GM SERVICE AND PARTS OPERATIONS
DCS2006
URGENT - DISTRIBUTE IMMEDIATELY

Date: March 12, 2008

Subject: Upcoming Safety Recall 07035
Potential Under hood Fire - 3.8 L Supercharged Engine

Models: 1997-2003 Buick Regal GS
1997-2003 Pontiac Grand Prix GTP
With 3.8 L V6 Supercharged Engine (VIN1 – RPO L67) LISTED BELOW

To: All Buick and Pontiac Dealers

Attention: Service Manager, Parts Manager, and Warranty Administrator

Based on information from the National Highway Traffic Safety Administration (NHTSA) website, the media may report that General Motors will be announcing a safety recall involving certain 1997-2003 model year Buick Regal GS and Pontiac Grand Prix GTP vehicles equipped with a 3.8 L supercharged engine (VIN 1 – RPO L67).

These vehicles may experience an under hood fire. The fires may be caused by drops of engine oil being deposited on the exhaust manifold through hard braking. If the manifold is hot enough and the oil runs below the heat shield, it may ignite into a small flame in and in some instances the fire may spread to the plastic spark plug wire channel. Most cases have occurred five to ten minutes after the vehicle has been turned off.

If a fire occurs, it may cascade through the engine compartment causing vehicle damage and in some cases, the fire may spread to structures where the vehicle was parked.

A total of 207,542 U.S. vehicles are involved. We are currently working with our suppliers to obtain parts required to launch a safety recall in the near future. However, in the interim, a customer advisory letter (see attached) is being sent to all customers of record to inform them of this situation. This letter will also provide three important precautions the customer should take: 1) Do not park the vehicle in a garage, car port or other structure. 2) If a burning odor is detected, the customer should take their vehicle to a dealer for inspection. 3) Customers should use premium fuel (91 octane or higher) as recommended in their vehicle owner's manual. The customer letter will be mailed on March 13, 2008.

If a customer comes in with this letter or is otherwise concerned about this condition, please use Technical Service Bulletin 08-06-04-019 to service their vehicle. Please note that there are two T labor operations listed. Warranty claims should be submitted using the specific T labor operation depending on the source of the gasket (GM or aftermarket) you install in the vehicle. The use of the two T labor operations may allow GM different options when the recall is officially released. The Technical Service Bulletin 08-06-04-019 is available in SI on March 12, 2008 and is attached for your convenience.

A Frequently Asked Question and Answer document has been developed for your reference. After the repair is complete, the customer **will** be able to park their car in their garage, car port or other structure.

This FAQ will help answer any customer concerns. Please see the attached Dealer FAQ's.

GMVIS information will not be available for this recall until the recall bulletin is released to dealers.

DOUBLE CLICK ON THE ICONS BELOW

TO VIEW OR PRINT THE DOCUMENTS

END OF MESSAGE
GM SERVICE AND PARTS OPERATIONS

POTENTIAL QUESTIONS AND ANSWERS

Q1: What vehicles are involved?

A1: All 1997-2003 model year Pontiac Grand Prix GTP and Buick Regal GS vehicles equipped with the 3.8-liter L67 supercharged engine. A total of 207,542 U.S. vehicles are involved.

Q2: What is the condition?

A2: These vehicles may experience an under hood fire. We believe the fire may be caused by drops of engine oil being deposited on the exhaust manifold through hard braking. If the manifold is hot enough and the oil runs below the heat shield, it may ignite into a small flame and in some instances the fire may spread to the plastic spark plug wire channel. Most cases have occurred five to 10 minutes after the vehicle has been turned off.

Q3: What are the consequences of this condition?

A3: Fire may cascade through the engine compartment causing vehicle damage. In some cases, the fire has spread to structures where the vehicles were parked.

Q4: How was this condition discovered?

A4: The National Highway Traffic Safety Administration opened a preliminary evaluation in January 2007 based on 21 customer complaints alleging engine compartment fires after their vehicles were turned off. GM began an extensive investigation.

