



CHEVROLET MOTOR DIVISION  
 General Motors Corporation  
 Product and Safety Activities Dept.



# Chevrolet Dealer Service Information Bulletin

75-I-3  
 Number: \_\_\_\_\_  
 I  
 Section: \_\_\_\_\_  
 Nov. 4, 1974  
 Date: \_\_\_\_\_

**Subject:** SEAT BELT STARTER INTERLOCK AND  
 BUZZER DISCONNECT - ALL 1974-75  
 STYLES

**Attn: Service Manager**

TO: ALL CHEVROLET DEALERS

In a recent amendment to the National Traffic and Motor Vehicle Safety Act, Congress has provided that the seat belt interlock and the continuous seat belt warning buzzer (but not the seat belt warning light) may be disconnected by dealers upon owner request.

The following service procedures have been developed for your use in responding to owner requests for the permitted changes in the seat belt warning system of 1974 and 1975 model GM cars so equipped. This modification will render the starter interlock feature and buzzer inactive, but it will not affect operation of the seat belt warning light. Any charge for this service is the owner's responsibility.

Recommended time for the total disconnect procedure is .3 hours. Typical illustrations are provided for your information.

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c: Dealer List  
 Chevrolet List

Important That All Service Personnel Read—Please Initial

Service Manager		Shop Foreman		Service Salesman			Service Technicians					

## SEAT BELT STARTER INTERLOCK AND BUZZER DISCONNECT

1. Disconnect negative battery cable.
  - . NOTE: If car is not equipped with the starter interlock, proceed to step 4 to disconnect the buzzer only.
2. Locate the interlock harness connector (all except Opel - for Opel, see Step 5).
  - a) On all 1974 and 1975 styles except 1974 Vega, connector with orange, yellow and green leads is located under the left side of the instrument panel on or near the fuse block.
  - b) On all 1974 Vega styles the connector is located under the parking brake cable cover.
3. Cut and tape the green wire on the body harness side of the interlock connector. (See Figures 1 and 2).
4. Disconnect seat belt warning buzzer as follows:
  - A. Chevrolet

On all Chevrolet passenger cars remove seat belt warning buzzer assembly from connector (Figures 3, 4 or 7).
  - B. Pontiac

Remove buzzer/tone generator assembly from fuse block or connector as shown in Figures 3, 4 or 5.
  - C. Oldsmobile
    1. Cutlass, 88, 98 and Toronado series:
      - a. without low coolant warning and heavy duty cooling system, disconnect and remove buzzer/tone alarm from fuse panel (Figure 4).
      - b. with low coolant warning and heavy duty cooling systems, cut yellow wire with two black stripes behind connector and tape the ends (Figure 4).
    2. On Omega and Starfire series, remove buzzer from connector (Figure 3 or 4).
  - D. Buick (Except Opel)
    1. Remove buzzer/tone generator from fuse block or connector (Figures 3, 4 or 6).
    2. On all styles except Skyhawk, Skylark and Apollo series, remove the terminal with two yellow wires with black stripes from multiple connector into which tone generator is plugged and tape the terminal (Figure 4 or 6); then, reinstall tone generator.

