap and neck. Pressure test the cooling system and pressure cap.
An Emission Control Service.

(Continued)

Maintenance Schedule I

30,000 Miles (50 000 km) (Continued)

- Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- Replace spark plugs. *An Emission Control Service.*
- Replace air cleaner filter. Replace filter more often under dusty conditions. *An Emission Control Service.*
- Inspect fuel tank, cap and lines for damage or leaks. Inspect fuel cap gasket for any damage. Replace parts as needed. *An Emission Control Service. †*
- Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information.
- Change manual transmission fluid (or every 15 months, whichever occurs first).
- Inspect the valve lash and adjust if necessary. *An Emission Control Service.*
- Replace fuel filter (or every 30 months, whichever occurs first, or sooner if filter is clogged). *An Emission Control Service.*
- Check engine idle speed and adjust it to underhood label specifications. *An Emission Control Service. †*
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace as necessary.

Maintenance Schedule I

- Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

33,000 Miles (55 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

36,000 Miles (60 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

39,000 Miles (65 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

42,000 Miles (70 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

45,000 Miles (75 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- Inspect air cleaner filter if you are driving in dusty conditions. Replace filter if necessary. *An Emission Control Service.*
- Change manual transmission fluid (or every 15 months, whichever occurs first).
- Inspect the valve lash and adjust if necessary. *An Emission Control Service.*
- Check engine idle speed and adjust it to underhood label specifications. *An Emission Control Service.* †

(Continued)

Maintenance Schedule I

45,000 Miles (75 000 km) (Continued)

- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace as necessary.
- Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

48,000 Miles (80 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

50,000 Miles (83 000 km)

- Change automatic transmission fluid and filter if the vehicle is mainly driven under one or more of these conditions:

- In heavy city traffic where the outside temperature regularly reaches 90°F (32°C) or higher.
- In hilly or mountainous terrain.
- When doing frequent trailer towing.
- Uses such as found in taxi, police or delivery service.

If you do not use your vehicle under any of these conditions, the fluid and filter do not require changing.

- Replace positive crankcase ventilation (PCV) valve. *An Emission Control Service.*
- Inspect exhaust gas recirculation system. *An Emission Control Service.*

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

51,000 Miles (85 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

54,000 Miles (90 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

57,000 Miles (95 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

60,000 Miles (100 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- Inspect engine accessory drive belts (or every 24 months, whichever occurs first).
An Emission Control Service.
- Replace camshaft timing belt. Inspect at 90,000 miles (150 000 km). *An Emission Control Service.*
- Drain, flush and refill cooling system (or every 30 months, whichever occurs first). See "Engine Coolant" in the Index for what to use. Inspect hoses. Clean radiator, condenser, pressure cap and neck. Pressure

(Continued)

Maintenance Schedule I

60,000 Miles (100 000 km) (Continued)

- test the cooling system and pressure cap.
An Emission Control Service.
- Replace spark plugs. *An Emission Control Service.*
- Replace spark plug wires (or every 60 months, whichever occurs first).
An Emission Control Service.
- Replace fuel filter (or every 30 months, whichever occurs first, or sooner if filter is clogged). *An Emission Control Service.*
- Inspect the underhood wiring harness for loose connections, chafed wires and damage (or every 60 months, whichever occurs first). *An Emission Control Service.*
- Drain, refill and bleed the brake system.
- Replace air cleaner filter. Replace filter more often under dusty conditions.
An Emission Control Service.
- Inspect fuel tank, cap and lines for damage or leaks. Inspect fuel cap gasket for any damage. Replace parts as needed.
An Emission Control Service. †
- Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information.
- Change manual transmission fluid (or every 15 months, whichever occurs first).
- Inspect the valve lash and adjust if necessary. *An Emission Control Service.*
- Check engine idle speed and adjust it to underhood label specifications.
An Emission Control Service. †
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace as necessary.

Maintenance Schedule I

- Adjust engine timing to underhood label specifications. Inspect the inside and outside of the distributor cap and rotor for cracks, carbon tracking and corrosion. Clean or replace as needed. *An Emission Control Service.*
- Inspect emission system hoses and replace as necessary. *An Emission Control Service.*
- Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

63,000 Miles (105 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

66,000 Miles (110 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

69,000 Miles (115 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

72,000 Miles (120 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

75,000 Miles (125 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- Inspect air cleaner filter if you are driving in dusty conditions. Replace filter if necessary. *An Emission Control Service.*
- Change manual transmission fluid (or every 15 months, whichever occurs first).
- Inspect the valve lash and adjust if necessary. *An Emission Control Service.*
- Check engine idle speed and adjust it to underhood label specifications. *An Emission Control Service.* †

(Continued)

Maintenance Schedule I

75,000 Miles (125 000 km) (Continued)

- Inspect the locking front hubs (equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace as necessary.
- Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

