SECTION C

400, 401 AND 425 CUBIC INCH V-8 ENGINES

CONTENTS

DIVISION I SPECIFICATIONS AND ADJUSTMENTS

60-1 BOLT TORQUE SPECIFICATIONS

Use a reliable torque wrench to obtain the figures listed below. This will prevent straining or distorting the parts as well as preventing thread damage. These specifications are for clean and lightly lubricated threads only. Dry or dirty threads produce friction which prevents accurate measurement of the actual torque. It is important that these specifications be strictly observed. Overtightening can damage threads. This will prevent attainment of the proper torque and will require replacement of the damaged part.

Area	Torque Lb. Ft.
Spark Plugs	25-35
Crankshaft Bearing Caps to Cylinder Block	80-110
Connecting Rods	40-50
Cylinder Head to Cylinder Block	65-80
Harmonic Balancer to Crankshaft	200 Minimum
Fan Driving Pulley to Harmonic Balancer	18-25

60-1 BOLT TORQUE SPECIFICATIONS (Cont'd.)

Area	Torque Lb. Ft.
Flywheel to Crankshaft (Auto. & Manual)	50-65
Oil Pan to Cylinder Block	9-13
Oil Pan Drain Plug	25-35
Oil Pump Cover to Oil Pump	8-12
Oil Pick-Up Tube & Screen Housing Assembly to Oil Pump	6-9
Oil Pump to Cylinder Block	30-40
Oil Gallery Plugs	25-35
Oil Filter to Cylinder Block	10-15
Timing Chain Cover to Block	17-23
Water Pump Cover to Timing Chain Cover	6-8
Fan Driven Pulley	17-23
Thermostat Housing to Intake Manifold	17-23
Intake Manifold to Cylinder Head	25-35
Exhaust Manifold to Cylinder Head	10-15
Carburetor to Intake Manifold	10-15
Fuel Pump to Cylinder Block	25-40
Motor Mount to Cylinder Block	25-40
Fuel Pump Eccentric and Timing Chain Sprocket to Camshaft	40-55
Rocker Arm Cover to Cylinder Head	3-5
Rocker Arm Shaft Bracket to Cylinder Head	25-35
Delcotron Bracket to Cylinder Head	65-80
Delcotron Bracket Brace	18-25
Delcotron Adjustable Mounting Bracket to Cylinder Head	25-40
Delcotron Mounting Bracket Thru Delcotron to Cylinder Head at Pivot Location	35-45
Starting Motor to Block	40-55
Distributor Hold-Down Clamp	10-15
Synchromesh Lower Flywheel Housing Plate	9-13
Flywheel Housing to Cylinder Block	45-60
Fuel Filter to Cylinder Head	7-10

60-2 GENERAL SPECIFICATIONS

a. General

	Wildcat 445 (400 & 401 Cu. In.)	Wildcat 465 (425 Cu. In.)
Code Number Prefix	MR (400), MT (401)	MW
Export Code Number Prefix	MV	Not Available
Engine Type	90° V-8	90° V-8
Bore and Stroke	4.1875 x 3.640	4.3125 x 3.640
Piston Displacement	400 & 401 Cu. In.	425 Cu. In.
Carburetor Type	4 Bbl.	4 Bbl.
Compression Ratio	10.25:1	10.25:1
Gasoline Requirements	Premium	Premium
Brake Horsepower @ RPM	325/4400	340/4400
Maximum Torque @ RPM	445/2800	465/2800
Taxable Horsepower	56.11	59.51
Octane Requirements - Motor	90	90
Octane Requirements - Research	99	99
Cylinder Numbers - Front to Rear - Left Bank	2-4-6-8	2-4-6-8
Cylinder Numbers - Front to Rear - Right Bank	1-3-5-7	1-3-5-7
Firing Order	1-2-7-8-4-5-6-3	1-2-7-8-4-5-6-3

b. Piston and Pin Specifications

Piston	
Material	Cast Aluminum Alloy
Type	Divorced Skirt
Finish	Cam Ground

Piston Pins	400 & 401 (Cu. In.)	425 (Cu. In.)
Material	Extruded SAE-1018	Extruded SAE-1018
Type	Pressed in Rod	Pressed in Rod

60-2 GENERAL SPECIFICATIONS (Cont'd.)

c. Connecting Rods

Material	Forged - SAE-1141 Steel
Rod Bearing	Removable Steel Backed M/400

d. Ring Specifications

#1 Compression	Cast Iron-Lubrited
#2 Compression	Cast Iron-Lubrited
Oil Control	Steel-Uncoated
Oil Ring Expander	Steel Humped Ring
Ring Locations	Above Pin

e. Crankshaft Specifications

Material	SAE-1145 or SAE-1053 Steel
Bearings	5 Replaceable Steel Backed
Bearing Material	#1, #2, #3, and #4 - M/400 #5 - 100A Durex
Bearing Taking End Thrust	#3

f. Camshaft Specifications

Material	Cast Alloy Iron
Bearings	Steel Backed Bobbitt
Number of Bearings	5
Drive	Chain
Number of Links	52
Crankshaft Sprocket	Sintered Iron
Camshaft Sprocket	Nylon Coated Aluminum

g. Valve Specifications

Intake Valve Material	SAE 1041 Steel, 1047 or TS 8150 Steel
Exhaust Valve Material	GM-N82152 (21 - 4N)
Valve Lifter Mechanism	Hydraulic
Valve Spring	Single Helical

h. Lubrication System Specifications

Type of Lubrication	
Main Bearings	Pressure
Connecting Rods	Pressure
Piston Pins	Splash
Camshaft Bearing	Pressure
Timing Chain	Drip from Front Cam Bearing
Cylinder Walls	Splash & Nozzle
Oil Pump Type	Gear Driven
Normal Oil Pressure	40 lbs. @ 2400 RPM
Oil Pressure Sending Unit	Electrical
Oil Intake	Stationary
Oil Filter System	Full Flow
Filter Type	Throw-Away Element & Can
Crankcase Capacity	
Less Filter	4 qts.
With Filter	5 qts.

i. Cooling System Specifications

System Type	Pressure
Radiator Cap Relief Pressure	15 psi
Thermostat	Choke Type Opening at 180°
Water Pump	
Type	Centrifugal
GPM @ RPM	17 @ 1000
Drive	V-Belt
Bearings	Double Row

60-2 GENERAL SPECIFICATIONS (Cont'd.)

i. Cooling System Specifications (Cont'd.)

By-Pass Recirculation Type	Internal
Cooling System Capacities	
With Heater	18.0 qts.
W/O Heater	17.0 qts.
With Air Conditioning	18.27 qts.
Fan Diameter and Number of Blades	
Less AC	18" x 4
With AC	20" x 5
Fan Drive	
Less AC	Water Pump Shaft
With AC	Thermostatic Controlled Clutch

60-3 ENGINE DIMENSIONS AND FITS

a. General

Piston Clearance Limits*	400 & 401 Cu. In.	425 Cu. In.
Top Land	.034 - .042	.034 - .042
Skirt - Top	.0004 - .0010	.0004 - .0010
Skirt - Bottom	.0019 - .0035	.0019 - .0035
Ring Groove		
#1 - Compression Ring	.211 - .219	.209 - .217
#2 - Compression Ring	.214 - .221	.212 - .219
#3 - Oil Ring	.214 - .221	.192 - .199
Ring Width		
#1 - Compression Ring	.077 - .078	.077 - .078
#2 - Compression Ring	.077 - .078	.077 - .078
#3 - Oil Ring	.181 - .187	.182 - .1885
Ring Gap		
#1 - Compression Ring	.015 - .025	.015 - .025
#2 - Compression Ring	.015 - .025	.015 - .025
#3 - Oil Ring	.015 - .055	.015 - .055
Piston Pin Length	3.520	3.520
Diameter of Pin	.9994 - .9997	.9994 - .9997
Clearance		
In Piston	.0001 - .0004	.0001 - .0004
In Rod	.00075	.00125 Press
Direction & Amount Offset in Piston	None	None

*All Measurements in Inches Unless Otherwise Specified.

b. Connecting Rod Specifications

Bearing Length	.820
Bearing Clearance (Limits)	.0020 - .0023
End Play-Total for Both Rods	.005 - .012

c. Crankshaft Specifications

End Play at Thrust Bearing	.004 - .008
Main Bearing Journal Diameter	2.4985
Crankpin Journal Diameter	2.2495
Main Bearing Overall Length	
#1	.940
#2	.940
#3	1.127
#4	.940
#5	1.200
Main Bearing to Journal Clearance	.000 - .0019

60-3 ENGINE DIMENSIONS AND FITS (Cont'd.)

d. Camshaft Specifications

Bearing Journal Diameter	
#1	1.785 - 1.786
#2	1.755 - 1.756
#3	1.725 - 1.726
#4	1.695 - 1.696
#5	1.665 - 1.666

e. Valve System Specifications

Rocker Arm Ratio	1.6 to 1
Rocker Arm Clearance on Shaft	.0027 - .0042
Valve Lifter Diameter	.8425
Valve Lifter Clearance in Crankcase	.0015 - .0030
Valve Lifter Leakdown Rate	12 to 60 Sec. in Test Fixture
Intake Valve	
Head Diameter	1.875
Seat Angle	45°
Stem Diameter	(Top) 3.73 (Bottom) .372
Clearance in Guide	(Top) .001 - .003 (Bottom) .002 - .004
Valve Spring (Inner)	
Valve Closed - Pounds @ Length	25.2 @ 1.690
Valve Open - Pounds @ Length	76 @ 1.250
Valve Spring (Outer)	
Valve Closed - Pounds @ Length	46 @ 1.600
Valve Open - Pounds @ Length	101 @ 1.160
Exhaust Valve	
Head Diameter	1.500
Seat Angle	45°
Stem Diameter	(Top) .372 (Bottom) .3715
Clearance in Guide	(Top) .0015 - .0035 (Bottom) .0025 - .0045
Valve Spring (Inner)	
Valve Closed - Pounds @ Length	25.5 @ 1.690
Valve Open - Pounds @ Length	76 @ 1.250
Valve Spring (Outer)	
Valve Closed - Pounds @ Length	46 @ 1.600
Valve Open - Pounds @ Length	101 @ 1.160

60-4 ENGINE TUNE-UP AND ADJUSTMENTS

a. Purpose of Tune-Up

The purpose of an engine tune-up is to restore power and performance that has been lost through wear, corrosion or deterioration of one or more parts or units. In the normal operation of an engine, these changes take place gradually at a number of points so that it is seldom advisable to attempt an improvement in performance by correction of one or two items only. Time will be saved and more lasting results will be obtained by following a definite and thorough procedure of analysis and correction of all items affecting power and performance.

Economical, trouble-free operation can better be assured if a complete tune-up is performed each 12,000 miles.

The parts or units which affect power and performance may be divided into three groups:

(1) Units affecting compression
(2) Units affecting ignition, and
(3) Units affecting carburetion.

The tune-up procedure should cover these groups in the order given. While the items affecting compression and ignition may be handled according to personal preference, correction of items in the carburetion group should not be attempted until all items affecting compression and ignition have been satisfactorily corrected.

Most of the procedures for performing a complete engine tune-up are covered separately in other sections of this manual; therefore, this paragraph provides an outline only with references to other sections where detailed information is given.

The suggested procedure for engine tune-up is as follows:

1. Remove all spark plugs.

2. Position throttle and choke valve in full open position.

3. Connect jumper wire between distributor terminal of coil and ground on engine to avoid high tension sparking while cranking engine.

4. Hook up starter remote contol cable and turn ignition switch to "on" position.

CAUTION: The starter must not be energized when the ignition switch is in the LOCK position as the ground contact will be damaged in the ignition switch.

5. Firmly insert compression gauge in spark plug port. Crank engine through at least four compression strokes to obtain highest possible reading.

6. Check compression of each cylinder. Repeat compression check and record highest reading obtained on each cylinder during the two pressure checks.

The recorded compression pressures are to be considered normal if the lowest reading cylinder is more than 75% of the highest reading cylinder. See the following example and the "Compression Pressure Limit Chart".

Example:

Cylinder No.	Pressure (PSI)
1	129
2	135
3	140
4	121
5	120
6	100
7	130
8	126

75% of 140 (highest) is 105. Thus, cylinder number 6 is less than 75% of number 3. This condition, accompanied by low speed missing, indicates an improperly seated valve or worn or broken piston ring.

7. If one or more cylinders read low, inject about a tablespoon of engine oil on top of pistons in low reading cylinders through spark plug port. Repeat compression check on these cylinders.

a. If compression improves considerably, rings are worn.

b. If compression does not improve, valves are sticking or seating poorly.

c. If two adjacent cylinders indicate low compression and injecting oil does not increase compression, the cause may be a head gasket leak between the cylinders. Engine coolant and/or oil in cylinders could result from this defect.

NOTE: Low compression pressure in two adjacent cylinders indicates a possible head gasket leak between the two cylinders.

8. Clean, inspect, gap to .035", and install spark plugs.

9. Inspect battery and cables.

10. If battery is in good condition but cranking speed is low, test cranking motor circuit.

11. Adjust fan belt (and power steering belt if so equipped). If difficulty is experienced in keeping battery charged, check generator regulator.

12. Inspect entire ignition system and make indicated corrections.

13. Inspect and test fuel pump.

14. Check gasoline filter.

15. Check operation of choke valve and check setting of choke thermostat.

16. Check adjustment of fast idle cam and choke unloader.

Maximum Pressure Pounds/ Sq. Inch	Minimum Pressure Pounds/ Sq. Inch	Maximum Pressure Pounds/ Sq. Inch	Minimum Pressure Pounds/ Sq. Inch
134	101	186	140
136	102	188	141
138	104	190	142
140	105	192	144
142	107	194	145
144	108	196	147
146	110	198	148
148	111	200	150
150	113	202	151
152	114	204	153
154	115	206	154
156	117	208	156
158	118	210	157
160	120	212	158
162	121	214	160
164	123	216	162
166	124	218	163
168	126	220	165
170	127	222	166
172	129	224	168
174	131	226	169
176	132	228	171
178	133	230	172
180	135	232	174
182	136	234	175
184	138	236	177
		238	178

17. Check throttle linkage and dash pot adjustment.

18. Adjust carburetor idle speed and mixture.

19. Inspect all water hose connections and tighten clamps. If necessary.

20. Road test car for power and overall performance.

b. Compression Pressure Limit Chart

This chart may be used when checking cylinder compression pressures. It has been calculated so that lowest reading number is 75% of the highest reading number.

Example: After checking the compression pressures in all cylinders, it was found that the highest pressure obtained was 182 psi. The lowest pressure reading was 145 psi. By locating 182 in the maximum column, it is seen that the minimum allowable pressure is 136 psi. Since the lowest reading obtained was 145 psi, the car is within limits and the compression is considered satisfactory.

Checks	Sun Tune-Up Tester
1. Secondary Resistance	3 - .5 @ 1500 RPM
2. Ignition Output	Blue Band @ 1500 RPM
3. Cranking Voltage	9 Volts Min.
4. Charging Voltage* (Quick Check—Cold)	14-15 Volts @ 1500 RPM
5. Spark Plug Gap	.035 Inches
6. Dwell Angle	30 Degrees
7. Engine Vacuum	14 Inches Min. @ Idle
8. Engine Idle Speed (Manual in Neutral or Automatic in Drive-Air Conditioner Off)	500 RPM (Add 50 RPM for Air Conditioner and/or Air Injection Reactor)
9. Initial Timing (At Engine Idle, Vacuum Hose Disconnected)	2-1/2°
10. Total Distributor Advance** (@ 2500 Engine RPM)	34° - 42°
11. Centrifugal Advance Only** (@ 2500 Engine RPM)	20° - 24°

*Regular at Room Temperature (Below 85° F.)
**This Advance in Addition to Initial Timing Advance.

DIVISION II DESCRIPTION AND OPERATION

60-5 ENGINE CONSTRUCTION

a. Engine Usage

Series	Engine Code No. Prefix	Cubic In. Displacement	Use	Compression Ratio	Carburetor
44600	MR	400	Standard	10.25:1	4 Bbl.
46000 48000	MT MV MW	401 401 425	Standard Export Optional	10.25:1 8.75:1 10.25:1	4 Bbl. 4 Bbl. 4 Bbl.
49000	MW	425	Standard	10.25:1	4 Bbl.

