

Parking brake

To set the parking brake, pull up the parking brake handle (see photo below) until the handle stops.



The BRAKE warning lamp will illuminate and will remain illuminated until the parking brake is released.



To release the parking brake, pull up the parking brake handle, press the button at the end of the handle and push the handle down as far as it will go, then release the button.



Always set the parking brake fully and make sure that the gearshift is securely latched in P.



If the parking brake is fully released, but the brake warning lamp remains illuminated, the brakes may not be working properly. See your authorized dealer.

Driving with the 5-speed automatic transmission

This vehicle is equipped with an adaptive Transmission Shift Strategy. Adaptive Shift Strategy offers the optimal transmission operation and shift quality. When the vehicle's battery has been disconnected for any type of service or repair, the transmission will need to relearn the normal shift strategy parameters, much like having to reset your radio stations when your vehicle battery has been disconnected.



The Adaptive Transmission Strategy allows the transmission to relearn these operating parameters. This learning process could take several transmission upshifts and downshifts; during this learning process, slightly firmer shifts may occur. After this learning process, normal shift feel and shift scheduling will resume.

P (Park)

This position locks the transmission and prevents the rear wheels from turning.

To put your vehicle in gear:

- Start the engine
- Depress the brake pedal
- Depress the shift lock release and move the gearshift lever into the desired gear

To put your vehicle in P (Park):

- Come to a complete stop
- Move the gearshift lever and securely latch it in P (Park)



Always set the parking brake fully and make sure the gearshift is latched in P (Park). Turn the ignition to the LOCK position and remove the key whenever you leave your vehicle.

R (Reverse)

With the gearshift lever in R (Reverse), the vehicle will move backward. Always come to a complete stop before shifting into and out of R (Reverse).

N (Neutral)

With the gearshift lever in N (Neutral), the vehicle can be started and is free to roll. Hold the brake pedal down while in this position.

D (Drive)

The normal driving position for the best fuel economy. Transmission operates in gears one through five.

2 (Second)

Use 2 (Second) to start-up on slippery roads or to provide additional engine braking on downgrades.

1 (First)

Provides maximum engine braking.

- Allows upshifts by moving gearshift lever.
- The transmission will not downshift into 1 (First) at high speeds; it will downshift when vehicle reaches slower speeds.

Forced downshifts

- Allowed in D (Drive)
- Depress the accelerator to the floor.
- Allows transmission to select an appropriate gear.

Driving

Removing the key

Turn the ignition off, push the release lever (located above the ignition), then turn the key toward you and remove the key.



Basic operating principles

- Drive slower in strong crosswinds which can affect the normal steering characteristics of your vehicle.
- Be extremely careful when driving on pavement made slippery by loose sand, water, gravel, snow or ice.

If your vehicle goes off the edge of the pavement

- If your vehicle goes off the edge of the pavement, slow down, but avoid severe brake application, ease the vehicle back onto the pavement only after reducing your speed. Do not turn the steering wheel too sharply while returning to the road surface.
- It may be safer to stay on the apron or shoulder of the road and slow down gradually before returning to the pavement. You may lose control if you do not slow down or if you turn the steering wheel too sharply or abruptly.
- It often may be less risky to strike small objects, such as highway reflectors, with minor damage to your vehicle rather than attempt a sudden return to the pavement which could cause the vehicle to slide sideways out of control or roll over. Remember, your safety and the safety of others should be your primary concern.



Avoid sharp turns, excessive speed and abrupt maneuvers in these vehicles. Failure to drive cautiously could result in an increased risk of loss of vehicle control, vehicle rollover, personal injury and death.

Emergency maneuvers

- In an unavoidable emergency situation where a sudden sharp turn must be made, remember to avoid "over-driving" your vehicle, i.e., turn the steering wheel only as rapidly and as far as required to avoid the emergency. Excessive steering will result in less vehicle control, not more. Additionally, smooth variations of the accelerator and/or brake pedal pressure should be utilized if changes in vehicle speed are called for. Avoid abrupt steering, acceleration or braking which could result in an increased risk of loss of vehicle control, vehicle rollover and/or personal injury. Use all available road surface to return the vehicle to a safe direction of travel.
- In the event of an emergency stop, avoid skidding the tires and do not attempt any sharp steering wheel movements.