78,000 Miles (130 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

81,000 Miles (135 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

84,000 Miles (140 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

87,000 Miles (145 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

90,000 Miles (150 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- Inspect engine accessory drive belts (or every 24 months, whichever occurs first).
An Emission Control Service.
- Inspect camshaft timing belt. *An Emission Control Service.*

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

- Drain, flush and refill cooling system (or every 30 months, whichever occurs first). See “Engine Coolant” in the Index for what to use. Inspect hoses. Clean radiator, condenser, pressure cap and neck. Pressure test the cooling system and pressure cap.
An Emission Control Service.
- Replace spark plugs. *An Emission Control Service.*
- Replace air cleaner filter. Replace filter more often under dusty conditions.
An Emission Control Service.
- Inspect fuel tank, cap and lines for damage or leaks. Inspect fuel cap gasket for any damage. Replace parts as needed.
An Emission Control Service. †
- Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information.
- Change manual transmission fluid (or every 15 months, whichever occurs first).
- Inspect the valve lash and adjust if necessary. *An Emission Control Service.*
- Replace fuel filter (or every 30 months, whichever occurs first, or sooner if filter is clogged). *An Emission Control Service.*
- Check engine idle speed and adjust it to underhood label specifications. *An Emission Control Service. †*
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace as necessary.

(Continued)

Maintenance Schedule I

90,000 Miles (150 000 km) (Continued)

- Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

93,000 Miles (155 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

96,000 Miles (160 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

99,000 Miles (165 000 km)

- Change engine oil and filter (or every 3 months, whichever occurs first).
An Emission Control Service.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule I

100,000 Miles (166 000 km)

- Change automatic transmission fluid and filter if the vehicle is mainly driven under one or more of these conditions:
 - In heavy city traffic where the outside temperature regularly reaches 90°F (32°C) or higher.
 - In hilly or mountainous terrain.
 - When doing frequent trailer towing.
 - Uses such as found in taxi, police or delivery service.

If you do not use your vehicle under any of these conditions, the fluid and filter do not require changing.

- Inspect fuel injector. *An Emission Control Service.*
- Replace evaporative emissions canister. *An Emission Control Service.*
- Inspect engine control module (ECM) and associated sensors. *An Emission Control Service.*
- Replace positive crankcase ventilation (PCV) valve. *An Emission Control Service.*
- Inspect exhaust gas recirculation system. *An Emission Control Service.*

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule II

The services shown in this schedule up to 100,000 miles (166 000 km) should be performed after 100,000 miles (166 000 km) at the same intervals.

Footnotes

† The U.S. Environmental Protection Agency or the California Air Resources Board has determined that the failure to perform this maintenance item will not nullify the emission warranty or limit recall liability prior to the completion of vehicle useful life. We, however, urge that all recommended maintenance services be performed at the indicated intervals and the maintenance be recorded.

7,500 Miles (12 500 km)

- Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.
- Inspect the locking front hubs (if equipped) for correct operation (or ever 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule II

15,000 Miles (25 000 km)

- Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.
- Inspect the locking front hubs (if equipped) for correct operation (or ever 3 months, whichever occurs first). Repair or replace if necessary.

- Inspect the valve lash and adjust if necessary. *An Emission Control Service.*
- Check engine idle speed and adjust it to underhood label specifications. *An Emission Control Service.* †
- Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule II

22,500 Miles (37 500 km)

- Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information.
- Inspect the locking front hubs (if equipped) for correct operation (or ever 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

30,000 Miles (50 000 km)

- Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information.
- Inspect engine accessory drive belts (or every 24 months, whichever occurs first).
An Emission Control Service.

(Continued)

Maintenance Schedule II

30,000 Miles (50 000 km) (Continued)

- Drain, flush and refill cooling system (or every 30 months, whichever occurs first). See "Engine Coolant" in the Index for what to use. Inspect hoses. Clean radiator, condenser, pressure cap and neck. Pressure test the cooling system and pressure cap. *An Emission Control Service.*
- Replace spark plugs. *An Emission Control Service.*
- Replace air cleaner filter. *An Emission Control Service.*
- Inspect fuel tank, cap and lines for damage or leaks. Inspect fuel cap gasket for any damage. Replace parts as needed. *An Emission Control Service. †*
- Change manual transmission fluid (or every 30 months, whichever occurs first).
- Replace fuel filter (or every 30 months, whichever occurs first, or sooner if filter is clogged). *An Emission Control Service.*
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.
- Inspect the valve lash and adjust if necessary. *An Emission Control Service.*
- Check engine idle speed and adjust it to underhood label specifications. *An Emission Control Service. †*

Maintenance Schedule II

- Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

37,500 Miles (62 500 km)

- Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule II

45,000 Miles (75 000 km)

- Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

- Inspect the valve lash and adjust if necessary. *An Emission Control Service.*
- Check engine idle speed and adjust it to underhood label specifications. *An Emission Control Service.* †
- Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule II

50,000 Miles (83 000 km)

- Change automatic transmission fluid and filter if the vehicle is mainly driven under one or more of these conditions:

- In heavy city traffic where the outside temperature regularly reaches 90°F (32°C) or higher.
- In hilly or mountainous terrain.
- When doing frequent trailer towing.
- Uses such as found in taxi, police or delivery service.