Q5: Why didn't GM know about this?

A5: The rate of occurrence was very low, about one in 1,000 vehicles.

Q6: Have there been any injuries or deaths resulting from this condition?

A6: We are aware of five minor injuries and one moderate injury. No fatalities.

Q7: How many fires have there been?

A7: We are aware of 267 fires to date.

Q8: What about property damage?

A8: We are aware of 17 fires involving structure damage.

Q9: What is GM doing to correct this condition?

A9: Due to parts availability, corrective action will occur in two stages. First, a "customer advisory letter" is being sent to each involved customer of record. This letter will explain the situation and provide precautionary measures that a customer can take until their vehicle is repaired. The letter will be mailed on March 13, 2008.

The second stage will be the release of Safety Recall Bulletin #07035 to all Pontiac and Buick dealers. This will occur once an adequate supply of recall parts is available. At that time, all involved customers of record will be notified via a second letter to bring their vehicle in for the required repair.

Q10: If I have one of these vehicles, is it safe to drive?

A10: Yes. Very few of the fires (about 20 percent of the reported cases) have occurred while the vehicle's engine was running. The rate of occurrence is also very low, about one in 1,000 vehicles.

Q11: Is there anything I can do to prevent a fire after the vehicle is turned off?

A11: No. We believe the fires may be caused by drops of engine oil being deposited on the exhaust manifold through hard braking. For now we are urging customers to avoid parking their vehicles in a garage, car port or other structure and to use premium fuel (91 octane or higher) in their vehicles, as recommended in their owner's manual. If you smell any kind of burning odor, have the vehicle inspected by a dealership service department.

Q12: The customer advisory letter mentions oil getting on the manifold during hard braking. Is there a problem with the brake system?

A12: No.

Q13: The customer advisory letter mentions premium fuel. Why is this important?

A13: Because the vehicle was designed to run on 91-octane fuel, using lower-octane fuel increases under hood temperatures during operation.

Q14: Are the 1997-2003 Pontiac Bonneville, Buick Park Avenue and Riviera, and Oldsmobile LSS involved or any vehicles with 3.8L engines without superchargers involved?

A14: No, they are not part of this field action.

Q15: Who will pay for the repairs?

A15: Repairs will be made free of charge to customers.

Q16: I heard that there were under hood fires in Chevrolet Tahoe's. Is this the same issue?

A16: No. NHTSA opened a preliminary evaluation in February based on two customer complaints of under hood fires in 2007 model year Tahoe's. We are cooperating with the agency but we have found no trend suggesting a recurring problem. The Tahoes and GMC Yukons being investigated are of a different architecture and were produced much later than the Pontiac Grand Prix GTP and Buick Regal GS.

Q17: Until Safety Recall Bulletin #07035 is released, what can dealers do to satisfy customers who may express a concern, or request an immediate repair?

A17: Until GM parts are available for this recall and Safety Recall Bulletin #07035 is released, GM has provided dealers with Technical Service Bulletin #08-06-04-019. The bulletin provides repair instructions for those customers who have an immediate concern with their 1997-2003 model year Pontiac Grand Prix or Buick Regal vehicle equipped with the 3.8-liter L67 supercharged engine.

Q18: When will the GM Vehicle Inquiry System (GMVIS) be loaded?

A18: Involved VINs can not be loaded to GMVIS until Safety Recall Bulletin #07035 is released.

Q19: After completing Technical Service Bulletin #08-06-04-019, is it safe for customers to utilize parking structures?

A19: Yes.

Q20: If the parts required to perform Technical Service Bulletin #08-06-04-019 are in short supply, can aftermarket parts be used to complete the repair?

A20: GM approved parts are preferred, however, for the immediate repair outlined in Technical Service Bulletin #08-06-04-019, locally obtained aftermarket parts may be used. Dealers should be sure to submit a warranty claim with the correct "T" labor operation when using aftermarket gaskets. Specific details are provided in the technical service bulletin.