*U.S. Built Engines

b. Engine Mounting

The engine and transmission assemblies are supported in the frame on three synthetic rubber pads. One mounting pad is located on each side of the engine near the front end and approximately midway between top and bottom of the cylinder crankcase. The mounting pads are fastened between the crankcase and the cross

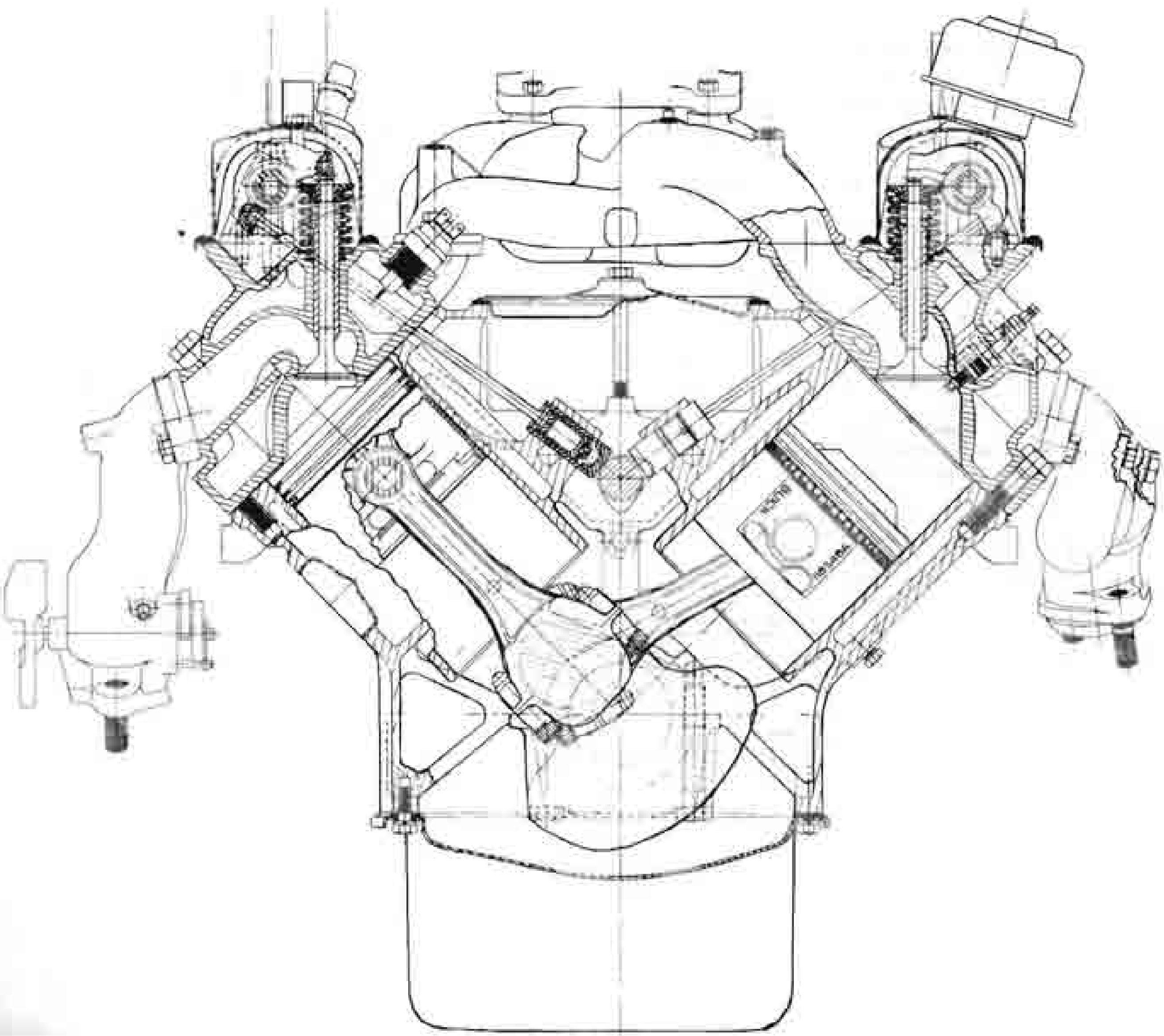


Figure 61-115—401 Cubic Inch Engine End Sectional View

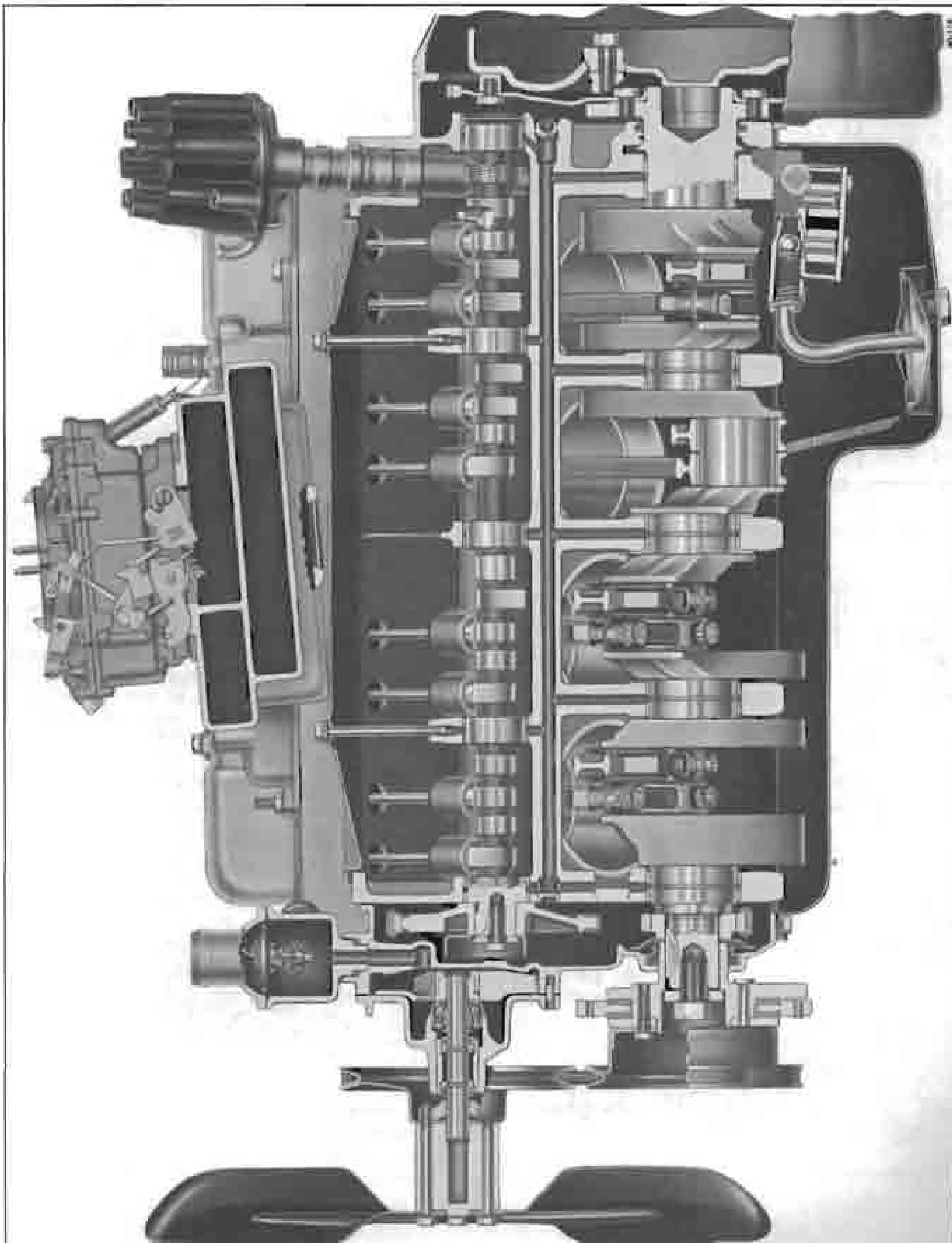


Figure 60-116—401 Cubic Inch Engine Side Sectional View

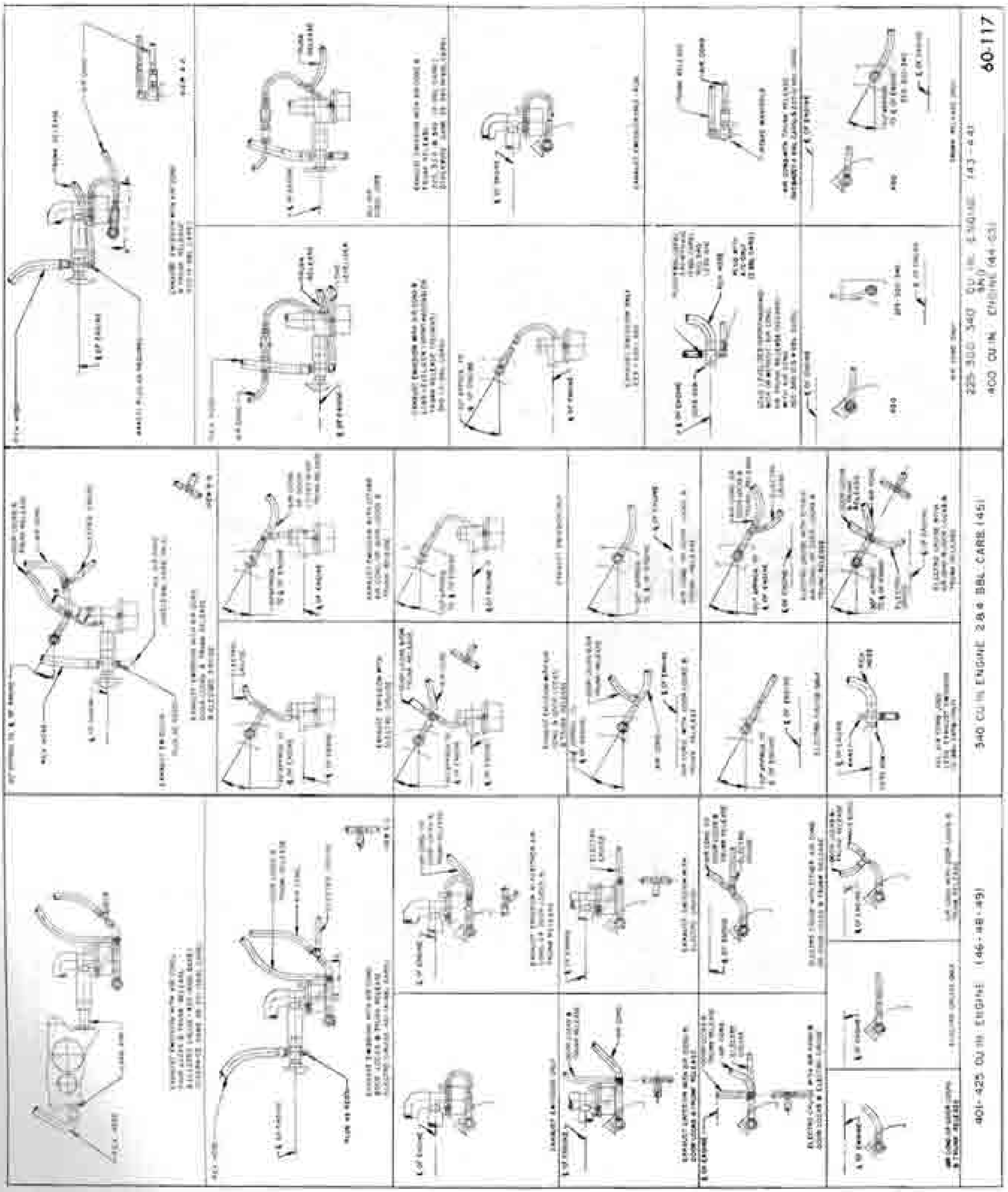


Figure 60-117—Vacuum Connections

member at front end of car frame. The front mountings are designed to support the weight of the engine and control its torsional characteristics.

The rear (transmission) mounting is located between the transmission rear bearing retainer and the transmission support.

c. Engine Construction

The cylinder crankcase has two banks of four cylinders each, which form a 90 degree angle. The crankcase section extends below the centerline of the crankshaft to form a continuous flat surface with the rear bearing cap and the timing chain cover, permitting installation of the lower crankcase with a one-piece gasket. The upper portion of the flywheel housing is cast integral with the cylinder crankcase.

The right bank of cylinders (as viewed from rear) is set slightly forward of the left bank so that connecting rods of opposite parts of cylinders can be connected to the same crankpin. Starting at front end, cylinders in the right bank are numbered 1-3-5-7 and cylinders in the left bank are numbered 2-4-6-8.

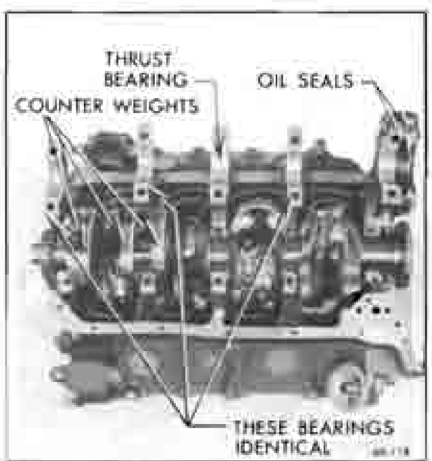


Figure 60-118—Engine Crankshaft and Bearings

The crankshaft is supported in the crankcase by five steel-backed full precision type bearings all having the same nominal diameter.

All bearings are identical except number three, which takes end thrust and rear main, which has a different width and material. See Figure 60-118.

The crankshaft is counterbalanced by weights forged integral with crank cheeks. Maximum counterweighting in the space available is obtained by the machining the weights to a contour which allows a minimum uniform clearance with cylinder barrels and piston skirts. Additional counterbalancing is obtained by an offset flywheel flange.

All engines are equipped with a harmonic balancer and fan pulley assembly.

Connecting rods are steel forgings of I-beam section, having bosses on each side so that metal can be removed as required to secure correct weight and balance during manufacture. The lower end of each rod is fitted with a steel-backed full precision type bearing. The upper end of the connecting rod has a hole into which the wrist pin is pressed. The outer ends of the pin float in the bosses in the piston.

The tin plated aluminum alloy pistons have full skirts and are cam ground. Two compression rings and one oil control ring are located above the piston pin. Two transverse slots in the oil ring groove extend through the piston wall and permit drain back of oil collected by the oil ring. Shallow depressions cast into the head provide clearance between the piston and valves in operation. See Figure 60-115.

The cast iron compression rings in the two upper grooves of piston are distinguished by a bevel cut around the inner edge on one side. The rings are installed with identification mark up.

The oil ring in the lower groove consists of two thin steel rails separated by a spacer and backed by an expander placed in the piston groove. The rails and spacer of a new ring are lightly held together with a cement which dissolves and releases the parts when oil is applied at start of operation.

The cylinder heads are identical except for treatment of the water inlet ports which exist in both ends of each head. When a head is prepared for installation on one bank of cylinders, the water inlet port on the rear end is plugged and the front port is left open for connection to the water pump.

This places the plugs in opposite ends of the right and left heads; therefore, the heads cannot be interchanged.

All valves are mounted vertically in the cylinder head and in line from front to rear, so they operate at 45 degrees to the centerline of cylinders. The angle and location of the inlet valve and port causes the incoming fuel-air charged to sweep angularly downward to one side of the cylinder centerline, resulting in a whirling action which thoroughly mixes the charge and produces a beneficial turbulence during the compression stroke.

With the spark plug located centrally in top of the combustion

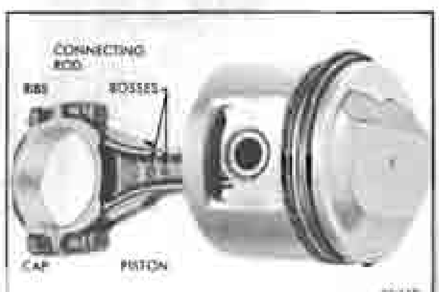


Figure 60-119—Connecting Rod and Piston Assembly

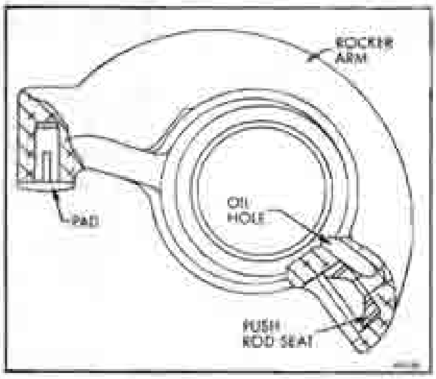


Figure 60-120—Valve Rocker Arm

chamber the point gap is well exposed to the sweep of the incoming charge. This reduces the concentration of exhaust gases that may have remained in this area after exhaust of the previous charge. As noncombustible exhaust products are removed from the area around the spark plug the tendency toward misfiring at part throttle is reduced.

The central location of the spark plug causes burning of the fuel charge to proceed uniformly outward in all directions toward edges of the combustion space. The short flame travel speeds

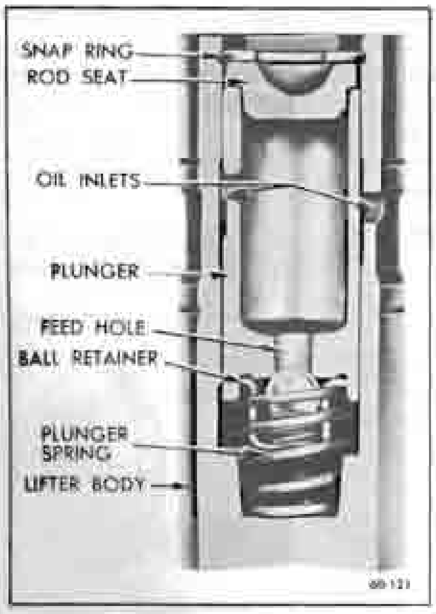


Figure 60-121—Hydraulic Valve Lifter, Sectional View

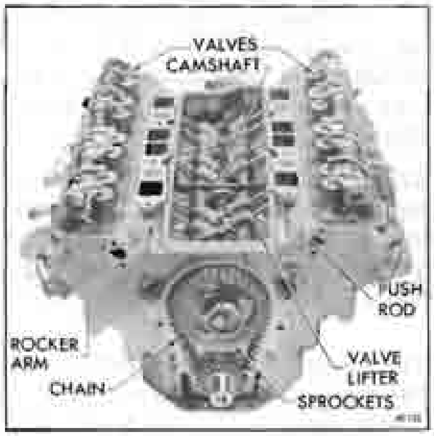


Figure 60-122—Valve Mechanism

up the combustion process, causing the fuel mixture to burn in a shorter period of time than that at which detonation is likely to occur. High turbulence on the compression stroke and short flame travel following ignition permits the use of a high compression ratio with present day fuels.