If you do not use your vehicle under any of these conditions, the fluid and filter do not require changing.

- Replace positive crankcase ventilation (PCV) valve. *An Emission Control Service.*
- Inspect exhaust gas recirculation system. *An Emission Control Service.*

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule II

52,500 Miles (87 500 km)

- Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

60,000 Miles (100 000 km)

- Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.
- Inspect engine accessory drive belts (or every 24 months, whichever occurs first).
An Emission Control Service.
- Drain, flush and refill cooling system (or every 30 months, whichever occurs first). See "Engine Coolant" in the Index for what to use. Inspect hoses. Clean radiator, condenser, pressure cap and neck. Pressure test the cooling system and pressure cap.
An Emission Control Service.

Maintenance Schedule II

- Replace spark plugs. *An Emission Control Service.*
- Replace air cleaner filter. *An Emission Control Service.*
- Inspect fuel tank, cap and lines and any hoses for damage. Replace fuel tank cap gasket. *An Emission Control Service. †*
- Inspect emission system hoses and replace as necessary. *An Emission Control Service.*
- Change manual transmission fluid (or every 30 months, whichever occurs first).
- Replace fuel filter (or every 30 months, whichever occurs first, or sooner if filter is clogged). *An Emission Control Service.*
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace as necessary.
- Inspect the valve lash and adjust if necessary. *An Emission Control Service.*
- Check engine idle speed and adjust it to underhood label specifications. *An Emission Control Service. †*
- Adjust engine timing to underhood label specifications. Inspect the inside and outside of the distributor cap and rotor for cracks, carbon tracking and corrosion. Clean or replace as needed. *An Emission Control Service.*
- Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.

(Continued)

Maintenance Schedule II

60,000 Miles (100 000 km) (Continued)

- Inspect the underhood wiring harness for loose connections, chafed wires and damage (or every 60 months, whichever occurs first). *An Emission Control Service.*
- Replace spark plug wires (or every 60 months, whichever occurs first).
An Emission Control Service.
- Drain, refill and bleed the brake system.
- Replace the camshaft timing belt. Inspect after 30,000 miles (50 000 km). *An Emission Control Service.*

DATE	ACTUAL MILEAGE	SERVICED BY:

67,500 Miles (112 500 km)

- Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule II

75,000 Miles (125 000 km)

- Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- Rotate tires. See “Tire Inspection and Rotation” in the Index for proper rotation pattern and additional information.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.
- Inspect the valve lash and adjust if necessary. *An Emission Control Service.*
- Check engine idle speed and adjust it to underhood label specifications. *An Emission Control Service.* †
- Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule II

82,500 Miles (137 500 km)

- Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

90,000 Miles (150 000 km)

- Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- Clean and repack the front wheel bearings (or at each brake relining, whichever occurs first).
- Inspect engine accessory drive belts (or every 24 months, whichever occurs first).
An Emission Control Service.
- Inspect camshaft timing belt. *An Emission Control Service.*

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule II

- Drain, flush and refill cooling system (or every 24 months, whichever occurs first). See "Engine Coolant" in the Index for what to use. Inspect hoses. Clean radiator, condenser, pressure cap and neck. Pressure test the cooling system and pressure cap. *An Emission Control Service.*
- Replace spark plugs. *An Emission Control Service.*
- Replace air cleaner filter. *An Emission Control Service.*
- Inspect fuel tank, cap and lines and any hoses for damage. Replace fuel tank cap gasket. *An Emission Control Service. †*
- Change manual transmission fluid (or every 30 months, whichever occurs first).
- Replace fuel filter (or every 30 months, whichever occurs first, or sooner if filter is clogged). *An Emission Control Service.*
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.
- Inspect the valve lash and adjust if necessary. *An Emission Control Service.*
- Check engine idle speed and adjust it to underhood label specifications. *An Emission Control Service. †*

(Continued)

Maintenance Schedule II

90,000 Miles (150 000 km) (Continued)

- Inspect propeller shafts and u-joints for looseness and damage (or every 15 months, whichever occurs first). Inspect more frequently if used off-road or for pulling a trailer. Tighten u-joint flange bolts if necessary.
- Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.

DATE	ACTUAL MILEAGE	SERVICED BY:

97,500 Miles (162 500 km)

- Change engine oil and filter (or every 7.5 months, whichever occurs first).
An Emission Control Service.
- Rotate tires. See "Tire Inspection and Rotation" in the Index for proper rotation pattern and additional information.
- Inspect the locking front hubs (if equipped) for correct operation (or every 3 months, whichever occurs first). Repair or replace if necessary.