Q21: If a customer had the front engine rocker cover gasket recently replaced on their 1997-2003 model year Pontiac Grand Prix or Buick Regal vehicle equipped with the 3.8-liter L67 supercharged engine, should dealers replace the front rocker cover gasket again?

A21: If the front rocker cover gasket was replaced by a General Motors dealer using GM Part #24503937, then the gasket does not need to be replaced again. The technician should complete the technical service bulletin repair by removing the spark plug channel retainer and install the spark plug retainers as outlined in the procedure. If the customer paid for the gasket replacement, there will be reimbursement instructions provided when the recall is released.

Q22: Why does the procedure only call for the replacement of the front engine rocker cover gasket and not both?

A22: GM's investigation has not shown a need to replace the rear gasket.

Q23: An owner of an involved vehicle has concerns and requested immediate assistance. Upon inspection it is noted during the replacement of the front rocker cover gasket that the rear engine rocker cover gasket shows signs of oil seepage – should the rear gasket be replaced as well?

A23: Replacement of the rear engine rocker cover gasket is not part of the service bulletin repair procedure. Customers may wish to have the rear cover gasket repaired as part of customer paid vehicle maintenance.

Q24: Why aren't 1997-2003 model year Pontiac Grand Prix and Buick Regal vehicles with the L36 non-supercharged engine involved in this safety recall?

A24: GM's Investigation has shown that the supercharged engine has unique operating characteristics not present with the L36 non-supercharged engine. Specifically, the L67 supercharged engine has a significantly higher normal under hood operating temperature.

Q25: Why are two "T" labor operations listed in Technical Service Bulletin #08-06-04- 019?

A25: As detailed in the technical service bulletin, warranty claims should be submitted using the specific "T" labor operation depending on the source of the gasket

used by the dealership. The use of the two “T” labor operations allows GM different options when Safety Recall Bulletin #07035 is released.

Document ID: 2078161

#08-06-04-019: L67 Engine Oil Smell or Odor, Leak at Left or Front Valve Cover (Replace Valve Cover Gasket, Grommets and Spark Plug Wire Retainers for Cylinders 1-3-5) - (Mar 11, 2008)

Subject: **L67 Engine Oil Smell or Odor, Leak at Left or Front Valve Cover (Replace Valve Cover Gasket, Grommets and Spark Plug Wire Retainers for Cylinders 1-3-5)**

Models: **1997-2003 Buick Regal**
1997-2003 Pontiac Grand Prix
with 3.8L V6 Supercharged Engine (VIN 1 -- RPO L67)

Condition

Some customers may comment that the vehicle has an engine oil smell or odor. Upon investigation, the technician may find that an oil leak is coming from the left or front valve cover.

Cause

This condition may be caused by drops of engine oil being deposited on the exhaust manifold through hard braking.

Correction

The following service procedure will aid technicians in the removal and installation of the left or front valve cover gasket, grommets and the removal of existing left or front spark plug wire retainer and the installation of a new spark plug wire retainers for cylinders 1-3-5.

Important: Clean the area around the tube/oil fill cap before removing the tube/oil fill cap in order to prevent contaminants from falling into the valve cover opening.

1. Remove the fuel injector sight shield (1).
   1.1. Twist counterclockwise to unlock the tube/oil fill cap from the valve cover.
   1.2. Remove the upper intake manifold cover nut holding the fuel injector sight shield to the fuel injector rail brace stud.
   1.3. Lift the fuel injector sight shield up at the front and slide the tab out of the engine bracket.
   1.4. Install the tube/oil fill cap in the valve cover.

2. Remove the left engine mount strut (2).
   2.1. Remove the bolt and the nut from the left engine mount strut at the left engine mount strut bracket on the engine (1).
   2.2. Remove the bolt and the nut from the left engine mount strut at the left engine mount strut bracket on the upper radiator support (1).
   2.3. Remove the engine mount strut (2).