The valves operate vertically in guides pressed into the cylinder head and each valve has two concentric springs to insure positive seating throughout the operating speed range. Inlet valve heads are 1-7/8" and exhaust valve heads are 1-1/2" in diameter. Valves and rocker arms are protected by a cover which seats against a raised horizontal surface on each cylinder head, and a cork gasket insures against oil leaks.

The valve rocker arms for each bank of cylinders are mounted on a tubular steel shaft supported on the cylinder head by four die cast brackets. The rocker arms are die cast aluminum with inserts at the push rod socket and the valve stem contact face. See Figure 60-120. The rocker arms are offset to accommodate the different planes of movement of the valves and the push rods which pass through the cylinder head to one side of the valves.

The camshaft is located in the angle of the cylinder block above the crankshaft where it is supported in five steel-backed, babbitt-lined bearings. It is driven from the crankshaft by sprockets and a single outside guide type chain. See Figure 60-122.

Hydraulic valve lifters and solid one-piece steel push rods are used to operate the overhaul rocker arms and valves of both banks of cylinders from the single camshaft. This system requires no lash adjustment at time of assembly or in service; therefore, no adjusting studs or screws are provided in the valve train. Construction and operation of the hydraulic valve lifters are described in paragraph 60-6 of the V-6 Engine Section.

60-6 LUBRICATION SYSTEM

The engine lubrication system is of the force-feed type in which oil is supplied under full pressure to crankshaft, connecting rods, and camshaft bearings, and is supplied under controlled volume to the valve lifters, rocker arm bearings, and push rods. All other moving parts are lubricated by gravity flow or splash. See Figure 60-124.

The supply of oil is carried in the lower crankcase (oil pan) which is filled through filler caps in the rocker arm covers. The filler

Figure 60-123—Oil Filter Installation

openings are covered by combination filler and ventilating caps which contain filtering material to exclude dust. A removable oil gauge rod on right side of crankcase is provided for checking oil level.

Oil is picked up and circulated by the spur-geared oil pump assembly which is mounted on the lower side of the cylinder crankcase at the rear end, where it extends down into the oil sump. The pump shaft is coupled to the ignition distributor shaft, which is driven from the camshaft through spiral gears. The pump inlet is equipped with a stationary screen of ample area. If the screen should become clogged for any reason, oil may be drawn into the pump over the top edge of the screen, which is held slightly clear of the screen housing by three embossments. The oil pump body contains a non-adjustable spring loaded pressure valve, which regulates the maximum oil pressure to 40 pounds.

Drilled passages in the oil pump body and cylinder crankcase conduct all oil from the pump to the oil filter.

The oil pump is located in the timing chain cover where it is connected by a drilled passage in the cylinder crankcase to an oil screen housing and pipe assembly. The screen is submerged in the oil supply and has ample area for all operating conditions. If the screen should become clogged for any reason, oil may be drawn into the system over the top edge

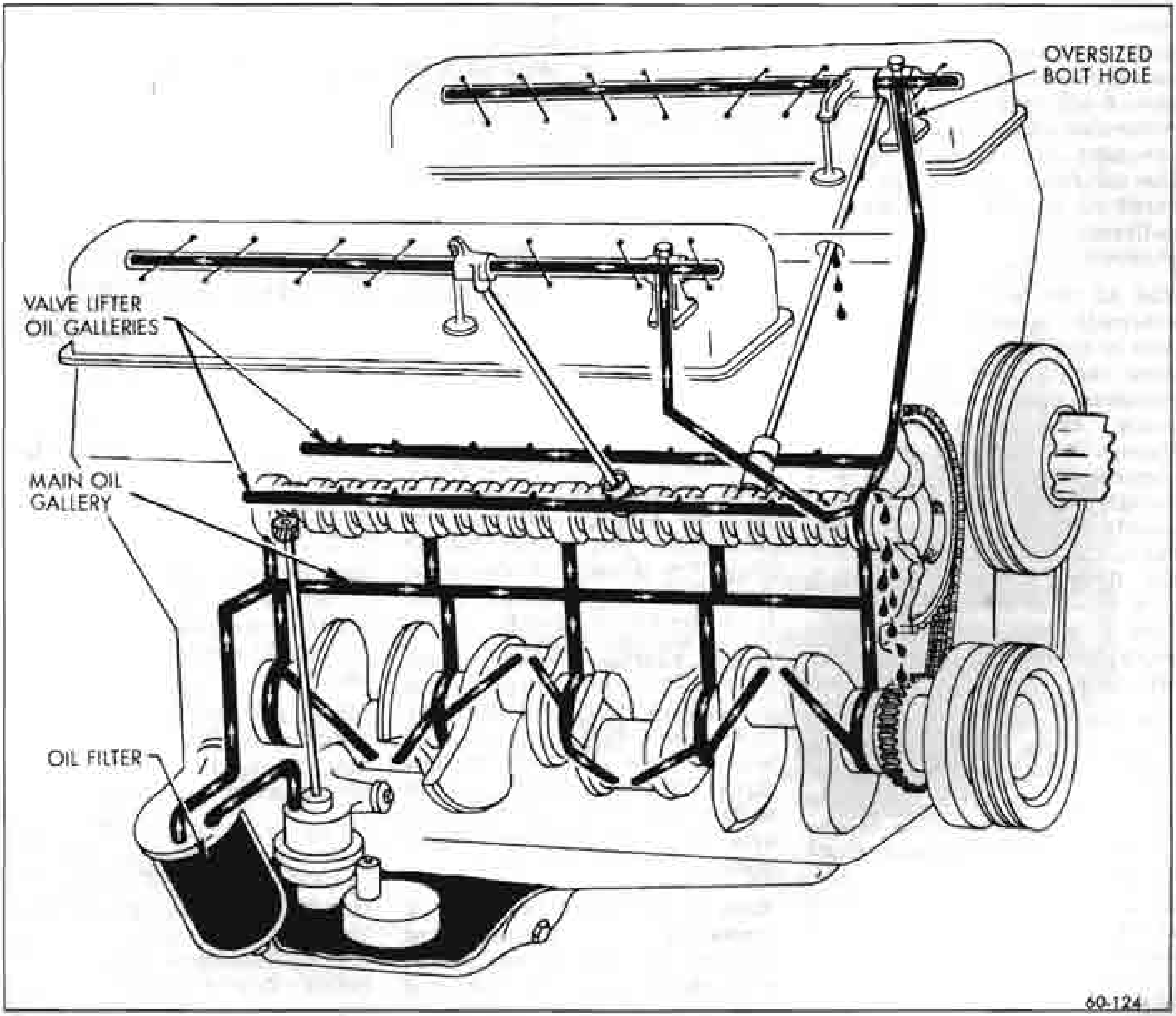


Figure 60-124—Schematic Diagram of Engine Oil Flow

of the screen which is held clear of the sheet metal screen housing.

Oil is drawn into the pump through the screen and pipe assembly and a drilled passage in the crankcase which connects to drilled passages in the timing chain cover. All oil is discharged from the pump to the oil pump cover assembly. The cover assembly consists of an oil pressure relief valve, an oil filter by-pass valve and a nipple for installation of an oil filter. The spring loaded oil pressure relief valve limits the oil pressure to a maximum of 33 pounds per square inch. The oil filter by-pass valve opens when the filter has become clogged to the extent that 4-1/2 to 5 pounds pressure difference exists between the filter inlet and exhaust to by-pass the oil filter and channel unfiltered oil directly to the main oil galleries of the engine. See Figure 60-124.

The AC full flow type oil filter is externally mounted on the right side of crankcase. The filter permits rapid passage of oil with a minimum drop in pressure. Normally, ALL engine oil passes through the filter element. If the element becomes restricted enough to produce 4-1/2 to 5-1/2 pounds difference in pressure between the inlet and outlet ports of the filter, a spring-loaded ball type valve in the filter base will open to by-pass the element and route oil directly into the main oil gallery.

The main oil gallery runs full length of the crankcase in the angle below the camshaft. Through connecting passages drilled in the crankcase it distributes oil at full pressure to all crankshaft and camshaft bearings, from which oil is then distributed to all other working parts of the engine. See Figure 60-124.

Holes drilled in the crankshaft carry oil from the crankshaft bearings to the connecting rod bearings. Pistons and cylinder walls are lubricated by oil forced through a small notch in the bearing parting surface on connecting rod, which registers with the hole in the crankpin once in every revolution. Piston pins are lubricated by splash.

A small amount of oil which escapes from the camshaft front bearing flows down the front face cylinder crankcase to drop on the crankshaft sprocket, from which it is then transferred to the timing chain.

Oil holes in the crankcase and camshaft front bearing align with a groove in the camshaft front bearing journal which meters the flow of oil from the main oil gallery to the valve lifter oil gallery in each bank of cylinders. The drilled oil gallery, running full length of each cylinder bank, cuts into the lower sides of all valve lifter guide holes to supply an adequate volume of low pressure oil to each hydraulic valve lifter. Oil enters each lifter through grooves and holes in the lifter body and the plunger. See Figure 60-124.

The rocker arms and valves on each cylinder head are supplied with low pressure oil from the valve lifter oil gallery through connecting passages drilled in the front end of cylinder block and head. See Figure 60-124.

The oil passage in cylinder head ends in a counterbored recess surrounding the bolt which attaches the rocker arm shaft front bracket. The oversize bolt hole through the bracket permits oil to flow up into the hollow rocker arm shaft, which is plugged at both ends.

Each rocker arm receives oil through a hole in the shaft, and parallel grooves in the rocker arm assure proper lubrication of the bearing surface. Oil is metered to the push rod ball seat and to the valve stem through holes drilled in the rocker arm. Excess oil drains off and returns to the oil pan through passages in cylinder head and cylinder block.

60-7 COOLING SYSTEM

The engine cooling system is the pressure type, with thermostatic coolant temperature control and water pump circulation.

A double contact temperature sensitive switch is located in the right cylinder head. The switch closes one set of contacts to light a green signal on the instrument panel when engine water temperature is below 110°F. If engine water temperature is between 110° and 245° (approximately) neither contact is closed. Engine water temperature above 245° causes the second set of contacts to close and light a red signal on the instrument panel.

A Harrison tube and center type of radiator core of brass and copper is used on all models. The lower radiator tank houses the transmission oil cooler.

All engines are equipped with an 18" fan. Air conditioned cars are equipped with a 20" fan driven by a torque and temperature sensitive clutch. See Figure 60-125.

The torque sensitive fan clutch is equipped with a temperature sensitive coil which controls the flow of silicone through the clutch.

During periods of operation when radiator discharge air temperature is low, the fan clutch limits the fan speed to 800 to 1200 RPM.

Operating conditions that produce high radiator discharge air temperatures cause the temperature sensitive coil to turn a shaft which opens a port inside the clutch. This open port allows a greater flow of silicone providing a maximum fan speed of approximately 2100 RPM.

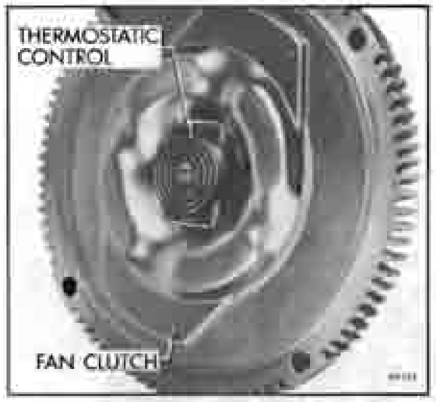


Figure 60-125—Fan Clutch

The clutch coil is calibrated so that at road load with an ambient temperature of 80°F the clutch is just at the point of shift between high and low fan speed.

The cooling system is sealed by a pressure type radiator filler cap which causes the system to operate at higher than atmospheric pressure. The higher pressure raises the boiling point of coolant and increases the cooling efficiency of the radiator. The fifteen pound pressure cap used on all series permits a possible increase of approximately 38°F. in boiling point of coolant.

The pressure type radiator filler cap contains a blow off or pressure valve and a vacuum or atmospheric valve. See Figure 60-126. The pressure valve is held against its seat by a spring of pre-determined strength which protects the radiator by relieving the pressure if an extreme case of internal pressure should exceed that for which the cooling system is designed. The vacuum valve is held against its seat by a light spring which permits opening of the valve to relieve vacuum created in the system when it cools off and which otherwise might cause the radiator to collapse.

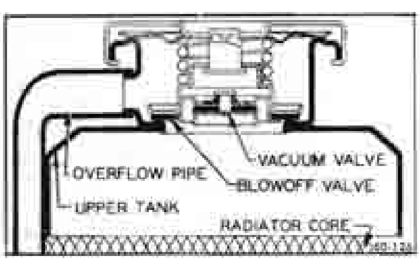


Figure 60-126—Pressure Type Radiator Cap Installation

The coolant is circulated by a centrifugal pump mounted on the timing chain cover which forms the outlet side of the pump. The fan and pulley(s) are bolted to the forward end of the pump shaft. In this manner both the fan and pump are belt driven by a crankshaft driven pulley mounted forward of the harmonic balancer.

The pump shaft is supported on two single row ball bearings pressed on the shaft and shrunk fit in the aluminum water pump cover. The bearings are permanently lubricated during manufature and sealed to prevent loss of lubricant and entry of dirt.

The pump is sealed against coolant leakage by a packless non-adjustable seal assembly mounted in the pump cover in position to bear against the impeller hub. See Figure 60-127.

The inlet pipe cast on the pump cover feeds into the passage formed by the cover and the front face of the impeller, which is mounted on the bearing shaft with the vanes facing rearward. Coolant flows through the inlet passage to the low pressure area at the center, where it then flows rearward through three holes in the impeller. Vanes on the rotating impeller cause the coolant to flow radially outward into two discharge passages cast in the timing chain cover, and these passages deliver an equal quantity of coolant to each cylinder bank water jacket.

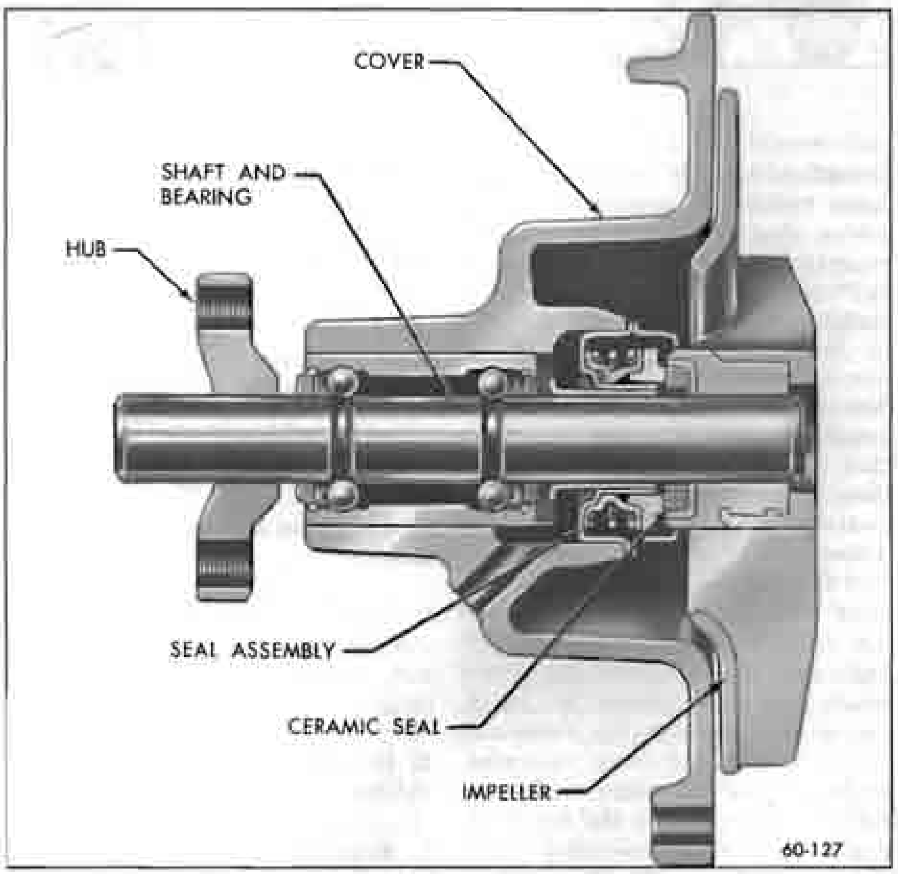


Figure 60-127—Water Pump Cover Assembly

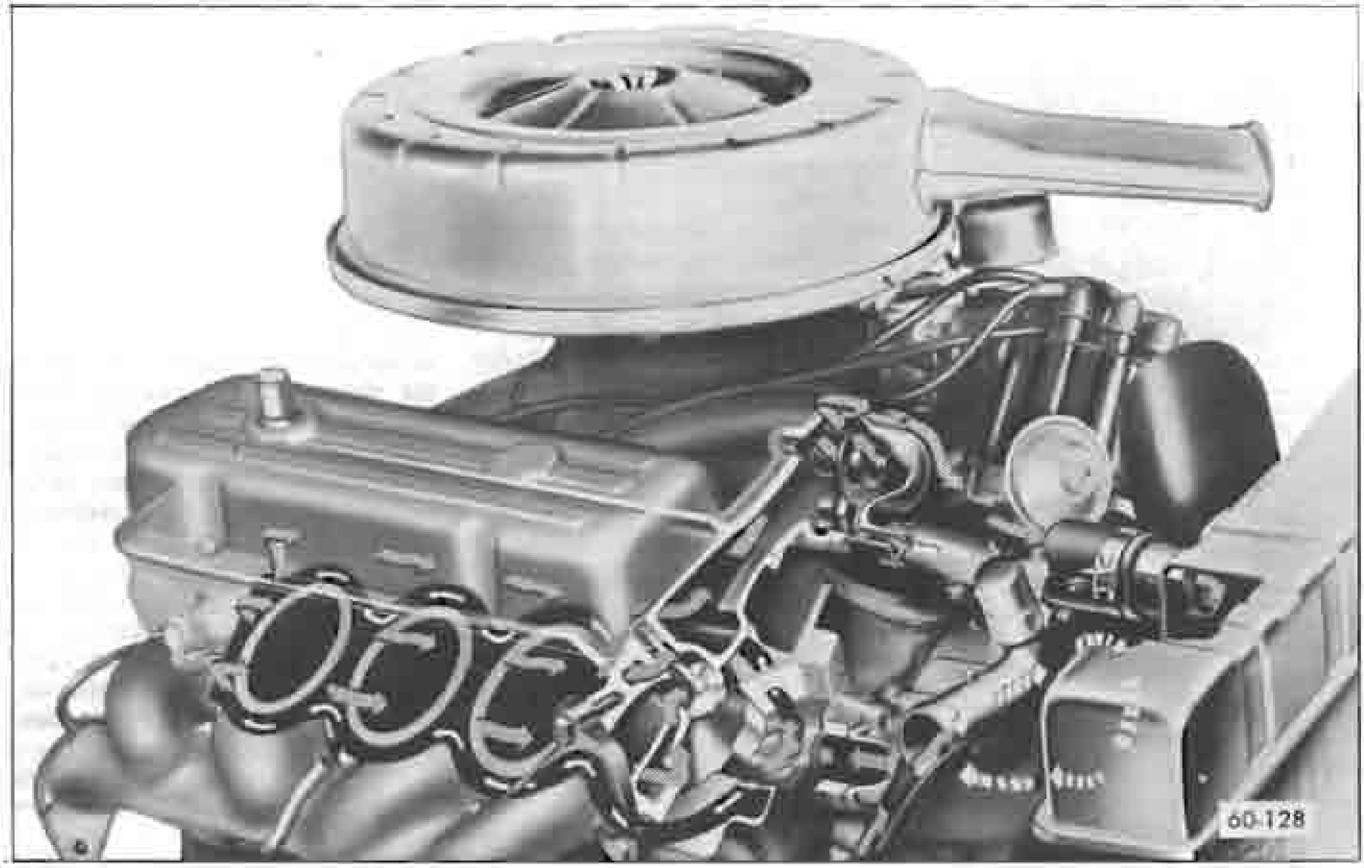


Figure 60-128—Coolant Flow (300 Cu. In. Engine)

Cylinder water jackets extend down below the lower limits of piston ring travel and the coolant completely surrounds each cylinder barrel to provide uniform cooling.