DATE	ACTUAL MILEAGE	SERVICED BY:

Maintenance Schedule II

100,000 Miles (166 000 km)

- Change automatic transmission fluid and filter if the vehicle is mainly driven under one or more of these conditions:
 - In heavy city traffic where the outside temperature regularly reaches 90°F (32°C) or higher.
 - In hilly or mountainous terrain.
 - When doing frequent trailer towing.
 - Uses such as found in taxi, police or delivery service.

If you do not use your vehicle under any of these conditions, the fluid and filter do not require changing.

- Inspect fuel injector. *An Emission Control Service.*
- Replace evaporative emissions canister. *An Emission Control Service.*
- Inspect engine control module (ECM) and associated sensors. *An Emission Control Service.*
- Replace positive crankcase ventilation (PCV) valve. *An Emission Control Service.*
- Inspect exhaust gas recirculation (EGR) system. *An Emission Control Service.*

DATE	ACTUAL MILEAGE	SERVICED BY:

Part B: Owner Checks and Services

Listed below are owner checks and services which should be performed at the intervals specified to help ensure the safety, dependability and emission control performance of your vehicle.

Be sure any necessary repairs are completed at once. Whenever any fluids or lubricants are added to your vehicle, make sure they are the proper ones, as shown in Part D.

At Each Fuel Fill

It is important for you or a service station attendant to perform these underhood checks at each fuel fill.

Engine Oil Level

Check the engine oil level and add the proper oil if necessary. See "Engine Oil" in the Index for further details.

Engine Coolant Level

Check the engine coolant level and add the proper coolant mix if necessary. See "Coolant" in the Index for further details.

Windshield Washer Fluid Level

Check the windshield washer fluid level in the windshield washer tank and add the proper fluid if necessary. See "Windshield Washer Fluid" in the Index for further details.

Hood Latch Operation

Pull the primary hood latch release handle inside the vehicle. The secondary latch should keep the hood from opening all the way when the primary latch is released. Make sure the hood closes firmly. See "Hood Release" in the Index for further details.

At Least Once a Month

Tire Inflation

Check tire inflation. Make sure tires are inflated to the pressures specified on the Tire-Loading Information label located on the driver's door lock pillar. See "Tires" in the Index for further details.

Cassette Deck

Clean cassette deck. Cleaning should be done every 50 hours of tape play. See "Audio Systems" in the Index for further details.

At Least Twice a Year

Fluid Level Check

Check the transfer case, axle differential(s) and automatic or manual transmission fluid levels and add as needed. See “Transfer Case,” “Axle, Rear,” “Axle, Front” and “Automatic Transmission” or “Manual Transmission” in the Index. A fluid loss in these systems could indicate a problem. Have the system inspected and repaired at once.

At Least Once a Year

Key Lock Cylinders

Lubricate the key lock cylinders with the lubricant specified in Part D.

Body Lubrication

Lubricate all body door hinges. Also lubricate all hinges and latches, including those for the hood, rear compartment, glove box door, console door and any folding seat hardware. Part D tells you what to use. More frequent lubrication may be required when exposed to a corrosive environment.

Starter Switch



CAUTION:

When you are doing this check, the vehicle could move suddenly. If it does, you or others could be injured. Follow the steps below.

1. Before you start, be sure you have enough room around the vehicle.
2. Firmly apply both the parking brake (see “Parking Brake” in the Index if necessary) and the regular brake.

NOTE: Do not use the accelerator pedal, and be ready to turn off the engine immediately if it starts.

3. On automatic transmission vehicles, try to start the engine in each gear. The starter should work only in PARK (P) or NEUTRAL (N). If the starter works in any other position, your vehicle needs service.

On manual transmission vehicles, put the shift lever in NEUTRAL (N), push the clutch down halfway and try to start the engine. The starter should work only when the clutch is pushed down all the way to the floor. If the starter works when the clutch isn't pushed all the way down, your vehicle needs service.

Brake-Transmission Shift Interlock -- BTSI (Automatic Transmission)



CAUTION:

When you are doing this check, the vehicle could move suddenly. If it does, you or others could be injured. Follow the steps below.

1. Before you start, be sure you have enough room around the vehicle. It should be parked on a level surface.
2. Firmly apply the parking brake (see "Parking Brake" in the Index if necessary).

NOTE: Be ready to apply the regular brake immediately if the vehicle begins to move.

3. With the engine off, turn the key to the ON position, but don't start the engine. Without applying the regular brake, try to move the shift lever out of PARK (P) with normal effort. If the shift lever moves out of PARK (P), your vehicle's BTSI needs service.

Steering Column Lock

While parked, and with the parking brake set, try to turn the key to LOCK in each shift lever position.