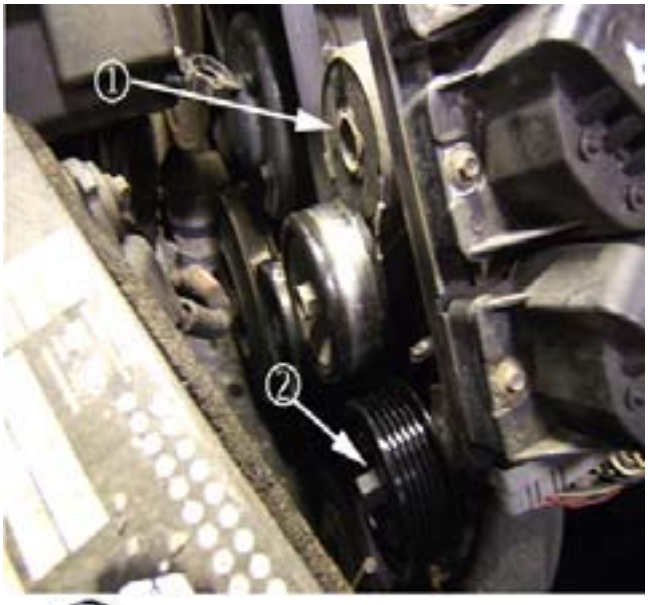
3. Remove the 1-3-5 spark plug plastic retaining channel clip/bracket from the engine and discard (1).

Important: It is not necessary to remove the spark plug wires from the spark plugs.

4. Remove all six spark plug wires from the ignition coils only. Set the spark plug wires aside.

5. Remove the supercharger drive belt (1).

   Lift or rotate the supercharger drive belt tensioner using a 15 mm box end wrench on the pulley nut and remove the belt.



6. Remove the supercharger drive belt tensioner (1) and idler pulley (2).
   6.1. Remove the supercharger drive belt tensioner nut and remove belt tensioner (1) from the engine.
   6.2. Remove the idler pulley bolt (2).
   6.3. Remove the drive belt idler pulley (2) from the engine.

7. Remove the left engine mount strut bracket assembly (1).
   7.1. Remove the left engine mount strut bracket assembly nuts.
   7.2. Remove the stud holding the electronic ignition control module ground and left engine mount strut bracket assembly to the cylinder head.
   7.3. Remove the left engine mount strut bracket assembly (1) from the cylinder head and set aside.

Notice: *Before the removal of the left or front engine valve cover, use an engine degreaser, brake cleaner, or equivalent, to remove the oil residue from the exhaust manifold and the oil and dirt residue from the cylinder head and engine block. It may be necessary to use a brush or scraper.*

Important: If the valve rocker arm cover adheres to the cylinder head, remove the valve cover by bumping the end of the valve cover with palm of hand or with a soft rubber mallet.

8. Remove the left or front engine valve cover (1).
   8.1. Remove the valve cover bolts.
   8.2. Remove the valve cover from the engine cylinder head.
   8.3. Remove the valve cover gasket.
   8.4. Clean the sealing surface on the cylinder head and the valve cover with a engine degreaser, brake cleaner or the equivalent.
   8.5. Clean the valve cover bolts of all dirt, grime or thread locking adhesive.