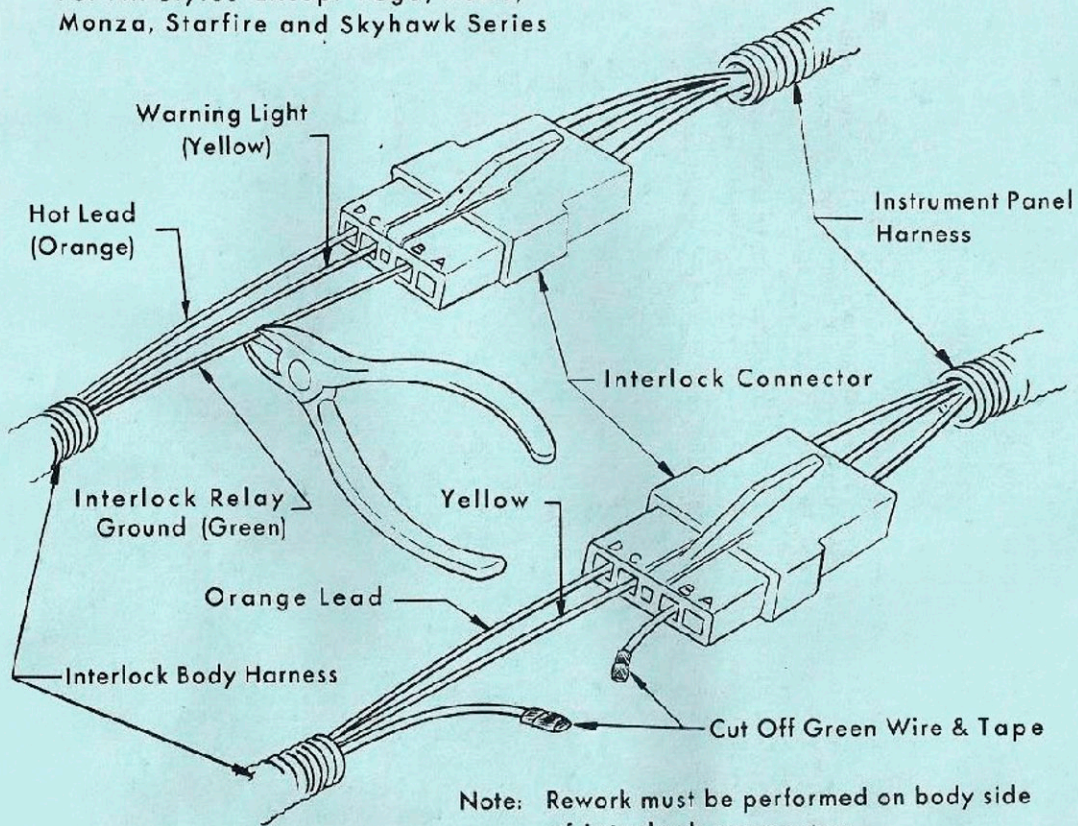
E. Cadillac

1. Remove lower steering column cover.
2. Remove connector and seat belt buzzer from left hand body bracket, then, disconnect buzzer from harness and reinstall connector to bracket (Figure 6).
3. Install lower steering column cover.

5. Opel

- A. Remove two terminal connector with three black/red leads from logic module relay and connect one wire from each terminal together with Skotchlok connector (Figure 7). Tape as required to prevent grounding.
  - B. Cut black/white wire leading into combination seat belt warning buzzer and tape to prevent grounding (Figure 7).
6. Re-connect battery cable and check system operation.