- With an automatic transmission, the key should turn to LOCK only when the shift lever is in PARK (P).
- With a manual transmission, the key should turn to LOCK only if you push the key in farther, while turning it towards LOCK.

On vehicles with a key release lever, try to turn the key to LOCK without pressing the lever. The key should turn to LOCK only with the key lever depressed.

On all vehicles, the key should come out only in LOCK.

Parking Brake and Automatic Transmission PARK (P) Mechanism Check

 **CAUTION:**

When you are doing this check, your vehicle could begin to move. You or others could be injured and property could be damaged. Make sure there is room in front of your vehicle in case it begins to roll. Be ready to apply the regular brake at once should the vehicle begin to move.

Park on a fairly steep hill, with the vehicle facing downhill. Keeping your foot on the regular brake, set the parking brake.

- To check the parking brake: With the engine running and transmission in NEUTRAL (N), slowly remove foot pressure from the regular brake pedal. Do this until the vehicle is held by the parking brake only.
- To check the PARK (P) mechanism's holding ability: Shift to PARK (P). Then release all brakes. If your vehicle is four-wheel drive, be sure the transfer case is not in NEUTRAL (N).

Underbody Flushing

At least every spring, use plain water to flush any corrosive materials from the underbody. Take care to clean thoroughly any areas where mud and other debris can collect.

Part C: Periodic Maintenance Inspections

Listed below are inspections and services which should be performed at least twice a year (for instance, each spring and fall). You should let your GM dealer's service department or other qualified service center do these jobs. Make sure any necessary repairs are completed at once.

Restraint Systems

Now and then, make sure all your belts, buckles, latch plates, retractors, anchorages and reminder systems are working properly. Look for any loose parts or damage. If you see anything that might keep a restraint system from doing its job, have it repaired.

Steering, Suspension and Front-Wheel-Drive Axle Boot and Seal Inspection

Inspect the front and rear suspension and steering system for damaged, loose or missing parts, signs of wear, or lack of lubrication. Inspect the power steering lines and hoses for proper hookup, binding, leaks, cracks, chafing, etc. Clean and then inspect the drive axle boot seals for damage, tears or leakage. Replace seals if necessary.

Exhaust System Inspection

Inspect the complete exhaust system. Inspect the body near the exhaust system. Look for broken, damaged, missing or out-of-position parts as well as open seams, holes, loose connections, or other conditions which could cause a heat build-up in the floor pan or could let exhaust fumes into the vehicle. See "Engine Exhaust" in the Index.

Throttle Linkage Inspection

Inspect the throttle linkage for interference or binding, and for damaged or missing parts. Replace parts as needed. Accelerator and cruise control cables should not be lubricated.

Rear Axle (All) and Front Axle (Four-Wheel Drive) Service

Check the gear lubricant level and add if needed. See "Rear Axle" and "Four-Wheel Drive" in the Index. A fluid loss may indicate a problem. Check the system(s), and repair the system(s) if needed. Refer to "Scheduled Maintenance Services," earlier in this section, to determine when to change the lubricant.

Brake System Inspection

Inspect the complete system. Inspect brake lines and hoses for proper hookup, binding, leaks, cracks, chafing, etc. Inspect disc brake pads for wear and rotors for surface condition. Also inspect drum brake linings for wear and cracks. Inspect other brake parts, including drums, wheel cylinders, calipers, parking brake, etc. Check parking brake adjustment. You may need to have your brakes inspected more often if your driving habits or conditions result in frequent braking.

Clutch System Service

Check clutch pedal free travel and adjust as necessary. See "Clutch Adjustment" in the Index.

Part D: Recommended Fluids and Lubricants

NOTE: Fluids and lubricants identified below by name, part number or specification may be obtained from your GM dealer.

USAGE	FLUID/LUBRICANT
Engine Oil	Engine oil with the American Petroleum Institute Certified For Gasoline Engines "Starburst" symbol of the proper viscosity. To determine the preferred viscosity for your vehicle's engine, see "Engine Oil" in the Index.
Engine Coolant	50/50 mixture of water (preferably distilled) and good quality ethylene glycol base antifreeze (GM Part No. 1052753 or equivalent) conforming to GM Specification 1825M or approved recycled coolant conforming to GM Specification 1825M.

USAGE	FLUID/LUBRICANT
Hydraulic Brake System	Delco Supreme 11 [®] Brake Fluid (GM Part No. 1052535 or equivalent DOT-3 brake fluid).
Parking Brake Guides	Chassis lubricant (GM Part No. 1052497 or equivalent) or lubricant meeting requirements of NLGI Grade 2, Category LB or GC-LB.
Power Steering System	DEXRON [®] -III Automatic Transmission Fluid.
Manual Transmission	SAE 75W-90 GL-4 (GM Part No. 12346190 Castrol [®] Syntorq GL-4 or equivalent) or SAE 75W-90 GL-5 Gear Lubricant.
Automatic Transmission	DEXRON [®] -III Automatic Transmission Fluid.
Key Lock Cylinders	Lubricate with Multi-Purpose Lubricant (GM Part No. 12345120) or synthetic SAE 5W-30 engine oil.