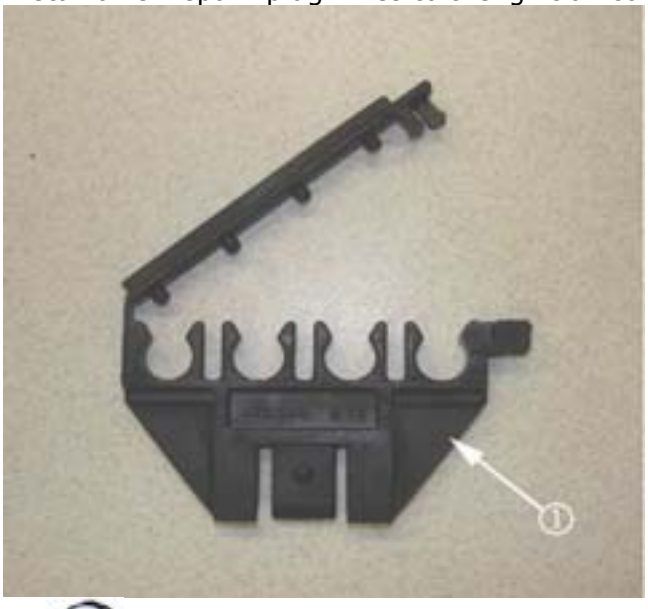
9. Install a new left or front valve cover gasket (1) , P/N 24503937, and make sure that valve cover gasket is seated properly in the valve cover groove.
   9.1. Install the valve cover and gasket (1) to the cylinder head.
   9.2. Apply medium strength thread lock compound (blue), GM P/N 12345382 (in Canada use P/N 10953489) or equivalent, to the six valve cover bolt threads.
   9.3. Install the six valve cover bolts and six new grommets.
      - Replace with new grommets, P/N 25534749 (package - qty.5).
      - Two packages will be needed. Save the other four grommets for future repairs.

Tighten
Tighten the valve cover bolts to 10 N·m (89 lb in).

10. Install the left engine mount strut bracket assembly to the cylinder head (1).
    10.1. Install the left engine mount strut bracket nuts and stud.
    10.2. Install the stud holding the electronic ignition control module ground and left engine mount strut bracket assembly to the cylinder head.

Tighten
Tighten the left engine mount strut bracket nuts and stud to 50 N·m (37 lb ft).

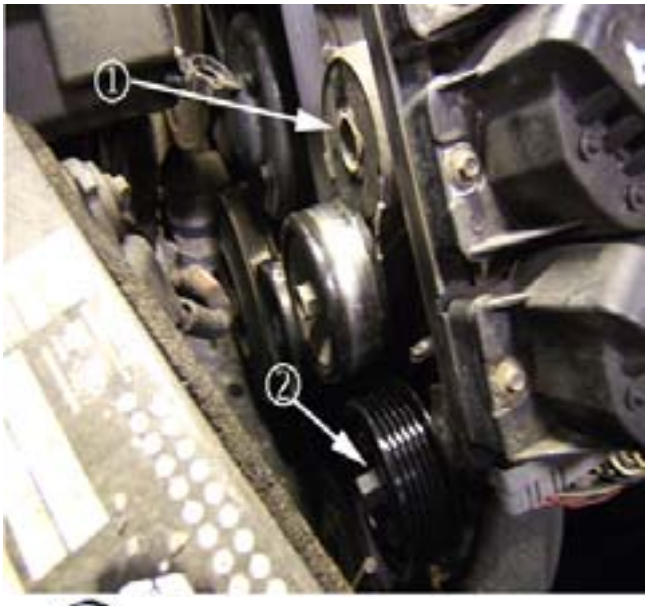
11. Install all six spark plug wires to the ignition coils.



12. Install one 7 mm spark plug four wire retainer, P/N 88891792 (Qty 5 - not shown) to spark plug wires 1-3-5. If not available, use 8 mm spark plug four-wire retainer (1), P/N 14066248 (Qty 10) to spark plug wires 1-3-5 or equivalent 7 mm aftermarket spark plug wire retainer. Save the other spark plug four wire retainers for future repairs.