Avoid sharp turns, excessive speed and abrupt maneuvers in these vehicles. Failure to drive cautiously could result in an increased risk of loss of vehicle control, vehicle rollover, personal injury and death.

- If the vehicle goes from one type of surface to another (i.e., from concrete to gravel) there will be a change in the way the vehicle responds to a maneuver (steering, acceleration or braking). Again, avoid these abrupt inputs.

Maintenance and Modifications

The suspension and steering systems on your vehicle have been designed and tested to provide predictable performance whether loaded or empty and durable load carrying capability. For this reason, **Thoroughbred Motorsports** strongly recommends that you do not make modifications such as adding or removing parts (such as lift kits or stabilizer bars) or by using replacement parts not equivalent to the original factory equipment.

Driving

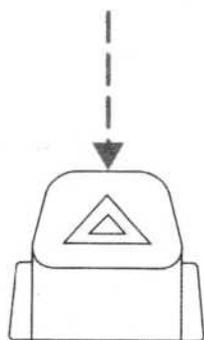
Any modifications to a vehicle that raise the center of gravity can make it more likely the vehicle will roll over as a result of a loss of control. **Thoroughbred Motorsports** recommends that caution be used with any vehicle equipped with a high load or device (such as luggage racks).

Failure to maintain your vehicle properly may void the warranty, increase your repair cost, reduce vehicle performance and operational capabilities and adversely affect driver and passenger safety. Frequent inspection of vehicle chassis components is recommended if the vehicle is subjected to off-road usage.

HAZARD FLASHER

The hazard flasher is located on the steering column, just behind the steering wheel. The hazard flashers will operate when the ignition is in any position or if the key is not in the ignition.

Push in the flasher control and all front and rear direction signals will flash. Press the flasher control again to turn them off. Use it when your vehicle is disabled and is creating a safety hazard for other motorists.



Note: With extended use, the flasher may run down your battery.

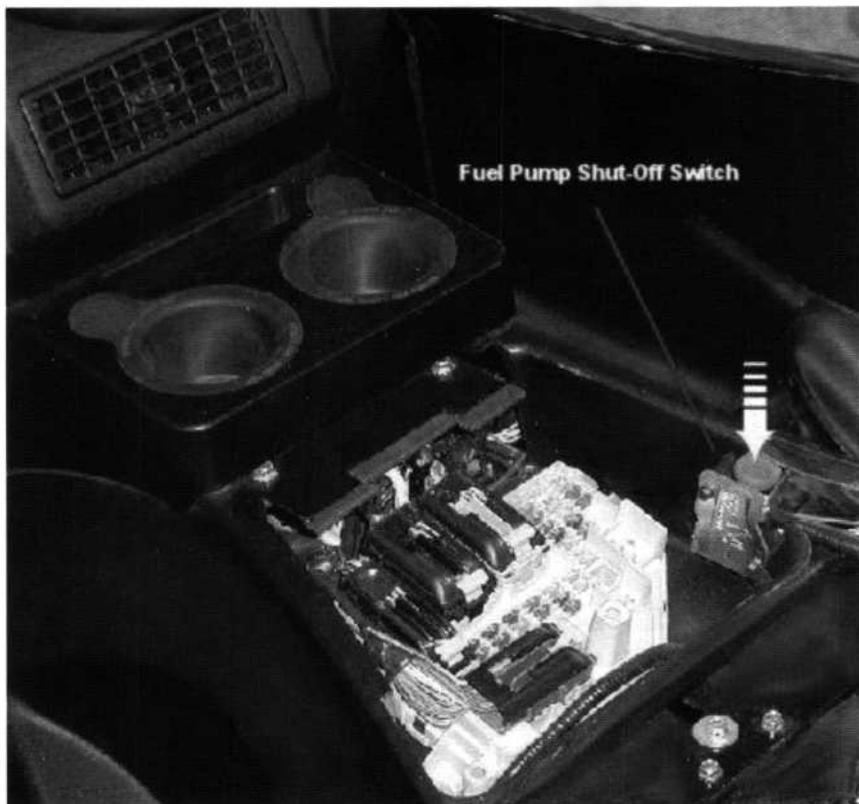
FUEL PUMP SHUT-OFF SWITCH

This device stops the electric fuel pump from sending fuel to the engine when your vehicle has had a substantial jolt. After an accident, if the engine cranks but does not start, this switch may have been activated.