USAGE	FLUID/LUBRICANT
Manual Transmission Shift Linkage	Chassis lubricant (GM Part No. 1052497 or equivalent) or lubricant meeting requirements of NLGI Grade 2, Category LB or GC-LB.
Automatic Transmission Shift Linkage	Engine oil.
Clutch Linkage Pivot Points	Lithium base grease.
Floor Shift Linkage	Engine oil.
Chassis Lubrication	Chassis lubricant (GM Part No. 1052497 or equivalent) or lubricant meeting requirements of NLGI Grade 2, Category LB or GC-LB.
Rear Axle (All) and Front Axle (Four-Wheel Drive)	SAE 75W-90 GL-5 Hypoid Gear Lubricant.

USAGE	FLUID/LUBRICANT
Windshield Washer Solvent	GM Optikleen [®] Washer Solvent (GM Part No. 1051515) or equivalent.
Transfer Case (Four-Wheel Drive)	SAE 75W-90 GL-4 Gear Lubricant.
Hood Latch Assembly a. Pivots and Spring Anchor b. Release Pawl	a. Engine oil. b. Chassis lubricant (GM Part No. 1052497 or equivalent) or lubricant meeting requirements of NLGI Grade 2, Category LB or GC-LB.
Hood and Door Hinges	Engine oil or Lubriplate Lubricant (GM Part No. 1050109).
Weatherstrip Conditioning	Dielectric Silicone Grease (GM Part No. 12345579 or equivalent).

See "Replacement Parts" in the Index for recommended replacement filters, valves and spark plugs.

Part E: Maintenance Record

After the scheduled services are performed, record the date, odometer reading and who performed the service in the boxes provided after the maintenance interval. Any additional information from "Owner Checks and

Services" or "Periodic Maintenance" can be added on the following record pages. Also, you should retain all maintenance receipts. Your owner information portfolio is a convenient place to store them.

Maintenance Record

DATE	ODOMETER READING	SERVICED BY	MAINTENANCE PERFORMED

Maintenance Record

DATE	ODOMETER READING	SERVICED BY	MAINTENANCE PERFORMED

GEO Section 8 Customer Assistance Information

Here you will find out how to contact Chevrolet/Geo if you need assistance. This section also tells you how to obtain service publications and how to report any safety defects.

This section includes information on: The Customer Satisfaction Procedure, Customer Assistance for Hearing or Speech Impaired, BBB Autoline - Alternative Dispute Resolution Program, Reporting Safety Defects, and Service and Owner Publications.

Customer Satisfaction Procedure

Your satisfaction and goodwill are important to your dealer and Chevrolet/Geo. Normally, any concern with the sales transaction or the operation of your vehicle will be resolved by your dealer's Sales or Service Departments. Sometimes, however, despite the best intentions of all concerned, misunderstandings can occur. If your concern has not been resolved to your satisfaction, the following steps should be taken:

STEP ONE -- Discuss your concern with a member of dealership management. Normally, concerns can be quickly resolved at that level. If the matter has already been reviewed with the Sales, Service, or Parts Manager, contact the owner of the dealership or the General Manager.

STEP TWO -- If after contacting a member of dealership management, it appears your concern cannot be resolved by the dealer without further help, contact the Chevrolet/Geo Customer Assistance Center by calling 1-800-222-1020. In Canada, contact GM of Canada Customer Assistance Center in Oshawa by calling 1-800-263-3777 (English) or 1-800-263-7854 (French).

In Mexico, call (525) 254-3777. In Puerto Rico, call 1-800-496-9992 (English) or 1-800-496-9993 (Spanish). In the U.S. Virgin Islands, call 1-800-496-9994. In other overseas locations, contact GM North American Export Sales in Canada by calling 1-905-644-4112.

For prompt assistance, please have the following information available to give the Customer Assistance Representative:

- Your name, address, home and business telephone numbers
- Vehicle Identification Number (This is available from the vehicle registration or title, or the plate at the left top of the instrument panel and visible through the windshield.)
- Dealership name and location
- Vehicle delivery date and present mileage
- Nature of concern

We encourage you to call the toll-free number listed previously in order to give your inquiry prompt attention. However, if you wish to write Chevrolet/Geo, write to:

Chevrolet/Geo
Customer Assistance Center
P.O. Box 7047
Troy, MI 48007-7047

Refer to your Warranty and Owner Assistance Information booklet for addresses of Canadian and GM Overseas offices.

When contacting Chevrolet/Geo, please remember that your concern will likely be resolved in the dealership, using the dealership's facilities, equipment and personnel. That is why we suggest you follow Step One first if you have a concern.