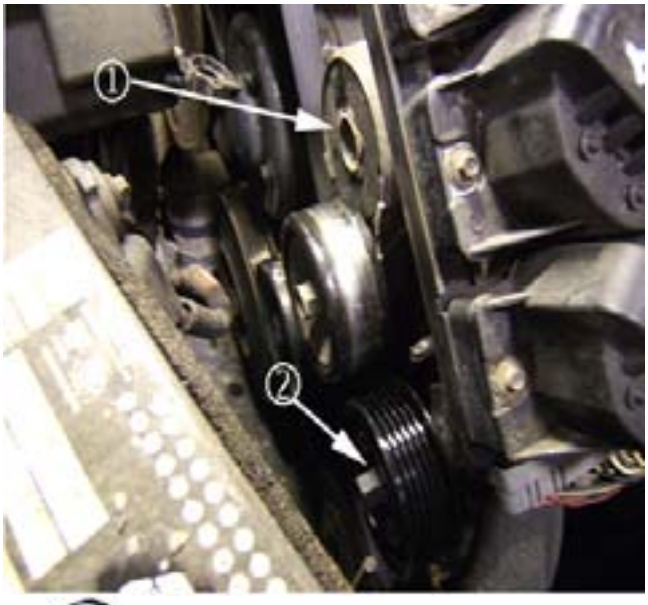
12.1. Install the first 7 mm four-wire retainer to spark plug wire number four (1) then to spark plug wires one, three and five (2). Make sure that spark plug wires two, four and six are secured to the original retainers and under the left engine mount strut bracket (1).

12.2. Install the second 7 mm two-wire spark plug retainer, P/N 12132229 (Qty 10) to spark plug wires three and five only (3). Make sure the spark plug retainer (3) is approximately 50 mm (2 in) from the oil level indicator.



13. Install the supercharger drive belt idler pulley (2). Install the supercharger drive belt idler pulley bolt.

Tighten
Tighten the supercharger drive belt idler pulley bolt to 50 N·m (37 lb ft).



14. Install the supercharger drive belt tensioner (1). Install the supercharge drive belt tensioner nut.

    Tighten
    Tighten the supercharger drive belt idler pulley bolt to 50 N·m (37 lb ft).

15. Install the supercharger drive belt (1).

    Lift or rotate the drive belt tensioner using a 15 mm box end wrench on the pulley nut and install the supercharger drive belt.

16. Install left engine mount strut bracket (2).

16.1. Install the bolt and the nut to the left engine mount strut at the left engine mount strut bracket on the upper radiator support (1).

Tighten
Tighten the engine mount strut bolt to 48 N·m (35 lb ft).

Important: If equipped, the P-clip on the engine wiring harness must be vertical to the left engine mount strut bracket when installed.

16.2. Install the bolt and the nut to the left engine mount strut at the left engine mount strut bracket on the engine (1).

Tighten
Tighten the engine mount strut bolt to 48 N·m (35 lb ft).

17. Install fuel injector sight shield (1).
    17.1. Remove by twisting counterclockwise to unlock the tube/oil fill cap from the left valve cover.
    17.2. Insert the tab of the fuel injector sight shield under the engine bracket.
    17.3. Place the hole of the fuel injector sight shield onto the oil fill neck of the left valve cover.

Important: Make sure the newly installed spark plug retainers are not in contact with the fuel injector sight shield or the exhaust manifold.

Important: Make sure new 7 mm two-wire spark plug retainer (1) is approximately 50 mm (2 in) from the oil level indicator.

17.4. Install the tube/oil fill cap into the left valve cover and twist clockwise in order to lock the detent on the tube into the notch in the valve cover.

Tighten
Tighten the fuel injector sight shield cover nut to 3 N·m (27 lb in).

18. Inspect for the proper oil level.
19. Inspect for any oil leaks.

Parts Information

Important: Do not order for parts for dealer stock.

Parts are in limited supply. If genuine GM parts are not available, dealers can use aftermarket parts.

Part Number	Description	Qty
24503937	Valve Cover Gasket	1
25534749	Grommets, Valve Cover/Bolts (Qty 5)	6
88891792	7 mm Four-Wire Retainer, Spark Plugs (Qty 5)	1
12132229	7 mm Two-Wire Retainer, Spark Plugs (Qty 10)	1
12345382 (US) 10953489 (Canada)	Medium Strength Thread Locker (Blue)	1

Warranty Information

For vehicles repaired under warranty, use:

Labor Operation	Description	Labor Time
T5700*	Valve Cover Gasket - Replace (GM Part)	0.8 hr
T5701**	Valve Cover Gasket - Replace (Aftermarket Part)	
* Genuine GM Service Parts (A/C Delco®) ** Local Parts Supplier		