The coolant leaves the cylinder heads through a water manifold that provides a common connection between both heads and the radiator. The water manifold also houses the "pellet" type radiator thermostat and provides the by-pass passage through which coolant returns to the water pump for recirculation whenever the thermostat valve closes to block circulation through the radiator. This thermostatically operated by-pass type of water temperature control permits the engine to reach its normal operating temperature quickly. The thermostat valve opens at 180 degrees F.

DIVISION III SERVICE PROCEDURES

61-1 CYLINDER HEADS, VALVES, AND LIFTERS

a. Cylinder Head Removal

1. Drain the radiator and cylinder block.

2. Remove air cleaner and silencer, then disconnect all pipes and hoses from carburetor and intake manifold.

3. Remove coil, remove throttle return spring.

4. Remove intake manifold and carburetor as an assembly. Remove manifold gaskets.

5. When removing RIGHT cylinder head; (1) remove oil gauge rod, (2) disconnect automatic transmission filler pipe bracket from head, (3) remove generator mounting bracket, (4) remove air conditioning compressor, if present.

6. When removing LEFT cylinder head; (1) remove power steering gear pump with mounting bracket if present, and move it out of the way with hoses attached.

7. Disconnect wires from spark plugs.

8. Disconnect water manifold from both cylinder heads and disconnect exhaust manifold from head to be removed.

9. With air hose and cloths, clean dirt off cylinder head and adjacent area to avoid getting dirt into engine. It is extremely important

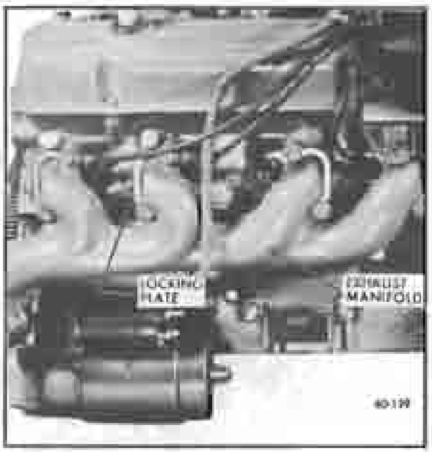


Figure 60-129—Exhaust Manifold Installation

to avoid getting dirt into the hydraulic valve lifters.

10. Remove rocker arm cover and remove rocker arm and shaft assembly from cylinder head. Lift out push rods.

NOTE: Due to the close clearances in the engine compartment it is necessary to leave some of the bolts and push rods in the head during removal. The push rods should be pulled up and taped in position while cylinder head is being removed. These same parts must be in the head during installation.

11. Slightly loosen all cylinder head bolts then remove bolts and lift off the cylinder head. Remove gasket.

12. With cylinder head on bench, remove all spark plugs for cleaning and to avoid damage during work on the head.

b. Cylinder Head Installation

1. Wipe off engine block gasket surface and be certain no foreign material has fallen in the cylinder bores, bolt holes, or in the valve lifter area. It is good practice to clean out bolt holes with an air hose.

2. Install new head gasket on cylinder block. Dowels in the block will hold the gasket in position. Always handle gaskets carefully to avoid kinking or damage to the surface treatment of the gasket. Do not use any type of sealing material on head gaskets. The gaskets are coated with a special lacquer to provide a good seal, once the parts have warmed up.

3. Assemble exhaust manifold to cylinder head with bolts and locking plates as shown in Figure 60-129. Torque bolts to 10-15 lb. ft.

NOTE: Automatic transmission filler tube bracket fastens to rear bolt, right side.

4. Clean gasket surface of cylinder head and carefully set in place on the engine block dowel pins.

5. Clean and lubricate the head bolts with "Perfect Seal" sealing compound. Install bolts as shown in Figure 60-130.

6. Tighten the head bolts a little at a time about three times around in the sequence shown in Figure 60-130. Give bolts a final torque in the same sequence. Torque to 65-80 lb. ft.

NOTE: Damage to the cylinder block threads can result if bolts are not lubricated with "Perfect Seal" prior to installation or if bolts are tightened excessively. Use an accurate torque wrench when installing head bolts. Uneven tightening of the cylinder head bolts can distort the cylinder bores, causing compression loss and excessive oil consumption.

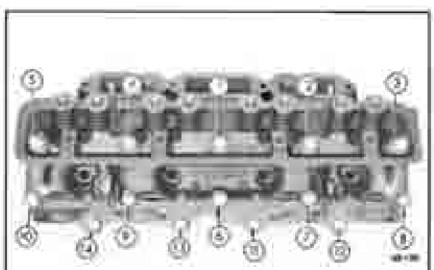


Figure 60-130—Cylinder Head Bolt Tightening Sequence

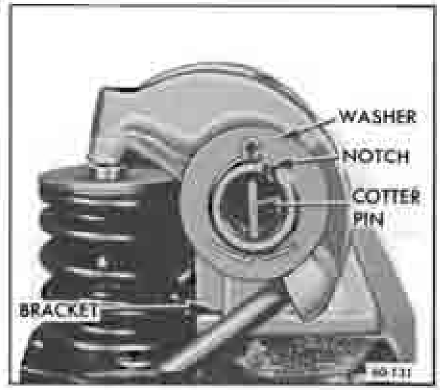


Figure 60-131—Rocker Arm Shaft End View

7. Wipe bases of rocker arm shaft brackets and bosses on cylinder head with a clean cloth.

8. Check notch on one end of rocker arm shaft. Be sure it is positioned as shown in Figure 60-131.

9. Tilt the rocker arm toward the push rods and locate the top of each push rod in its rocker arm seat.

10. Draw down the rocker arm and shaft assembly by tightening the bracket bolts a little at a time. Use a reliable torque wrench to torque the bracket bolts to 30 lb. ft. Do not overtighten.

11. Install rocker arm cover and gasket.

12. Connect spark plug wires and place in position on brackets on rocker arm cover.

13. Install intake manifold gaskets so pointed end of each gasket is "IN" toward center of engine.

14. After installation is completed and engine has been warmed up to operating temperature, recheck cylinder head bolts for 65-80 lb. ft. torque.

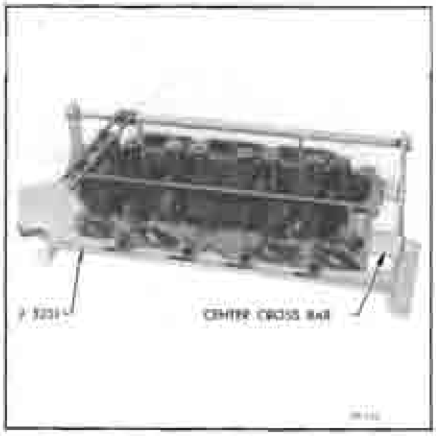


Figure 60-132—Removing Valve in Holding Fixture J-5251

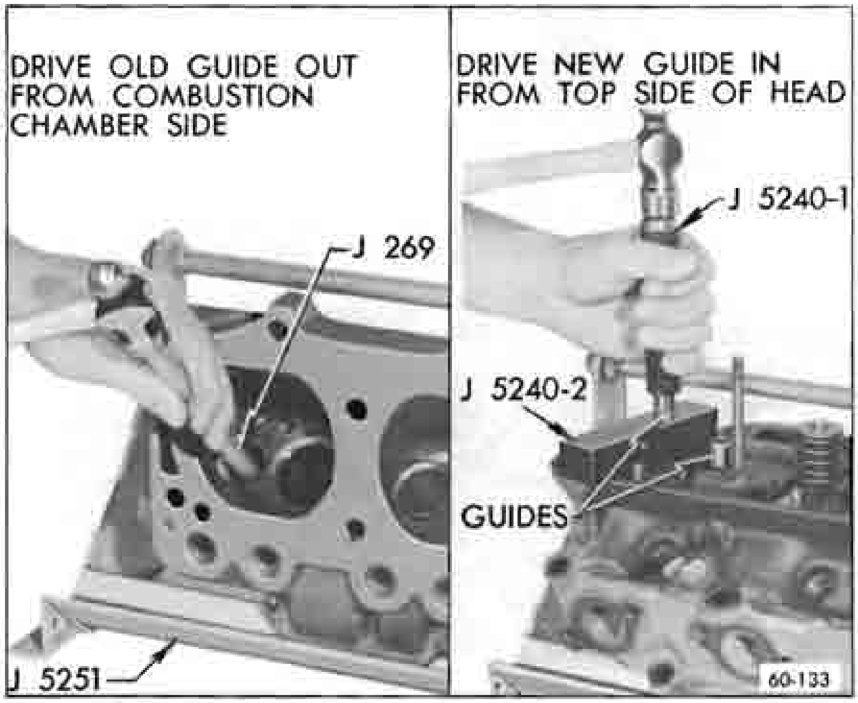


Figure 60-133—Removing and Installing Valve Guide

c. Reconditioning Valves and Guides

1. Place cylinder head on Holding Fixture J-5251 with valve springs straight up. Compress valve springs with fixture lever and remove the spring cap keys, then remove the springs and caps. See Figure 60-132.

2. Carefully roll cylinder head away from holding fixture until one edge rests on bench. Remove valve seals from intake valves. Seals must be discarded, then remove valves. Place valves in a stick with numbered holes to keep them in order for reinstallation in original positions.

3. Scrape all carbon from combustion chambers, piston heads, and valves. Clean all carbon and gum deposits from valve guide bores. When using scrapers or wire brushes for removing carbon, avoid scratching valve seats and valve faces.

4. Inspect valve faces and seats for pits, burned spots or other evidences of poor seating. If a valve head must be ground until the outer edge is sharp in order to true up the face, discard the valve because the sharp edge will run too hot.

5. Check fit of valve stems in guides. If clearance is excessive replace the guides as follows:

(a) Remove center crossbar from Holding Fixture J-5251, place cylinder head in fixture so that inlet port side rests against the fixture lower bar, then drive guides out from combustion chamber side using Driver J-269.

(b) Place cylinder head on holding fixture with valve cover studs straight up, remove cover gasket and clean gasket surface of head.

(c) Place Valve Guide Aligner J-5240-2 over guide hole in head, insert the valve guide either end down, and use Installer J-5240-1 and hammer to drive guide down into head until the shoulder on the installer contacts top of aligner. See Figure 60-133. Repeat for each guide.

(d) Use Valve Guide Reamer J-129-3 to finish ream inlet and exhaust guides. Replacement guides are not finish reamed to size.

6. Reface valves and true up valve seats to 45 degrees. Cutting a valve seat results in lowering the valve spring pressure and increases the width of the seat. The nominal width of a valve seat is 3/64" to 5/64" (1/16" average). If valve seat is over 5/64" after truing up, it should be narrowed to specified width by using the proper 20 degree and 70 degree cutters.

Improper hydraulic valve lifter operation may result if valve and seat have been refinished enough to allow the end of valve stem to raise approximately .050" above normal position. In this case it will be necessary to grind off end of valve stem or replace parts.

The normal height of the valve stem above the valve rocker arm cover gasket surface of the cylinder head is 1.540.

7. Lightly lap valves into seats with fine grinding compound. The refacing and reseating operations should leave the refinished surfaces smooth and true so that a minimum of lapping is required. Excessive lapping will groove the valve face and a grooved valve will not seat tightly when hot.

8. Test valves for concentricity with seats and for tight seating. Valves usually are tested by lightly coating the valve face with prussian blue and turning the valve against its seat. This indicates whether the seat is concentric with the valve guide but does not prove that valve face is concentric with the valve stem, or that the valve is seating all the way around. After making this test, wash all blue from surfaces, lightly coat valve seat with blue and repeat the test to see whether a full mark is obtained on the valve. Both tests are necessary to prove that a proper seat is being obtained.

9. Reinstall center crossbar in holding fixture, install valves in guides.

10. Install valve seals.

a. A valve seal installation cap is provided to protect the valve seal inserts from the sharp edges of the valve stem. Place the cap on the end of valve stem and lubricate cap. If the cap extends more than 1/16" below the lower groove on the valve stem, remove cap and cut off the excess length.

b. Start valve seal carefully on cap. Hold thumbs against the white seal insert to avoid dislodging insert and push seal down slowly until jacket of valve seal contacts top of valve guide.

c. Now pull valve seal down on guide as far as it will go by pulling down on the retaining ring with two small screwdrivers, each spaced approximately 90° from gap in the ring.

11. Remove installation cap and reinstall valve springs, cap and cap retainer, using same equipment used for removal. Install valve spring with closely wound coil toward the cylinder head.

d. Valve Lifter Service

1. Refer to procedure outlined under "Cylinder Head Removal (par. 61-1 subpar. a, Steps 1-12) for lifter removal.

2. Place lifters in a wooden block having numbered holes or use other suitable method of identifying them according to original position in engine.

a. If less than a full set of lifters is being removed, immediately disassemble and inspect one or two for presence of dirt or varnish. If lifters contain dirt or varnish it is advisable to remove all lifters for cleaning and inspection otherwise it will be satisfactory to service only those lifters that are not operating properly.

3. Examine the cam contact surface at lower end of each lifter body. If this surface is excessively worn, galled, or otherwise damaged discard the lifter assembly. In this case also examine the mating camshaft lobe for excessive wear or damage.

4. Disassemble each valve lifter by using a push rod to hold down the push rod seat while removing the plunger retainer from the lifter body, using Retainer Remover J-5238. See Figure 60-134. View A. Remove push rod seat and plunger from lifter body.

5. If a plunger sticks in lifter body place lifter in large end of Plunger Remover J-4160-A, with plunger inward. While holding lifter with thumb, rap the open end of remover against a block of wood with just enough force to jar the plunger from body. See Figure 60-135.

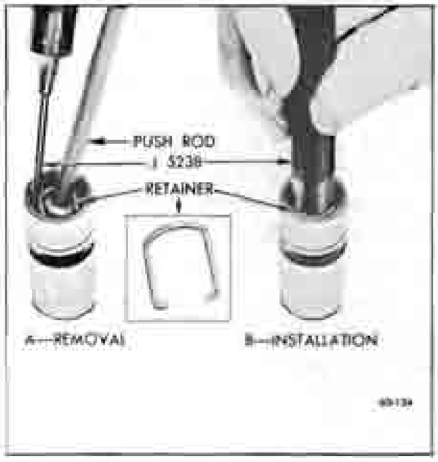


Figure 60-134—Removing and Installing Plunger Retainer

6. Drain oil out of body into a waste can and then remove the ball, retainer and spring. A strainer placed over waste can will prevent dropping these parts into can.

7. Place all parts of each lifter in a separate compartment of a tray.

The body and plunger are selectively fitted to each other and must not be interchanged with parts of other lifters. Keeping all parts of the lifter together until cleaned and inspected will

Figure 60-135—Removing Stuck Plunger with J-4160-A

aid in diagnosing cause of improper operation.

8. Rinse the tray full of lifter parts in a pan of kerosene to remove as much oil as possible. This will reduce contamination of the cleaning solvent and extend its effective life.

9. Submerge the tray and parts in the cleaning solvent and leave to soak for approximately one hour. The time required will depend on the varnish on lifter parts and the effectiveness of the solvent.