The fuel pump shut-off switch is located under the driver's seat next to the fuse panel. See the section on *Removing the Seats* to see how to access the fuse panel and fuel pump shut-off switch.

To reset the switch:

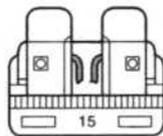
1. Turn the ignition OFF.
2. Check the fuel system for leaks.
3. If no leaks are apparent, reset the switch by pushing in on the reset button (see photo on next page).
4. Turn the ignition ON.
5. Wait a few seconds and return the key to OFF.
6. Make another check for leaks.



FUSES AND RELAYS

Fuses

If electrical components in the vehicle are not working, a fuse may have blown. Blown fuses are identified by a broken wire within the fuse. Check the appropriate fuses before replacing any electrical components.



Roadside Emergencies

Note: Always replace a fuse with one that has the specified amperage rating. Using a fuse with a higher amperage rating can cause severe wire damage and could start a fire.

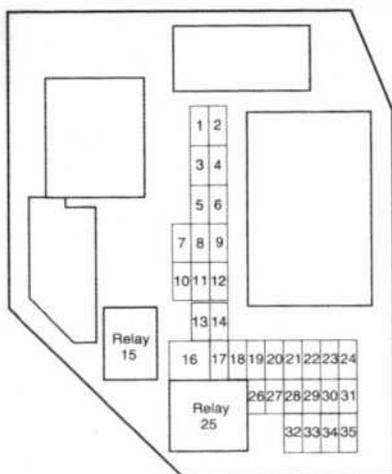
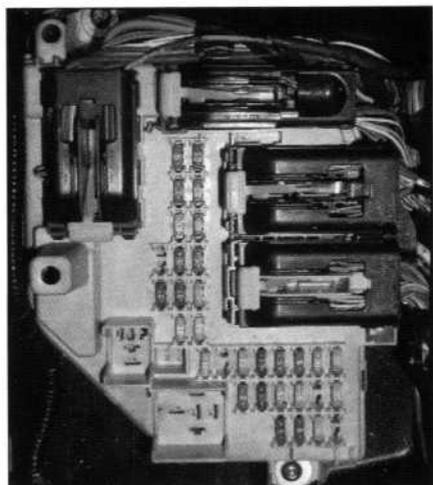
Standard fuse amperage rating and color

COLOR					
Fuse rating	Mini fuses	Standard fuses	Maxi fuses	Cartridge maxi fuses	Fuse link cartridge
2A	Grey	Grey	—	—	—
3A	Violet	Violet	—	—	—
4A	Pink	Pink	—	—	—
5A	Tan	Tan	—	—	—
7.5A	Brown	Brown	—	—	—
10A	Red	Red	—	—	—
15A	Blue	Blue	—	—	—
20A	Yellow	Yellow	Yellow	Blue	Blue
25A	Natural	Natural	—	—	—
30A	Green	Green	Green	Pink	Pink
40A	—	—	Orange	Green	Green
50A	—	—	Red	Red	Red
60A	—	—	Blue	—	Yellow
70A	—	—	Tan	—	Brown
80A	—	—	Natural	—	Black

Driver's seat fuse panel

The fuse panel is located under the driver's seat. See the section on *Removing the Seats* to see how to access the fuse panel and fuel pump shut-off switch. A fuse puller tool is located near the top left corner of the fuse box; this tool will assist you in pulling the fuses out for inspection, if necessary.

Roadside Emergencies



The fuses are coded as follows:

Fuse/Relay Location	Fuse Amp Rating	Driver's Seat Fuse Panel Description
1	5A	Instrument panel illuminator
2	10A	Trailer tow park lamps
3	10A	Not used
4	10A	Low beam headlamp
5	30A	Not used (spare)
6	10A	Radio (RUN/ACCY)
7	5A	Not used (spare)
8	10A	Adjustable pedals/Air bag suspension
9	5A	Not used
10	10A	Not used
11	10A	Smart Junction Box (SJB) (Logic power)
12	15A	Not used
13	15A	Horn, Interior lamps
14	15A	High beam headlamp, High beam indicator (cluster)
15	-	Not used