Customer Assistance for the Hearing or Speech Impaired (TDD)

To assist customers who have hearing difficulties, Chevrolet/Geo has installed special TDD (Telecommunication Devices for the Deaf) equipment at its Customer Assistance Center. Any hearing or speech impaired customer who has access to a TDD or a conventional teletypewriter (TTY) can communicate with Chevrolet/Geo by dialing: 1-800-TDD-CHEV. (TDD users in Canada can dial 1-800-263-3830.)

GM Participation in BBB AUTO LINE - Alternative Dispute Resolution Program*

*This program may not be available in all states, depending on state law. Canadian owners refer to your Warranty and Owner Assistance Information booklet. General Motors reserves the right to change eligibility limitations and/or to discontinue its participation in this program.

Both Geo and your Chevrolet/Geo dealer are committed to making sure you are completely satisfied with your new vehicle. Our experience has shown that, if a situation arises where you feel your concern has not been adequately addressed, the Customer Satisfaction Procedure described earlier in this section is very successful.

There may be instances where an impartial third-party can assist in arriving at a solution to a disagreement regarding vehicle repairs or interpretation of the New Vehicle Limited Warranty. To assist in resolving these disagreements, Geo voluntarily participates in BBB AUTO LINE.

BBB AUTO LINE is an out-of-court program administered by the Better Business Bureau system to settle disputes between customers and automobile manufacturers. This program is available free of charge to customers who currently own or lease a GM vehicle.

If you are not satisfied after following the Customer Satisfaction Procedure, you may contact the BBB using the toll-free telephone number, or write them at the following address:

BBB AUTO LINE
Council of Better Business Bureaus
4200 Wilson Boulevard
Suite 800
Arlington, VA 22203

Telephone: 1-800-955-5100

To file a claim, you will be asked to provide your name and address, your Vehicle Identification Number (VIN), and a statement of the nature of your complaint. Eligibility is limited by vehicle age and mileage, and other factors.

We prefer you utilize the Customer Satisfaction Procedure before you resort to AUTO LINE, but you may contact the BBB at any time. The BBB will attempt to resolve the complaint serving as an intermediary between you and Chevrolet/Geo. If this mediation is unsuccessful, an informal hearing will be scheduled where eligible customers may present their case to an impartial third-party arbitrator.

The arbitrator will make a decision which you may accept or reject. If you accept the decision, GM will be bound by that decision. The entire dispute resolution procedure should ordinarily take about forty days from the time you file a claim until a decision is made.

Some state laws may require you to use this program before filing a claim with a state-run arbitration program or in the courts. For further information, contact the BBB at 1-800-955-5100 or the Chevrolet/Geo Customer Assistance Center at 1-800-222-1020.

REPORTING SAFETY DEFECTS TO THE UNITED STATES GOVERNMENT

If you believe that your vehicle has a defect which could cause a crash or could cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA), in addition to notifying General Motors.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your dealer, or General Motors.

To contact NHTSA, you may either call the Auto Safety Hotline toll-free at 1-800-424-9393 (or 366-0123 in the Washington, D.C. area) or write to:

NHTSA, U.S. Department of Transportation
Washington, D.C. 20590

You can also obtain other information about motor vehicle safety from the Hotline.

REPORTING SAFETY DEFECTS TO THE CANADIAN GOVERNMENT

If you live in Canada, and you believe that your vehicle has a safety defect, you should immediately notify Transport Canada, in addition to notifying General Motors of Canada Limited. You may write to:

Transport Canada
Box 8880
Ottawa, Ontario K1G 3J2.

REPORTING SAFETY DEFECTS TO GENERAL MOTORS

In addition to notifying NHTSA (or Transport Canada) in a situation like this, we certainly hope you'll notify us. Please call us at 1-800-222-1020, or write:

Chevrolet Motor Division
Chevrolet Customer Assistance Center
P. O. Box 7047
Troy, MI 48007-7047.

In Canada, please call us at 1-800-263-3777 (English) or 1-800-263-7854 (French). Or, write:

General Motors of Canada Limited
Customer Assistance Center
1908 Colonel Sam Drive
Oshawa, Ontario L1H 8P7.

Chevrolet Roadside Assistance Program

To enhance Chevrolet's strong commitment to customer satisfaction, Chevrolet has established the Chevrolet/Geo Roadside Assistance Center.

Roadside Assistance is available 24 hours a day, 365 days a year, by calling 1-800-CHEV-USA (1-800-243-8872). This toll-free number will provide you over-the-phone roadside assistance with minor mechanical problems. If your problem cannot be resolved over the phone, our advisors have access to a nationwide network of dealer-recommended service providers. Roadside membership is free, however some services may incur costs.