10. After the varnish has dissolved or has softened sufficiently to permit removal by wiping, raise the tray and allow tray and parts to drain so that solvent will be saved.

11. Rinse the tray of parts in the pan of kerosene to cut the solvent and avoid injury to hands.

12. Working on one lifter at a time and using CLEAN lint-free cloths, thoroughly wipe off all parts. Clean the plunger and the external and internal surfaces of the body with a hard wiping action to remove any varnish deposits. Rinse the parts in the kerosene using Cleaning Brush J-5099 in the bore of lifter body.

> **NOTE:** To insure absolute cleanliness of a reconditioned lifter assembly, it is advisable to inspect and assemble each lifter before cleaning the next lifter.

13. The following list outlines the inspection of lifter parts. An ininspection should be made at this point to determine whether or not a lifter is in need of replacement.

a. Lifter Body. Inspect inner and outer surfaces of body for blow holes and scoring. Replace lifter assembly if body is roughly scored or grooved, or has a blow hole extending through the wall in position to permit oil leakage from lower chamber. The promiment wear pattern just above lower end of body should not be considered a defect unless it is definitely grooved or scored; it is caused by side thrust of cam against body while the lifter is moving vertically in its guide.

Inspect the cam contact surface on lower end of lifter body. Replace the lifter assembly if this surface is excessively worn, galled or otherwise damaged. A lifter body that has been rotating will have a round wear pattern and a non-rotating lifter body will have a square wear pattern with a very slight depression near the center. Either condition is normal and such bodies may be continued in use if the surface is free of defects. See Figure 60-136.

b. Lifter Plunger. Using a magnifying glass, inspect the check ball seat for defects. Inspect outer surface of plunger for marks with a rough, satiny finish will cause the plunger to seize when hot but operate normally when cool. Defects in check ball seat or scores or scratches on outer surface of plunger which may be felt with a fingernail are causes for replacing the lifter assembly. This rule does not apply to the slight edge which may sometimes be present where the lower end of plunger extends below the ground inner surface of the body. This edge is not detrimental unless it is sharp or burred.

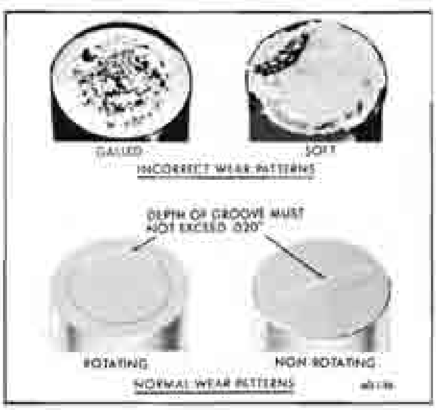


Figure 60-136—Lifter Body Wear Patterns

A blackened appearance is not a defective condition. Sometimes the discoloration serves to highlight slight grinder chatter marks and give the outer surface of plunger a ridged or fluted appearance. This condition will not cause improper operation, therefore it may be disregarded.

c. Push Rod and Seat. Replace the push rod seat if the area where the push rod contacts is rough or otherwise damaged. Replace any push rod having a rough or damaged ball end.

d. Check Ball. Using a magnifying glass, carefully examine the check ball for nicks, imbedded material or other defects which would prevent proper seating. Such defects would indicate the cause of intermittently noisy lifter operation. Even though no defects are found it is always advisable to discard the old ball and use a new one when reassembling the lifter.

e. Ball Retainer. Replace a retainer which is cracked or which has a heavily pounded area between the two holes. A small bright spot where the ball contacts the retainer is the normal condition.

f. Plunger Spring. Replace the plunger spring only if it is distorted or damaged. Exhaustive tests have shown that plunger springs seldom break down in service.

14. All parts must be absolutely clean when a hydraulic lifter is assembled. Lint and dust may adhere to the parts if they are blown off or wiped with cloths; therefore they should be rinsed in CLEAN kerosene and assembled without drying.

15. Hold plunger in vertical position with feed hole up, then rinse and install the check ball, ball retainer, spring, and body over the plunger. See parts in Figure 60-137.

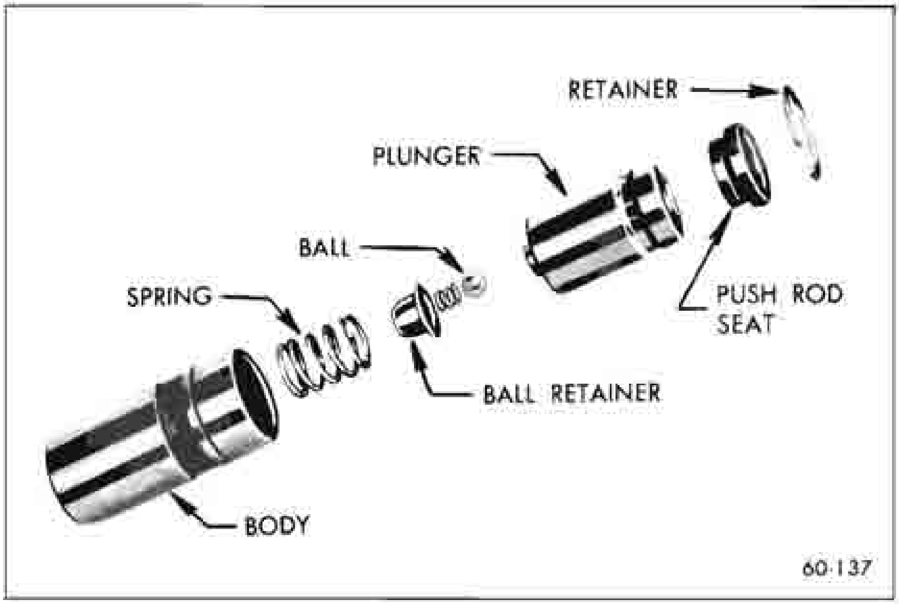


Figure 60-137—Hydraulic Valve Lifter Parts

16. Rinse push rod seat and plunger retainer, place these parts in end of body and depress with handle of Remover J-5238 until retainer engages groove in body. See Figure 60-134, View B.

17. Wrap the lifter in clean paper or otherwise protect it from dirt while reconditioning the other valve lifters, preparatory to testing all lifters for leakdown rate.

Check lifter leakdown rate according to subparagraph c below.

18. Make certain that valve lifter guide holes and adjacent area of cylinder block are clean, then oil and install valve lifters. Each lifter must slide freely in its guide hole; if a lifter is tight in one guide hole fit it to another hole.

19. Following the procedure outlined in paragraph 61-1, subparagraph b, reassemble engine.

e. Testing Lifter Leakdown Rate

After a hydraulic lifter has been cleaned, inspected, and assembled it must be tested before it is installed in an engine. Lifter Test Fixture J-5095 has been designed to test the leak-down rate of a lifter to determine whether it is within limits which assure satisfactory lifter operation.

The following procedure must be carefully followed to obtain an accurate test.

1. Thoroughly clean the cup of test fixture, install cup on fixture and fill it to within 1/2" of the top with "Hydraulic Lifter Test Fluid," which is available through Kent-Moore Organization, Inc. under K-M number J-5268.

2. Remove rubber washer (used for large lifters) and install gage Sleeve J-5180 in the cup; also install V-8 Gauge Rod Nose J-5180-15 in the ram.

3. Swing the weight arm up out of the way, raise the ram and place the valve lifter (top side up) in Sleeve J-5180-5. The lifter must be completely covered by the fluid during test.

4. Lower the ram to rest in the lifter push rod seat, then lower the weight arm to rest on the roller or ram as shown in Figure 60-138.

5. Operate the lifter plunger through its full travel to force all air out of the lifter by using a vigorous pumping action on the weight arm. Continue the pumping action until considerable resistance is built up in the lifter and a definite grab point is felt at the top of the stroke, when the indicator pointer is at the bottom of the scale.

Finally, pump vigorously for approximately 10 additional strokes to make sure all air is removed from the lifter.

> **NOTE:** If one stroke offers noticeable weak resistance during the last 10 pumping strokes replace the check ball in lifter and repeat the leakdown test to this point.

6. Raise weight arm to allow the lifter plunger to come up to its retainer, then lower the arm to rest on the ram roller. As the pointer starts moving upward start rotating the fluid cup by turning the handle one revolution every two seconds. See Figure 60-138.

7. Use a stop watch to check the time required for the pointer to move from the lower to the upper mark on scale where marked "BUICK V-8." The cup must be rotated during this test.

8. The leak-down rate (time between marks) must be between

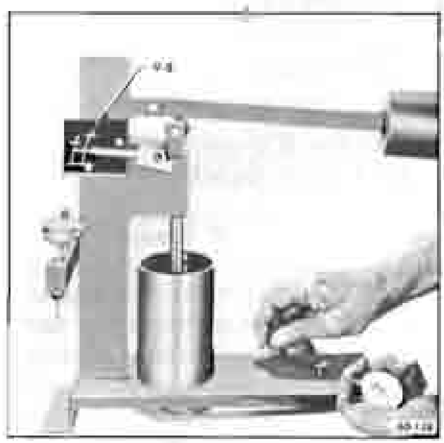


Figure 60-138—Checking Leakdown Rate

12 and 60 seconds to insure satisfactory lifter performance. A doubtful lifter should be tested three or four times. Replace any lifter which does not test within the specified limits.

9. After all lifters have been tested, place the cover over the test fixture to keep dirt out of the cup and fluid. The fluid should be discarded and the cup should be thoroughly cleaned after a few sets of lifters have been tested.

61-2 REPLACEMENT OF CONNECTING ROD BEARINGS

A connecting rod bearing consists of two halves or shells which are alike and interchangeable in rod and cap. When the shells are placed in rod and cap the ends extend slightly beyond the parting surfaces so that when rod bolts are tightened the shells will be clamped tightly in place to insure positive seating and to prevent turning. The ends of shells must never be filed flush with parting surface of rod or cap.

If a precision type connecting rod bearing becomes noisy or is worn so that clearance on crankpin is excessive, a new bearing of proper size must be selected and installed since no provision is made for adjustment. Under no circumstances should the connecting rod or cap be filed to adjust the bearing clearance.

a. Inspection of Connecting Rod Bearings and Crankpin Journals

After removal of lower crankcase, disconnect two connecting rods at a time from crankshaft and inspect the bearings and crankpin journals. While turning crankshaft it is necessary to temporarily reconnect the rods to crankshaft to avoid possibility of damaging the journals through contact with loose rods.

If connecting rod bearings are chipped or scored they should be replaced. If bearings are in good physical condition check for proper clearance on crankpins as described in subparagraph b, below.

If crankpin journals are scored or ridged the crankshaft must be replaced, or reground for undersize bearings, to insure satisfactory life of connecting rod bearings. Slight roughness may be polished out with fine grit polishing cloth thoroughly wetted with engine oil. Burrs may be honed off with a fine oil stone.

Use an outside micrometer to check crankpins for out-of-round. If crankpins are more than .0015" out-of-round, satisfactory life of new bearings cannot be expected.

b. Checking Clearance and Selecting Replacement Connecting Rod Bearings

Service bearings are furnished in standard size and several undersizes (including undersizes for reground crankpins).

The clearance of connecting rod (and crankshaft) bearings may be checked by use of Plastigage, Type PG-1 (green), which has a range of .001" to .003". Plastigage is manufactured by Perfect Circle Corporation, and is available through General Motors parts warehouses.

1. Remove connecting rod cap with bearing shell. Wipe oil from bearing and crankpin journal, also blow oil out of hole in crankshaft.

NOTE: Plastigage is soluble in oil.

2. Place a piece of Plastigage lengthwise along the bottom center of the lower bearing shell (Figure 60-139, view A), then install cap with shell and tighten bolt nuts to 40-50 lb. ft. torque.

NOTE: The rib on edge of cap and the conical boss on web of rod must be toward rear of engine on all rods in right bank or toward front of engine in left bank.

3. DO NOT TURN CRANKSHAFT with Plastigage in bearing.

4. Remove bearing cap with bearing shell, the flattened Plastigage will be found adhering to either the bearing shell or the crankpin. Do not remove it.

5. Using the scale printed on the Plastigage envelope, measure the flattened Plastigage at its widest point. The number within the graduation which most closely corresponds to the width of Plastigage indicates the bearing clearance in thousandths of an inch. See Figure 60-139, View B.

6. The desired clearance with a new bearing is .0002" to .0023". If bearing has been in service it is advisable to install a new bearing if the clearance exceeds .003"; however, if bearing is in good condition and is not being checked because of bearing noise, it is not necessary to replace the bearing.

7. If a new bearing is being selected, try a standard size, then each undersize bearing in turn until one is found that is within the specified limits when checked for clearance with Plastigage.

NOTE: Each undersize bearing shell has a number stamped on outer surface on or near the tang to indicate amount of undersize. See Figure 60-140.

8. After the proper size bearing has been selected, clean off the

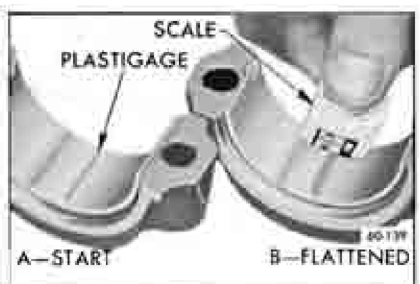


Figure 60-139—Checking Bearing Clearance with Plastigage

Figure 60-140—Location of Undersize Mark on Bearing Shell

Plastigage, oil the bearing thoroughly, reinstall cap with bearing shell and tighten bolt nuts to 40-50 lb. ft. torque. See NOTE in Step 2.

9. With selected bearing installed and bolts tightened, it should be possible to move connecting rod freely back and forth on crankpin as allowed by end clearance. If rod cannot be moved, either the bearing is too much undersize or a misaligned rod is indicated.

61-3 CRANKSHAFT BEARINGS AND SEALS

a. Replacement of Crankshaft Bearings

A crankshaft bearing consists of two halves or shells which are alike and interchangeable in cap and crankcase. The first four bearings are identical, but the rear bearing is longer and flanged to take crankshaft end thrust. When the shells are placed in crankcase and bearing cap the ends extend slightly beyond the parting surfaces so that when cap bolts are tightened the shells will be clamped tightly in place to insure positive seating, and to prevent turning. The ends of shells must never be filed flush with parting surface of crankcase or bearing cap.

If a thrust bearing shell is disturbed or replaced it is necessary to line up the thrust surfaces of the bearing shell before the cap bolts are tightened. To do this, move the crankshaft fore and aft the limit of its travel several times with the bearing cap bolts finger tight.

Crankshaft bearings are the precision type which do not require reaming to size or other fitting. Shims are not provided for adjustment since worn bearings are readily replaced with new bearings of proper size. Bearings for service replacement are furnished in standard size and undersizes. Under no circumstances should crankshaft bearing caps be filed to adjust for wear in old bearings.

After removal of lower crankcase, oil pump and bell housing cover perform the following removal, inspection and installation operations on each crankshaft bearing in turn so that the crankshaft will be well supported by the other bearings.

NOTE: If crankshaft has been removed to check straightness the following procedure is suggested.

Rest crankshaft on "veeblocks" at No. 1 and No. 5 main bearing journals. Check indicator runnout at No. 2, 3 and 4 main bearing journals. Total indicator readings at each journal should not exceed .003".

While checking runout at each journal note relation of "high" spot (or maximum eccentricity) on each journal to the others. "High" spot on all journals should come at the same angular location. If "high" spots do not come at nearly the same angular location, crankshaft has a "crook" or "dogleg" in it and is unsatisfactory for service.

1. Since any service condition which affects the crankshaft bearings may also affect the connecting rod bearings, it is advisable to inspect connecting rod bearings first. If crankpins are worn to the extent that crankshaft should be replaced or reground, replacement of crankshaft bearings only will not be satisfactory.

2. Remove one bearing cap, then clean and inspect lower bearing shell and the crankshaft journal. If journal surface is scored or ridged, the crankshaft must be replaced or reground to insure satisfactory operation with new bearings. Slight roughness may be polished out with fine grit polishing cloth, thoroughly wetted with engine oil, and burrs may be honed off with a fine stone.

3. If condition of lower bearing shell and crankshaft journal is satisfactory, check the bearing clearance with Plastigage as described for connecting rod bearings in paragraph 61-2.

4. When checking a crankshaft bearing with Plastigage, turn crankshaft so that oil hole is up to avoid dripping of oil on Plastigage. Place paper shims in lower halves of adjacent bearings and tighten cap bolts to take the weight of crankshaft off the lower shell of bearing being checked.

NOTE: Arrow on cap must point to front of engine.

5. If bearing clearance exceeds .0036", it is advisable to install a new bearing; however, if bearing is in good condition and is not being checked because of bearing noise, it is not necessary to replace the bearing.

6. Loosen all crankshaft bearing cap bolts 1/2 turn, and remove cap of bearing to be replaced.

7. Remove upper bearing shell by inserting Bearing Shell Remover and Installer J-8080 in oil hole in crankshaft, then slowly turning crankshaft so that the tool rotates the shell out of place by

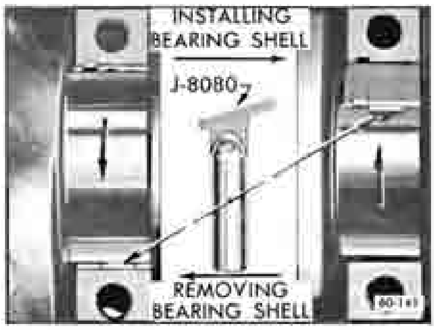


Figure 60-141—Removing and Installing Crankshaft Bearing Upper Shell

pushing against the end without the tang. See Figure 60-141.