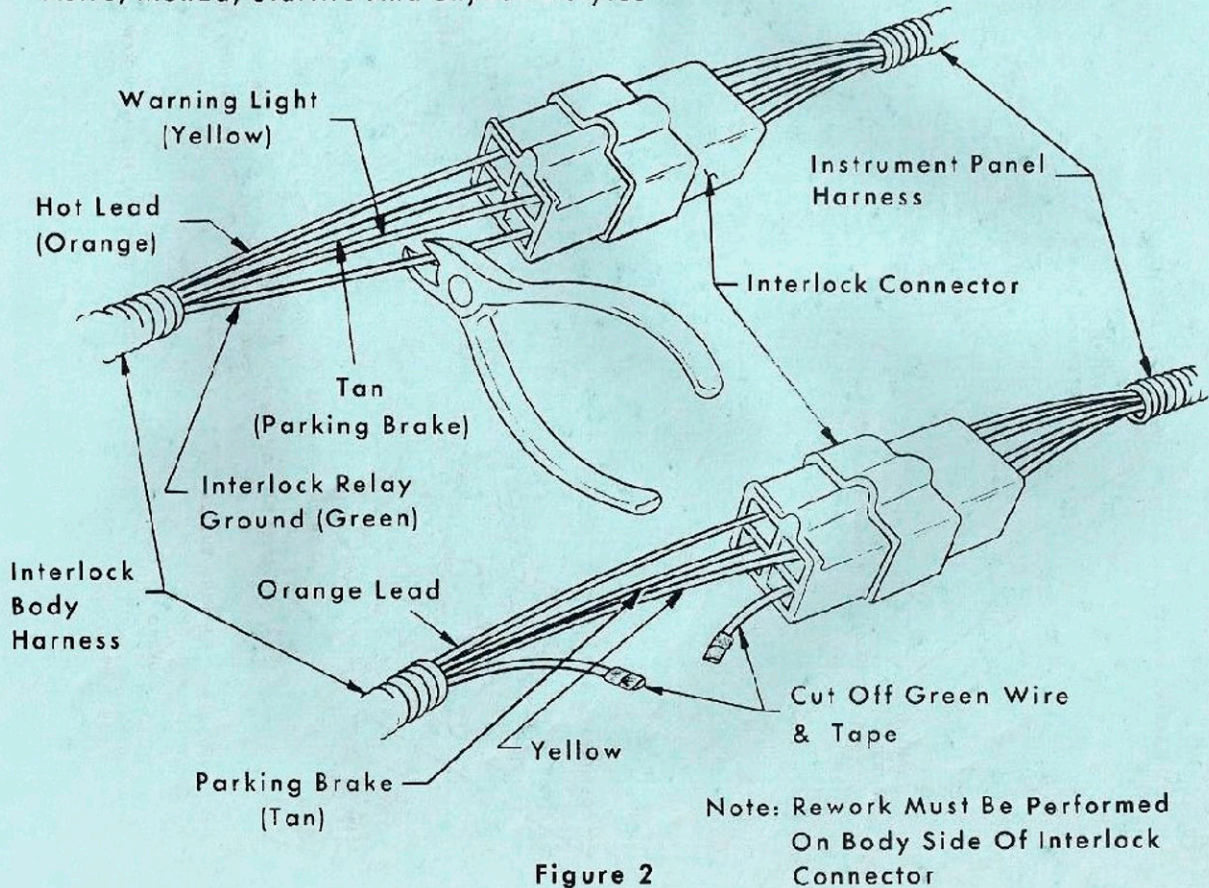
**Rework Of Interlock Harness Wires  
For All Styles Except Vega, Astre,  
Monza, Starfire and Skyhawk Series**



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**Figure 1**

**Rework Of Interlock Harness Wires - Vega  
Astre, Monza, Starfire And Skyhawk Styles**



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**Figure 2**



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# Chevrolet Dealer Service Information Bulletin

SUPPLEMENT

75-I-3 (A)

Number:

I

Section:

Jan. 17, 1975

Date:

**Subject:** SEAT BELT STARTER INTERLOCK AND BUZZER DISCONNECT - ALL 1974-75 STYLES

**Attn: Service Manager**

**TO: ALL CHEVROLET DEALERS**

The National Highway Traffic and Safety Administration has authorized manufacturers to disconnect the seat belt starter interlock feature in production. As a result, all General Motors passenger vehicles produced on or after October 30, 1974 (see attached Vehicle Identification Numbers) have had the starter interlock feature disconnected.

Although the seat belt warning light and buzzer remain intact in production, the buzzer may be disconnected by the dealer at the owner's request per Dealer Information Bulletin 75-I-3.

NOTE: The following corrections should be made to Dealer Information Bulletin 75-I-3:

1. The Oldsmobile section on page 2 - change "cut yellow wire with two black stripes behind connector" to "cut yellow wire behind connector".
2. Figure 4, page 7 - change "yellow with black stripe wire" (upper left corner of page) to "yellow wire".

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Vehicle Identification Serial Numbers by Division and Series

Division	CHEVROLET					
Body Series	A	B	F	H	X	Y
Arlington	424392					
Baltimore	447551					
Doraville	419258					
Fremont	416753					
Janesville		152221				
Leeds	408480				106409	
Lordstown				119921		
Norwood			525955			
Oshawa	419294	130230				
Southgate				115666		
St. Louis		105123				402257
Ste. Therese				110017		
Tarrytown					128839	
Van Nuys					125100	
Willow Run					123839	
Wilmington		142132				

Division	PONTIAC				
Body Series	A	B	F	H	X
Fairfax		133011			
Framingham	104286				
Lakewood	113924				
Lordstown				505718	
Norwood			514186		
Oshawa	587099				
Pontiac	148651	148959			
Southgate				111900	
Tarrytown					108352
Van Nuys					105408
Willow Run					109372