Roadside offers two levels of service to the customer, *Basic Care* and *Courtesy™ Care*:

ROADSIDE *Basic Care* PROVIDES:

- Toll-free number, 1-800-CHEV-USA
- Free towing for warranty repairs
- Basic over-the-phone technical advice
- Available dealer services at reasonable costs (i.e., wrecker services, locksmith/key service, glass repair, etc.)

Note: Roadside *Basic Care* applies to all Chevrolet/Geo vehicles regardless of age or miles.

ROADSIDE *Courtesy Care* PROVIDES:

- Roadside *Basic Care* services (as outlined above)

Plus:

- FREE Non-Warranty Towing (to the closest dealer from a legal roadway)
- FREE Locksmith/Key Service (when keys are lost on the road or locked inside)
- FREE Flat Tire Service (spare installed on the road)
- FREE Jump Start (at home or on the road)
- FREE Fuel Delivery (\$5 of fuel delivered on the road)

Note: *Courtesy Care* is available to Retail and Retail Lease Customers operating 1994 and newer Chevrolet/Geo vehicles for a period of 36 months/36,000 miles. All *Courtesy Care* services must be pre-arranged by Chevrolet Roadside or Dealer Service Management.

Basic Care and *Courtesy Care* are not part of or included in the coverage provided by the New Vehicle Limited Warranty. Chevrolet reserves the right to modify or discontinue *Basic Care* and *Courtesy Care* at any time.

For complete program details, see your Chevrolet/Geo dealer to obtain a Roadside Assistance Center brochure.

The Roadside Assistance Center uses companies that will provide you with quality and priority service. When roadside services are required, our advisors will explain any payment obligations that may be incurred for utilizing outside services.

For prompt assistance when calling, please have the following information available to give to the advisor:

- Vehicle Identification Number
- License plate number
- Vehicle color
- Vehicle location
- Telephone number where you can be reached
- Vehicle mileage
- Description of problem

Courtesy Transportation

Chevrolet/Geo offers Courtesy Transportation for customers needing warranty service. Courtesy Transportation will be offered in conjunction with the coverage provided by the BUMPER TO BUMPER New Vehicle Limited Warranty to retail purchasers of 1995 Chevrolet/Geo passenger cars and light duty trucks (please see your selling dealer for details).

Courtesy Transportation includes:

- One way shuttle ride for any warranty repair completed during the same day.
- Up to \$30 maximum daily vehicle rental allowance for any overnight warranty repair up to 5 days, OR
- Up to \$30 maximum daily cab, bus, or other transportation allowance in lieu of rental for any overnight warranty repair up to 5 days, OR
- Up to \$10 daily fuel allowance for rides provided by another person (i.e., friend, neighbor, etc.) in lieu of rental for any overnight warranty repair up to 5 days.

Note: All Courtesy Transportation arrangements will be administered by your Chevrolet/Geo dealership service management. Claim amounts should reflect all actual costs.

- Chevrolet/Geo Courtesy Transportation is not part of the BUMPER TO BUMPER New Vehicle Limited Warranty. Chevrolet/Geo reserves the right to make any changes or discontinue Courtesy Transportation at any time without notification.
- For additional program details contact your Chevrolet/Geo dealer.

In Canada, please consult your GM dealer for information on courtesy transportation.

Canadian Roadside Assistance

Vehicles purchased in Canada have an extensive Roadside Assistance program accessible from anywhere in Canada or the United States. Please refer to the separate brochure provided by the dealer or call 1-800-268-6800 for emergency services.

Service and Owner Publications

Service manuals, service bulletins, owner's manuals and other service literature are available for purchase for all current and many past model General Motors vehicles.

Toll-free telephone numbers for ordering information:

United States 1-800-551-4123

Canada 1-800-668-5539

Service Manuals

Service manuals contain diagnosis and repair information for all chassis and body systems. They may be useful for owners who wish to get a greater understanding of their vehicle. They are also useful for owners with the appropriate skill level or training who wish to perform “do-it-yourself” service. These are authentic General Motors service manuals meant for professional, qualified technicians.

Service Bulletins

Service bulletins covering various subjects are regularly sent to all General Motors’ dealerships. GM monitors product performance in the field. When service methods are found which promote better service on GM vehicles, bulletins are created to help the technician perform better service. Service bulletins may involve any number of vehicles. Some will describe inexpensive service; others

will describe expensive service. Some will advise of new or unexpected conditions, and others may help avoid future costly repairs. Service bulletins are meant for qualified technicians. In some cases they refer to service manuals, specialized tools, equipment and safety procedures necessary to service the vehicle. Since these bulletins are issued throughout the model year and beyond, an index is required and published quarterly to help identify specific bulletins. Subscriptions are available. You can order an index at the toll-free numbers listed previously, or ask a GM dealer/retailer to see an index or individual bulletin.

Owner Publications

Owner’s manuals, warranty folders and various owner assistance booklets provide owners with general operation and maintenance information.

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