CAUTION: When turning crankshaft with rear bearing cap removed hold oil seal to prevent it from rotating out of position in crankcase.

8. The crankshaft journal cannot be measured with an outside micrometer when shaft is in place; however, when upper bearing shell is removed the journal may be checked for out-of-round by using a special crankshaft caliper and inside micrometer. The caliper should not be applied to journal in line with the oil hole.

If crankshaft journal is more than .0015" out-of-round, the crankshaft should be replaced since the full mileage cannot be expected from bearings used with an excessively out-of-round crankshaft.

9. Before installation of bearing shells make sure that crankshaft journal and the bearing seats in crankcase and cap are thoroughly cleaned.

10. Coat inside surface of upper bearing shell with engine oil and place shell against crankshaft journal so that tang on shell will engage notch in crankcase when shell is rotated into place.

11. Rotate bearing shell into place as far as possible by hand, then insert Installer J-8080 in crankshaft oil hole and rotate crankshaft to push shell into place.

CAUTION: Bearing shell should move into place with very little pressure. If heavy pressure is required, shell was not started squarely and will be distorted if forced into place.

12. Place lower bearing shell in bearing cap, then check clearance with Plastigage as previously described.

13. The described clearance with a new bearing is .0005" to .0025". If this clearance cannot be obtained with a standard size bearing, insert an undersize bearing and check again with Plastigage.

NOTE: Each undersize shell has a number stamped on outer surface on or near the tang to indicate amount of undersize.

14. When the proper size bearing has been selected, clean out all Plastigage, oil the lower shell and reinstall bearing cap. Tighten cap bolts to 80-110 lb. ft. The crankshaft should turn freely at flywheel rim; however, a very slight drag is permissable if an undersize bearing is used.

15. If a thrust bearing shell is disturbed or replaced it is necessary to line up the thrust surfaces of the bearing shell before the cap bolts are tightened. To do this, move the crankshaft fore and aft the limit of its travel several times with the thrust bearing cap bolts finger tight.

16. After bearing is installed and tested, loosen all bearing cap bolts 1/2 turn and continue with other bearings. When bearings have been installed and tested, tighten all bearing cap bolts to 80-110 lb. ft. torque.

b. Installation of Rear Bearing Oil Seals

Braided fabric seals are pressed into grooves formed in crankcase and rear bearing cap to rear of the oil collecting groove, to seal against leakage of oil around the crankshaft.

Neoprene composition seals are placed in grooves in the sides of bearing cap to seal against leakage in the joints between cap and crankcase. The neoprene composition swells in the presence of oil and heat. The seals are undersize when newly installed and may even leak for a short time until the seals have had time to swell and seal the opening. See Figure 60-142.

The braided fabric seal can be installed in crankcase only when crankshaft is removed; however, the seal can be replaced in cap whenever cap is removed. Remove old seal and place new seal in groove with both ends projecting above parting surface of cap. Force seal into groove by rubbing down with hammer handle or smooth stick until seal projects above the groove not more than 1/16". Cut ends off flush with surface of cap, using sharp knife or razor blade. See Figure 60-142.

CAUTION: The engine must be operated at slow speed when first started after new braided seal is installed.

The neoprene composition seals are slightly longer than the grooves in the bearing cap. The seals must not be cut to length. Just before installation of bearing cap in crankcase, lightly lubricate the seals and install in bearing cap with upper end protruding approximately 1/16". After cap is installed, force seals up into the cap with a blunt instrument to be sure of a seal at the upper

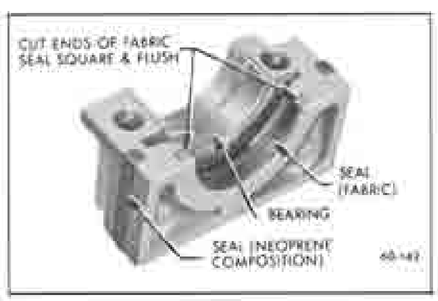


Figure 60-142—Rear Bearing Oil Seals

parting line between the cap and case.

61-4 PISTON, RINGS, AND CONNECTING RODS

a. Replacement, Disassembly, and Inspection of Piston and Rod Assemblies

1. Remove cylinder heads (par. 61-1, a), lower crankcase and oil and vacuum pump.

2. Examine the cylinder bores above the ring travel. If bores are worn so that a shoulder or ridge exists at this point, remove ridges with a ridge reamer to avoid damaging rings or cracking ring lands in pistons during removal.

3. Use a silver pencil or quick drying paint to mark the cylinder number on all pistons, connecting rods and caps. Starting at front end of crankcase, the cylinders in right hand bank are numbered 1, 3, 5, 7 and in left bank are numbered 2, 4, 6, 8.

4. With No. 1 crankpin straight down, remove the cap with bearing shell from No. 1 connecting rod, then install the short Connecting Rod Bolt Guide J-5239-1 on the lower connecting rod bolt, and install the long Guide J-5239-2 on the opposite bolt, above crankpin. Turn guides down to hold the bearing upper shell in place. See Figure 60-143.

5. Use the long guide to push the piston and rod assembly out of the cylinder, then remove guides and reinstall cap with bearing shell on rod.

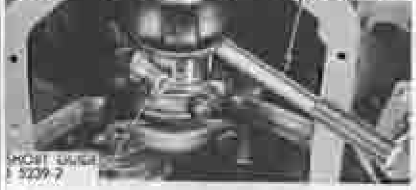


Figure 60-143—Connecting Rod Bolt Guides Installed

6. Remove all other piston and rod assemblies in the same manner.

7. Remove compression rings. Then remove oil ring by removing the two rails, spacer, and expander which are separate pieces in each piston third groove. See Figure 60-149.

8. Place piston and rod assembly in press. Using Piston Support J-6047-17 (with full radial face up) under the piston, place Drive Pin J-6047-4 in upper end of piston pin and press pin from rod and piston. Guide Pin J-6047-16 is not used during pin removal.

9a. Inspect cylinder walls for scoring, roughness, or ridges which indicate excessive wear. Check cylinder bores for taper and out-of-round with an accurate cylinder gauge at top, middle, and bottom of bore, both parallel and at right angles to centerline of engine. The diameter of cylinder bore at any point may be measured with an inside micrometer, or Telescope Gauge and measuring across the gauge contact points with outside micrometer.

b. If a cylinder bore is moderately rough or slightly scored but is not out-of-round or tapered, it usually is possible to remedy the condition by honing the bore to fit a standard service piston, since standard service pistons are of high limit diameters. If cylinder bore is very rough or deeply scored, however, it may be necessary to rebore the cylinder and fit an oversize piston in order to insure satisfactory results.

c. If cylinder bore is tapered .005" or more, or is out-of-round .003" or more, it is advisable to rebore for the smallest possible oversize pistons and rings.

10. Clean carbon from piston surfaces and under side of piston heads. Clean carbon from ring grooves with suitable tool and remove any gum or varnish from piston skirts with suitable solvent.

11. Carefully examine pistons for rough or scored bearing surfaces, cracks in skirt or head, cracked or broken ring lands, chipping or uneven wear which would cause rings to seat improperly or have excessive clearance in ring grooves. Damaged or faulty pistons should be replaced.

The pistons are cam ground, which means that the diameter at a right angle to piston pin is greater than the diameter parallel to piston pin. When a piston is checked for size it must be measured with a micrometer applied to skirt at points exactly 90 degrees to piston pin. See Figure 60-144. Measurements should be made at top and bottom ends of skirt; the diameter at top end will normally be very slightly less than at bottom end after a piston has been in service in an engine.

12. Inspect bearing surfaces of piston pins and check for wear by measuring worn and unworn surfaces with micrometers. Rough or worn pins should be replaced. Test fit of piston pins in piston bosses. Sometimes pins will be found tight due to gum or varnish deposits. This may be corrected by removing the deposit with a suitable solvent.

If piston bosses are worn out of round or oversize, the piston and pin assembly must be replaced. Oversize pins are not practical with the pressed pin and rod assemblies. Piston pins must fit pistons with an easy finger push fit at 70°F. (.00005"-.0001").

Examine all piston rings for scores, chips, or cracks, and for tension as compared with new rings. Place all compression rings in cylinder bores at lower end of ring travel and check gaps, which are normally .010" to .020". If gaps are excessive it indicates that rings have worn considerably and should be replaced.

b. Reboring Cylinders and Fitting New Pistons

If one or more cylinder bores are rough, scored, or worn beyond limits prescribed under Inspection of Cylinder Bores (subpar. a), it will be necessary to smooth or true up such bores to fit new pistons.

If relatively few bores require correction it will not be necessary to rebore all cylinders to the same oversize in order to maintain engine balance, since all over-size service pistons are held to the same weights as standard size pistons. If conditions justify replacement of all pistons, however, all new pistons should be the same nominal size.

Standard size service pistons are high limit or maximum diameter; therefore, they can usually be used with a slight amount of honing to correct slight scoring or excessive clearances in engines having relatively low mileage. Service pistons are also furnished in .005", .010", .020" and .030" oversizes. All service pistons are diamond bored and selectively fitted with pistons pins; pistons are not furnished without pins.

Figure 60-144—Measuring Piston with Micrometer

No attempt should be made to cut down oversize pistons to fit cylinder bores as this will destroy the surface treatment and affect the weight. The smallest possible oversize service pistons should be used and the cylinder bores should be honed to size for proper clearances.

Before the honing or reboring operation is started, measure all new pistons with micrometer contacting at points exactly 90 degrees to piston pin (Figure 60-144) then select the smallest piston for the first fitting. The slight variation usually found between pistons in a set may provide for correction in case the first piston is fitted too free.

If wear at top of cylinder does not exceed .005" on the diameter or exceed .003" out-of-round, honing is recommended for truing the bore. If wear or out-of-round exceeds these limits, the bore should be trued up with a boring bar of the fly cutter type, then finish honed.

When reboring cylinders, all crankshaft bearing caps must be in place and tightened to proper torque to avoid distortion of bores in final assembly. Always be sure the crankshaft is out of the way of the boring cutter when boring each cylinder. When taking the final cut with boring bar leave .001" on the diameter for finish honing to give the required clearance specified below.

When honing cylinders use clean sharp stones of proper grade for the amount of metal to be removed, in accordance with instructions of the hone manufacturer. Dull or dirty stones cut unevenly and generate excessive heat. When using coarse or medium grade stones use care to leave sufficient metal so that all stone marks may be removed with the fine stones used for finishing to provide proper clearance.

When finish honing, pass the hone through the entire length of cylinder at the rate of approximately 60 cycles per minute. This should produce the desired 45 degree cross hatch pattern on cylinder walls which will insure maximum ring life and minimum oil consumption.

It is of the greatest importance that refinished cylinder bores are trued up to have not over .0005" out-of-round or taper. Each bore must be final honed to remove all stone or cutter marks and provide a smooth surface. During final honing, each piston must be fitted individually to the bore in which it will be installed and should be marked to insure correct installation.

After final honing and before the piston is checked for fit, each cylinder bore must be thoroughly washed to remove all traces of abrasive and then dried thoroughly. The dry bore should then be brushed clean with a power-driven fibre brush. If all traces of abrasive are not removed, rapid wear of new pistons and rings will result.

Pistons must be fitted with the use of accurate micrometers capable of reading to one ten thousandths of an inch.

A satisfactory method of fitting pistons is as follows:

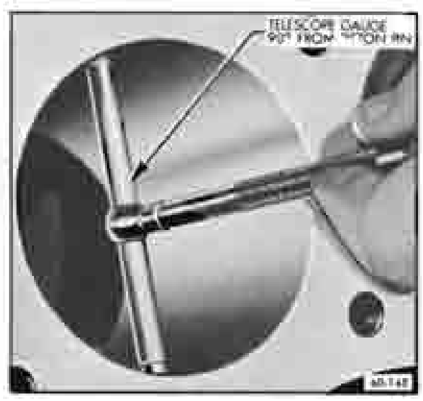


Figure 60-145—Using Telescope Gauge in Cylinder Bore

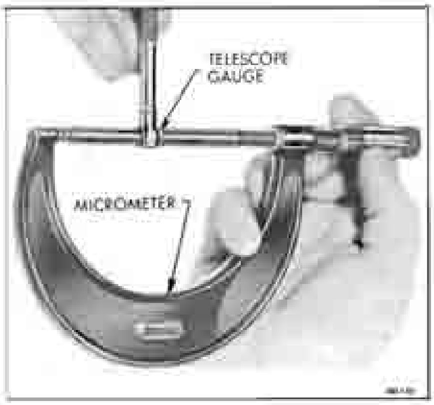


Figure 60-146—Measuring Telescope Gauge

1. Expand a telescope gauge to fit the cylinder bore at right angles to the piston pin and between 1-1/2" and 2" from the top of the bore. See Figure 60-145.

2. Measure the telescope gauge. See Figure 60-146.

3. Measure the piston to be installed. See Figure 60-144. The piston must be measured at right angles to the piston pin below the oil ring groove.

4. The tolerance of piston clearance is .001" to .0016".

NOTE: Both block and piston must be at very nearly the same temperature when measurements are taken or errors due to expansion will occur. A difference of 10°F between parts is sufficient to produce a variation of .0005".

c. Fitting New Piston Rings

When new piston rings are installed without reboring cylinders, the glazed cylinder walls should be slightly dulled, but without increasing the bore diameter, by means of the finest grade of stones in a cylinder hone.

New piston rings must be checked for clearance in piston grooves and for gap in cylinder bores; however, the flexible oil rings are not checked for gap. The cylinder bores and piston grooves must be clean, dry and free of carbon and burrs.

With rings installed, check clearance in grooves by inserting feeler gages between each ring and its lower land because any wear that occurs forms a step at inner portion of the lower land. If the piston grooves have worn to the extent that relatively high steps exist on the lower lands, the piston should be replaced because the steps will interfere with the operation of new rings and the ring clearances will be excessive. Piston rings are not furnished in oversize widths to compensate for ring groove wear.

When fitting new rings to new pistons the side clearance of the compression rings should be .003" to .005" and side clearance of the oil ring should be .0035" to .0095".

To check the gap of compression rings, place the ring in the cylinder in which it will be used, square it in the bore by tapping with the lower end of a piston, then measure the gap with feeler gauges. Piston rings should not have less than .015" gap when placed in cylinder bores. If gap is less than .015", file the ends of rings carefully with a smooth file to obtain proper gap.

d. Assembly and Installation of Piston and Connecting Rod Assemblies

NOTE: Connecting rods may be sprung out of alignment in shipping or handling; therefore, they must be checked before pistons and pins are installed.

Check bend and twist on an accurate rod aligning fixture using Guide Pin J-6047-16 (from wrist pin press) in place of wrist pin. Press V-block firmly and evenly against guide pin to prevent cocking pin in eye of rod which may be up to .002" larger diameter than pin.

1. To assemble piston, pin, and rod, first place Piston Pin Spacer J-6047-21 and Piston Support J-6047-18 in base plate of press. Use the piston support with the full radial face upward.

2. Place rod in piston, with oil spurt notch on same side as valve depressions in piston dome, lubricate piston pin and inside diameter of pin holes with Lubriplate. Insert pin into piston boss, pushing pin through to move rod over against oppostite pin boss.

3. Place small end of Drive Pin J-6047-4 in hole in upper (protruding) end of piston pin and position the assembly in the press.

4. Make certain that all units are in alignment, then apply pressure and force pin through rod until Guide Pin J-6047-18 stops downward travel.

5. Release pressure and remove piston and rod assembly from press. Rotate piston on pin to check on fit between piston and pin.

6. Install piston rings as shown in Figure 60-147.

a. Second compression ring - when installed, the bevel on the I.D. of the ring is facing up, as is the manufacturer's identification mark ("O", "DOT" or "TOP").

b. Top compression ring - when installed, the bevel on the I.D. of the ring is facing down with the manufacturer's identification mark ("O", "DOT" or "TOP") facing up.

c. Oil ring - can be installed with either rail facing up.

d. Ring gaps - all three ring gaps must be 90° apart. See Figure 60-147.

NOTE: To make certain expander ring does not overlap on 425 cu. in. engines a orange and green mark will be visible on ring., See Figure 148.

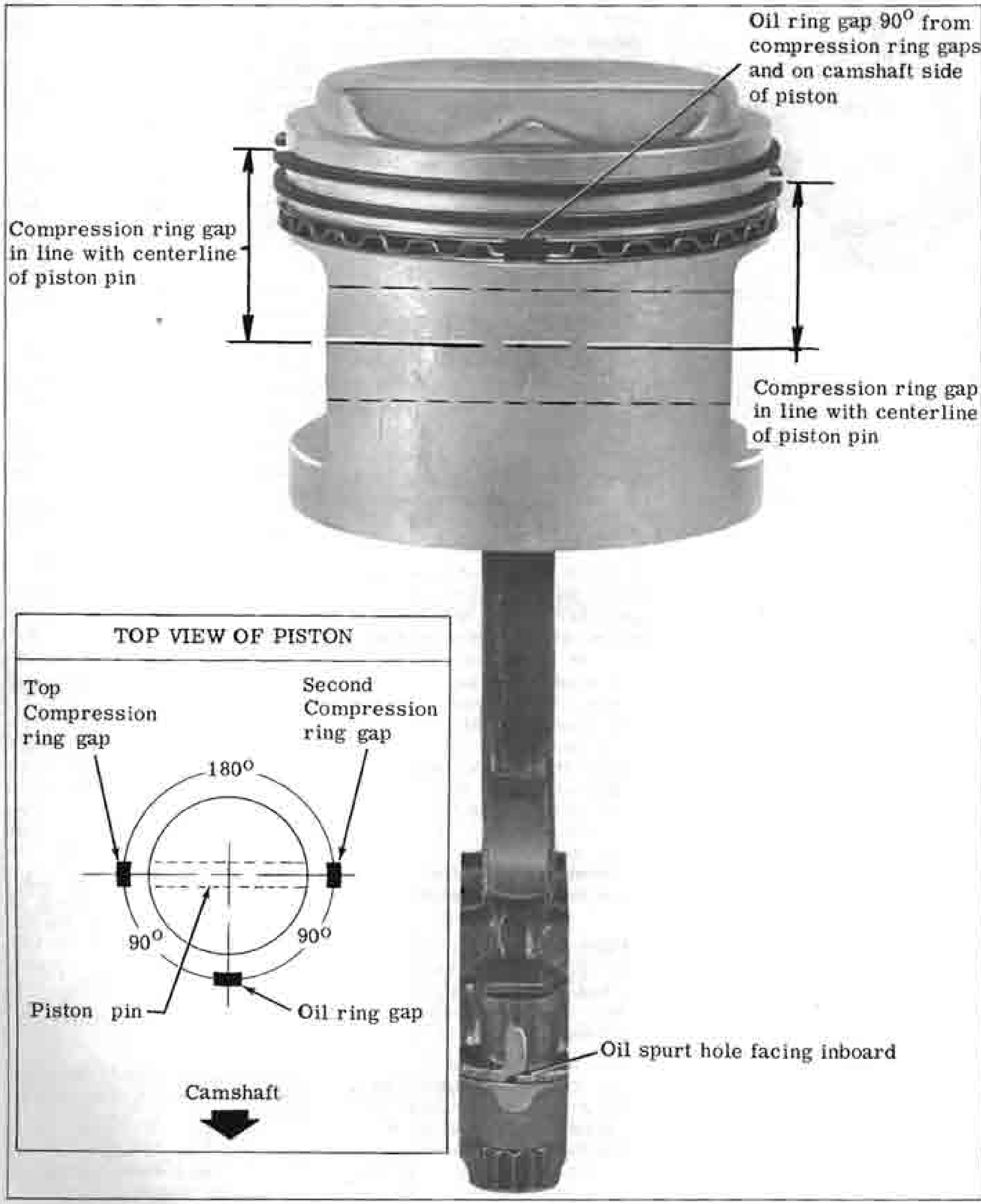


Figure 60-147—Piston Ring Gap Positioning

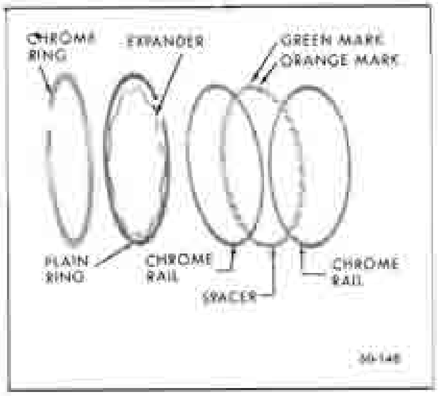


Figure 60-148—425 Cu. In. Engine Piston Rings

NOTE: The rails and spacer of the oil ring are lightly held together with an oil soluble cement for the 401 cu. in. engine. If parts have separated they may be installed as individual pieces.

NOTE: On 425 cu. in. engines install chrome compression in top land of piston. Install plain ring backed up with an expander in the second land of piston.

7. Make sure that cylinder bores, pistons, connecting rod bearings and crankshaft journals are absolutely clean, then coat all bearing surfaces with engine oil.

8. Before installation of a piston and rod assembly in its cylinder bore, turn crankshaft to place the crankpin straight down.

9. Remove cap, and with bearing upper shell seated in connecting rod, install the long Guide J-5239-2 on bolt which is on same side of rod as the oil spurt notch in the bearing parting surface. Install short Guide J-5239-1 on the other connecting rod bolt.

These guides hold the upper bearing shell in place and protect the crankpin journal from damage during installation of connecting rod and piston assembly.

10. Make sure that gap in oil rails are on same side as valve depressions in piston head so that gap will be on high side of cylinder bore, turn compression rings so that gaps are not in line, then compress all rings with wrap-around type ring compressor.

11. Insert piston and rod assembly into its cylinder bore with the long guide pin placed above the crankpin. Push the assembly down until the rod bearing seats on crankpin. See Figure 60-143.

12. Select new connecting rod bearing, if necessary, as described in paragraph 61-3. Otherwise, install cap with bearing lower shell on rod and tighten bolt nuts to 30-40 lb. ft. torque.

13. Install all other piston and rod assemblies in the same manner.

When parts are properly installed, the valve clearance depressions in all piston heads and the oil spurt notches in all connecting rods will be toward the camshaft. The rib on edge of rod cap will be on same side as the conical boss on web of rod, and these marks will be toward the other connecting rod on the same crankpin.

14. Check end clearance between connecting rods on each crankpin using feeler gauges. Clearance should be .005"-.012".

15. Install cylinder heads (par. 61-1, b) oil pump (par. 62-1) and oil pan.

IMPORTANT: After installation of new pistons and rings, care should be used in starting the engine and in running it for the first hour. Avoid high speeds until the parts have had a reasonable amount of break-in so that scuffing will not occur.

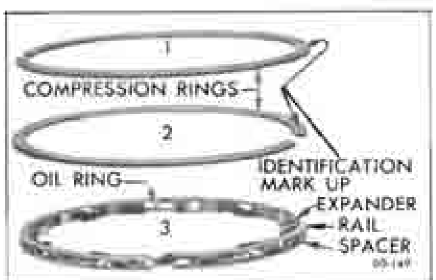


Figure 60-149—401 Cu. In. Engine Piston Rings

61-5 CAMSHAFT AND TIMING CHAIN

a. Timing Chain Cover Removal

1. Drain engine cooling system, then remove radiator core, shroud (if so equipped), fan belt, fan and pulley, and crankshaft balancer.

2. Remove all bolts that attach the timing chain cover and the water manifold to the upper and lower crankcase and the cylinder heads. Do not remove five bolts attaching water pump to chain cover. Remove cover and manifold, using care to avoid damaging lower crankcase (oil pan) gasket.

3. Remove oil slinger from crankshaft and remove the bolt, lockwasher and plain washer that attaches the fuel pump operating eccentric and the camshaft sprocket to front end of camshaft.

4. If there has been doubt about the valve timing, turn crankshaft

Figure 60-150—Timing Chain and Sprockets Properly Installed

until the camshaft sprocket keyway is straight down toward the crankshaft and the "0" timing marks on both sprockets are toward each other and in line with shaft centers. See Figure 60-150.

5. Using two large screwdrivers, alternately work the camshaft and crankshaft sprockets outward until the camshaft sprocket is free of camshaft. Remove this sprocket and timing chain, then remove other sprocket from crankshaft.

6. Thoroughly clean all sludge from timing chain cover and front face of crankcase. Inspect crankshaft oil seal in chain cover and replace if worn (subpar. c, below).

b. Timing Chain Cover Replacement

1. To install timing chain, turn crankshaft until Nos. 1 and 4 pistons are on top dead center. Turn camshaft so that the sprocket key points straight down toward crankshaft. See Figure 60-150.

2. Place timing chain over the camshaft and crankshaft sprockets so that the "0" marks stamped on front faces of sprockets are nearest each other and aligned between the sprocket hubs. Install sprockets with chain on the two shafts. See Figure 60-150.

3. If fuel pump operating eccentric is detached from camshaft sprocket, install it so that the keyway fits over key in camshaft, then install plain washer, lockwasher and bolt to hold eccentric and sprocket to camshaft.

4. Install oil slinger on crankshaft with concave side outward then reinstall all parts by reversing the procedure for removal.

c. Crankshaft Oil Seal Replacement

1. With timing chain cover on bench, remove the braided fabric

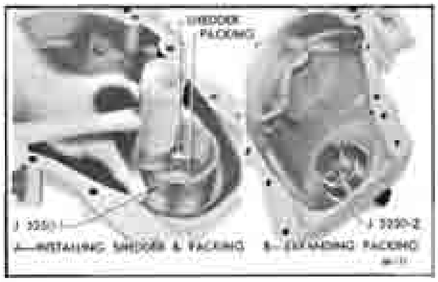


Figure 60-151—Installing Crankshaft Oil Seal

packing with a screwdriver and then tap the pressed steel shedder out of the cover.

2. Work new packing into the shedder, then drive shedder into recess in timing chain cover, using Installer J-5250-1. See Figure 60-151, View A.

3. Push Packing Expander J-5250-2 through the seal to expand the packing into place and size the opening for the crankshaft. See Figure 60-151, View B. Apply a light coat of vaseline to the packing.

d. Camshaft Replacement

1. Remove rocker arm and shaft assemblies, push rods and valve lifters.

2. Remove timing chain cover, timing chain and sprocket subparagraph a above.

3. Remove distributor.

4. Slide camshaft forward out of bearing bores carefully to avoid marring the bearing surfaces.

5. Replace camshaft by reversing removal procedure, taking particular care to avoid damage to the camshaft bearings.

e. Camshaft Bearings

NOTE: The five steel-backed babbitt-lined camshaft bearings are pressed into the crankcase. Going from front to rear, each bearing is bored .030" smaller than the preceding bearing, and each camshaft journal is correspondingly reduced in diameter.

The camshaft bearings must be line reamed to size after being pressed into the crankcase. Since this operation requires special reaming equipment the original bearings should be retained unless severely damaged. Slightly scored camshaft bearings will be satisfactory if the surface of camshaft journals are polished and bearings are cleaned up to remove burrs, and the fit of shaft in bearings is free and within the clearance limits of .0015" to .004".

62-1 OIL PUMP AND LUBRICATION

a. Removal and Inspection of Oil Pump

1. Raise car and support on stands.

2. Drain oil.

3. Raise engine by placing jack under crankshaft pulley.

4. If synchromesh equipped, loosen clutch equalizer bracket to frame attaching bolts and loosen shift linkage attaching bolts.

5. Remove steering idler arm bracket to right front frame horn attaching bolts.

6. Remove oil pan bolts and remove oil pan.

7. Remove pipe and screen assembly.

8. Remove body and valve assembly.

9. Remove pump cover. Slide gears out of body.

10. Wash all parts in solvent and blow dry with air hose.

11. Inspect body, cover, gears and shaft for evidence of wear,

Figure 60-152—Checking Clearance of Gears at Cover

scoring, etc. Replace any parts not found serviceable.

12. Install gear and shaft and idler gear in pump body.

13. Check for clearance between gears and cover by using a straight edge as shown in Figure 60-152.

14. Clearance should not be more then .005" or less than .0005".

15. Pack cavity and space between gears and body with petroleum jelly. DO NOT USE CHASSIS LUBE.

16. Install pump cover (side with groove toward gears).

17. Tighten bolts to 8-12 lb. ft.

18. Use new gasket and install pipe and screen to body. Tighten bolts to 6-9 lb. ft.

b. Installation of Oil Pump

1. Before installation of pumps be sure surface of crankcase is free of dirt or burrs that might tilt the pump and cause a bind.

2. Install oil pump with new gasket. Tighten bolts a little at a

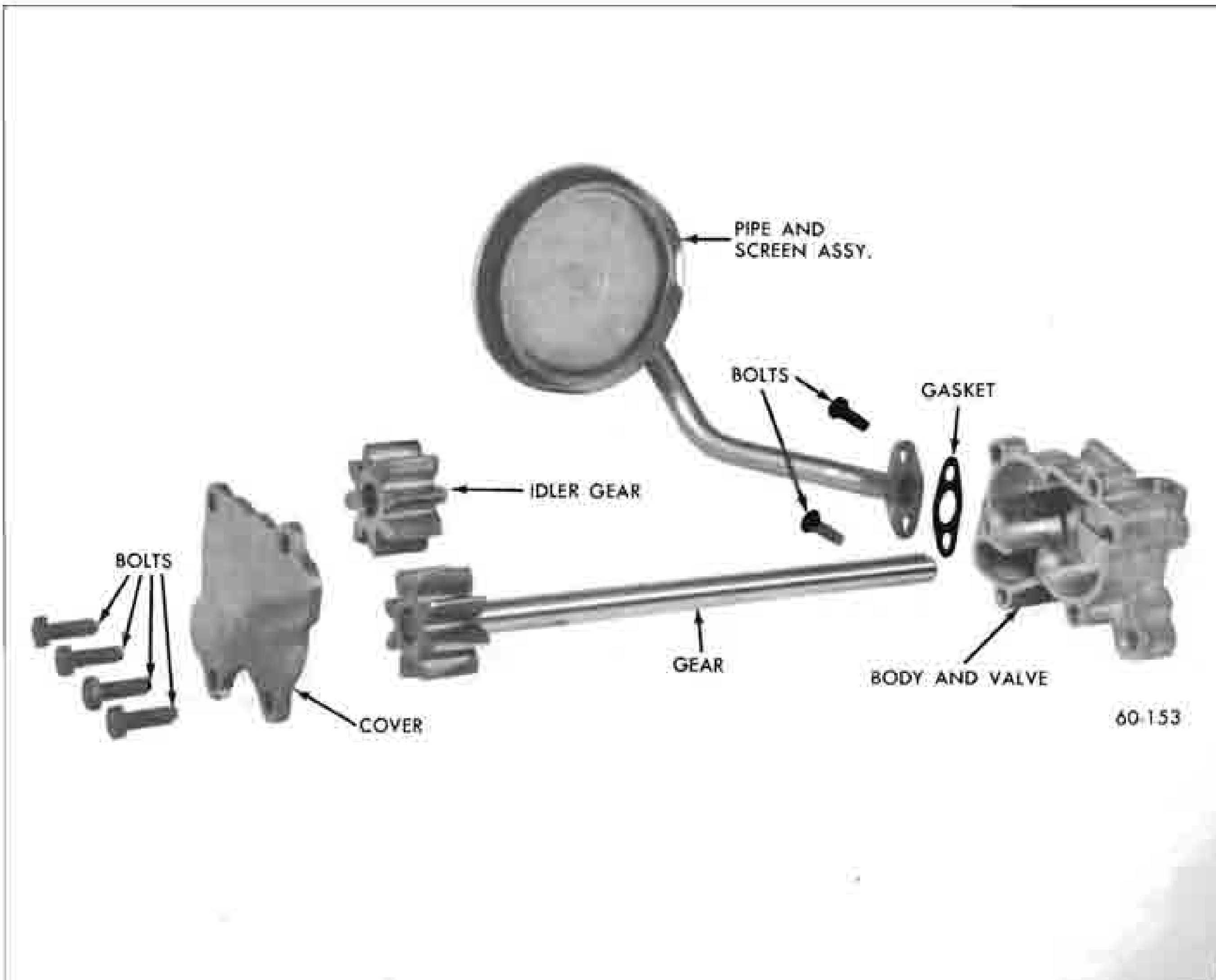


Figure 60-153—Oil Pump Exploded View

time while turning pump shaft through gear lock. If pump shaft tends to bind when bolts are tightened, it may be freed up by rapping body with mallet. Pump shaft must be free of bind when bolts are tightened. Torque bolts to 30-40 lb. ft.

3. Install lower crankcase housing using new gaskets. Torque bolts to 9-13 lb. ft.

4. Reconnect steering linkage.

62-2 POSITIVE CRANKCASE VENTILATION

a. Standard Postive Crankcase Ventilation (Non-California)

All cars have a positive crankcase ventilating system to help reduce air pollution and to provide more complete scavenging of crankcase impurities. Ventilation air is drawn in through the filter in the filler cap on the left rocker arm cover, down into the crankcase, across and up into the right rocker arm cover, up through the ventilator valve, through a hose, into the carburetor throttle body and into the intake manifold. Intake manifold vacuum draws any fumes from the crankcase to be burned in the engine.

When air flow through the carburetor is high, added air from the positive crankcase ventilating system has no noticeable effect on engine operation; however, at idle speed, air flow through the carburetor is so low that any large amount added by the ventilating system would upset the air-fuel mixture, causing rough idle. For this reason, a flow control valve is used which restricts the ventilating system flow whenever intake manifold vacuum is high. See Figure 60-154.

After a period of operation, the ventilator valve may become clogged, which reduces and finally stops all crankcase ventilation.

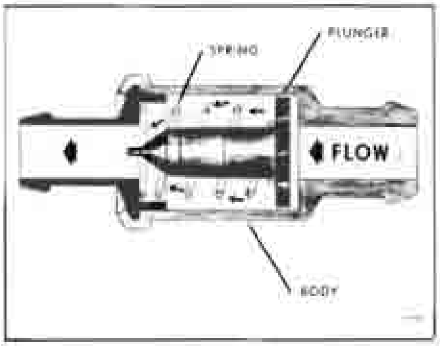


Figure 60-154—Positive Crankcase Ventilator Valve

An engine which is operated without any crankcase ventilation can be damaged seriously. Therefore, it is important to replace the ventilator valve periodically (each 12,000 miles).

CAUTION: If an engine is idling too slow or rough, this may be caused by a clogged ventilator valve; therefore, never adjust the carburetor idle without first checking the crankcase ventilator check valve.

With the crankcase ventilator system operating normally, about 1/4 of the air used in the idle mixture is supplied through the ventilator valve. Therefore, if the ventilator air is shut off, the idle speed will be noticeably slower. Check operation of the ventilator system as follows:

1. Connect a reliable tachometer and adjust idle as specified.

2. Squeeze-off crankcase ventilator hose to stop all air flow.

3. If idle speed drops 60 RPM or more, crankcase ventilator system is okay.

4. If idle speed drops less than 60 RPM, ventilator system is probably partially clogged; install a new ventilator valve and recheck operation of system as described above.

5. After installing a new ventilator valve, always readjust engine idle.

b. Closed Positive Crankcase Ventilator System

All cars manufactured for registration in California are required to have a closed positive crankcase ventilating system. The closed PCV system consists of the standard PCV system plus additional features as shown in Figure 60-155.

The closed PCV system operates in the same manner except that the ventilating air is drawn in from the air cleaner, down through a rubber tube, through a mesh filled breather assembly and into the left rocker arm cover. The oil filler cap is sealed air tight in the closed PCV system. See the illustrations.

With the standard PCV system any blow-by in excess of the system capacity (from a badly worn engine, sustained heavy load, etc.) is exhausted to the atmosphere through the oil filler cap. In the closed PCV system any such blow-by is exhausted into the air cleaner and is drawn into the engine.

Maintenance of the closed PCV system is essentially the same as the standard PCV system with one exception; instead of cleaning the oil filler cap at 12,000 mile intervals (more often under dusty operating conditions), it is the breather assembly that will be cleaned.

63-1 WATER PUMP AND COOLING SYSTEM

a. Checking and Filling Cooling System

The engine coolant level should be checked only when the engine is cold. Enough coolant should be added to bring the level to the tip of the "FILL COLD" arrow on the inside of the filler neck.

It is unnecessary and undesirable to remove the radiator cap and

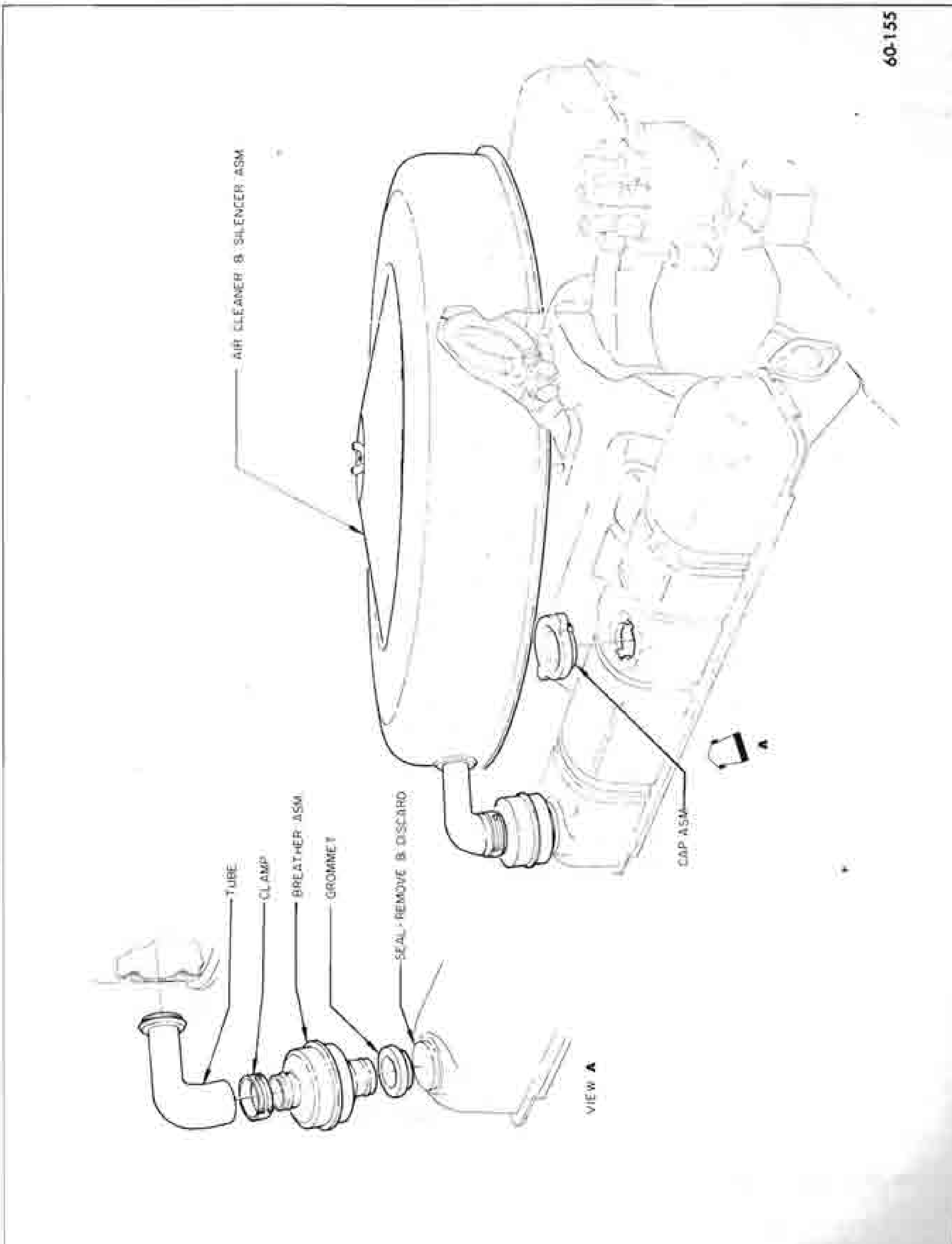


Figure 60-155—Closed Positive Crankcase Ventilation System

check the coolant level each time the car stops at a filling station for gasoline or oil, since the engine is usually hot at such times.

CAUTION: Never remove the radiator cap quickly when the radiator is HOT. Sudden release of cooling system pressure may cause the coolant to boil and escape with some force.

If it becomes necessary to remove the radiator cap when the radiator is hot, rotate the cap slowly counterclockwise until a stop is reached. When all system pressure is released, then remove cap.

b. Draining and Flushing the Cooling System

When the cooling system has been drained, reinstall a permanent glycol type corrosion and anti-freeze cooling system protection solution developed for year around use (General Motors Specification GM 1899-M). Water alone, methanol, or alcohol type anti-freeze is definitely not recommended. To drain the cooling system, remove radiator cap, open the drain at the bottom of the radiator and remove the drain plugs on both sides of cylinder block. If car is heater equipped, set heater temperature control valve at "HOT" position.

After the cooling system is drained, plugs reinstalled, and drain cock closed, fill the system with clean water. Run the engine long enough to open the thermostat for complete circulation through the system then completely drain the cooling system before sediment has a change to settle.

c. Conditioning the Cooling System

It is very important to make certain that the cooling system is properly prepared before an anti-freeze solution is installed; otherwise, loss of solution through leakage may occur or seepage may result in damage to the engine. The cooling system should be drained and flushed as described above (subpar. b). All joints should be checked for leakage and corrected.

Inspect the water pump, radiator core, heater core, drain cocks, water jacket plugs, and edge of cylinder head gaskets for evidence of leaks. Tighten all hose clamps in the cooling and heating systems and replace any deteriorated hoses.

d. Using and Testing Anti-Freeze Solutions

Inhibited year around (permanent type) engine coolant solution which is formulated to withstand two full calendar years of normal operation without draining or adding inhibitors should be used at all times (not less than 0°F. to freeze protection should be provided to protect against corrosion). When adding solution due to loss of coolant for any reason or in areas where temperatures lower than -20°F. may be encountered, a sufficient amount of any of the several brands of year around coolant (Ethylene Glycol base) compatible to GM Specification 1899-M available on the market should be used.

NOTE: Alcohol base coolants are not recommended for this vehicle at any time.

If for any reason water is used as a coolant in an emergency, it is extremely important that Buick Heavy Duty Cooling System Protector and Water Pump Lubricant be added to the cooling system as soon as possible. This material is available from the PARTS DEPARTMENT. If any other cooling system protector is used, be certain it is labeled to indicate that it meets General Motors Specification GM 1894-M. It should be recognized that this is only a temporary measure. The manufacturer intends that permanent type coolant solution be used year around in the cooling system of your Buick.

The cooling system should be completely drained and the recommended coolant installed every two years.

It is advisable to check the anti-freeze solution at intervals during the winter to make certain that the solution has not been weakened by evaporation or leakage. Use only hydrometers which are calibrated to read both the specific gravity and the temperature. Obtain a table or similar means of converting the freezing point at various temperatures of the solution. Disregarding the temperature of the solution when making the test may cause an error as large as 30°F. Care must be exercised to use the correct float or table for the particular type of anti-freeze being tested.

e. Fan Belt Adjustment and Replacement

A tight fan belt will cause rapid wear of the Delcotron generator and water pump bearings. A loose belt will slip and wear excessively causing noise, engine overheating, and unsteady generator output. A fan belt which is cracked or frayed, or is worn so that it bottoms in the pulleys should be replaced.

The fan belt may be replaced by loosening the generator brace at both ends, slightly loosening the generator mounting bolts, and moving generator inward to provide maximum slack in the belt.

The Delcotron generator must be moved sideways to adjust the fan belt. After the Delcotron generator brace and mounting bolts are

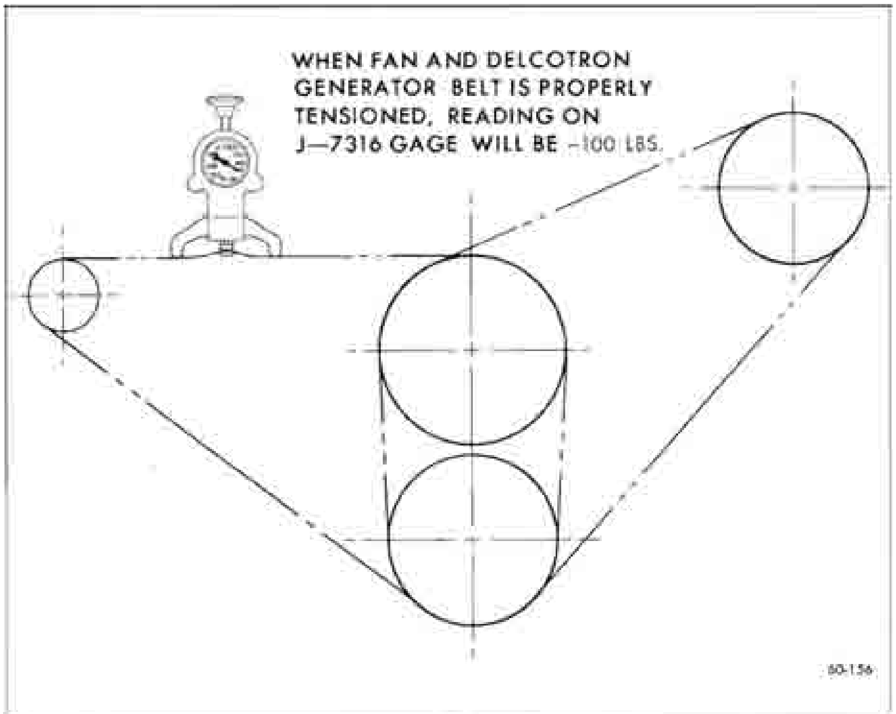


Figure 60-156—Engine Belt Tension Chart - Non-Air Conditioned Cars

securely tightened, the fan belt tension should be checked as shown in Figures 60-156 and 60-157.

If the power steering oil pump belt is removed it should be adjusted to tension specified, in Figures 60-156 and 60-157.

If the air conditioner compressor belt is disturbed it should be adjusted as specified, in Figures 60-156 and 60-157.

g. Radiator Thermostat Inspection and Test

A sticking radiator thermostat will prevent the cooling system from functioning properly. If the thermostat sticks in the open position, the engine will warm up very slowly. If the thermostat sticks in the closed position, overheating will result.

The thermostat may be removed for inspection by partially draining the cooling system and removing the thermostat housing.

If the thermostat valve does not fully close when cold, check for the presence of foreign material that could hold it open. If no foreign material is present and valve still does not close, replace the thermostat.

Test the thermostat for correct opening temperature by immersing the unit and a thermometer in a container of water. While heating the water do not rest either the thermometer or thermostat on bottom of container as this will cause them to register a higher temperature than the water. Agitate the water to insure uniform temperature of water, thermostat and thermometer.

The standard thermostat (180°) valve should start to open at a temperature of 177°F to 182°F, and should be fully open at a temperature of 202°F. If thermostat does not operate at specified temperatures it must be replaced as it cannot be adjusted.

h. Water Pump Removal

The water pump cover is die cast aluminum into which the water pump bearing outer race is shrunk fit. For this reason the cover, shaft bearing, and hub are not replaceable.

1. Drain coolant into a clean container.

2. Loosen belt or belts, then remove fan blade, and pulley or pulleys from hub on water pump shaft. Remove belts.

3. Disconnect hose from water pump inlet and heater hose from nipple. Remove bolts, pump assembly, and gasket from timing chain cover.

4. Check pump shaft bearings for end play or roughness in operation. If bearings are not in serviceable condition, the assembly must be replaced.

i. Installation of Water Pump

1. Make sure the gasket surfaces on pump and timing chain covers are clean. Install pump assembly with new gasket. Bolts with lock washers must be tightened uniformly.

2. Connect radiator hose to pump inlet and heater hose to nipple. Fill cooling system and check for leaks at pump and hose joints.

3. Install fan pulley or pulleys and fan blade, tighten attaching bolts securely. Install belts and adjust for proper tension. See Figures 60-156 and 157.

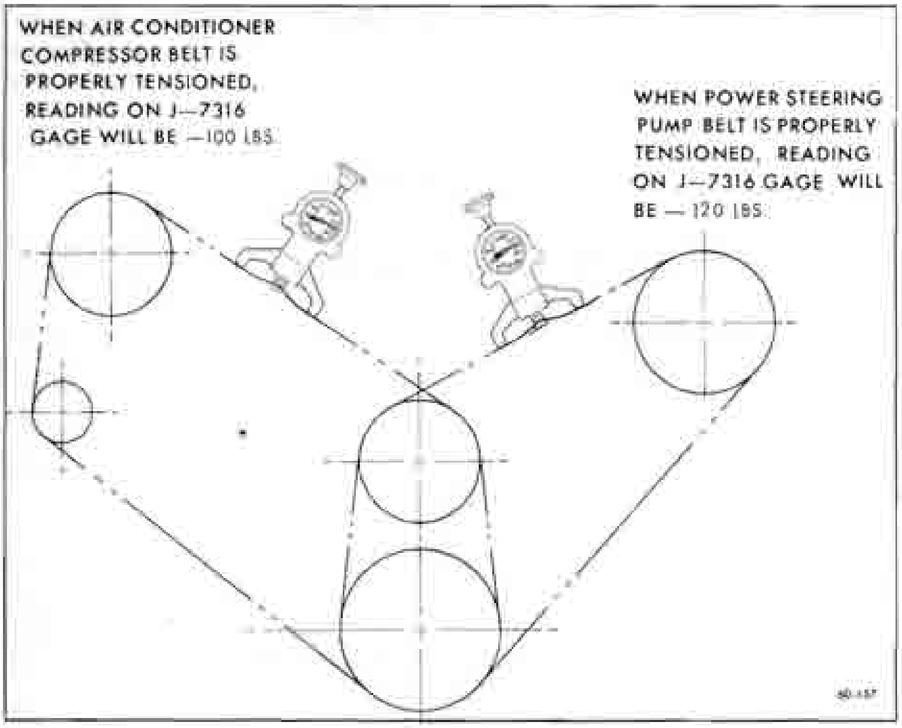


Figure 60-157—Engine Belt Tension Chart - Air Conditioned Cars

63-2 INTAKE AND EXHAUST MANIFOLDS

a. Intake Manifold and Heat Control Valve

The V-8 engine utilizes a low-restriction, dual intake manifold. It is bolted to the inner edges of both cylinder heads so that it connects with all inlet ports. Since the intake manifold is cast iron, as is the carburetor throttle body, the manifold incorporates a special exhaust heat passage to warm the throttle body. Fuel/air mixture distribution to each intake part is shown in Figure 60-159.

The manifold heat control valve, located on the right exhaust manifold, regulates the amount of exhaust gas passing through the intake manifold. A bi-metallic spring attached to the control valve shaft tends to gradually restrict the amount of exhaust gas warming the throttle body by slowly closing the valve. When engine operating temperature is reached, a small quantity of exhaust gas continues to warm the throttle body.

Intake manifold heat is necessary when operating the engine in cold temperatures. Better fuel mixture vaporization, with resulting improved combustion is achieved.

b. Intake Manifold Removal and Installation

The following points should be kept in mind whenever an operation involving removal and installation of the intake manifold is undertaken:

1. New intake manifold gaskets must be obtained whenever a manifold is removed.

2. When installing a manifold, start with the #1 and #2 bolts. See Figure 60-160. Gradually tighten both bolts until snug. Then continue with the rest of the bolts in the sequence illustrated in Figure 60-160.

c. Heat Control Valve Service

1. Every 6,000 miles, check the heat control valve shaft to be certain it is free.

2. If shaft is binding, turn it several times by hand to loosen it. Apply "Buick Heat Trap Lube" or equivalent to ends of shaft.

3. Check all anti-rattle and thermostat springs for correct installation. See Figure 60-161.

d. Exhaust Manifold

Each cylinder exhaust through an individual port into separate branches of the intake manifold. Each branch empties into a main branch which connects to the engine exhaust pipe on the left side and the heat control valve on the right side. The exhaust manifold attaches to the outer edges of the cylinder heads as shown in Figure 60-162. Lock plates are used to secure the exhaust manifold attaching bolts.

CAUTION: The locking plates must always be reinstalled when replacing the exhaust manifold. Since the exhaust manifold tends to expand and contract when engine is first started, a light torque of 10-15 lb. ft. is required to prevent the manifold from cracking. Therefore, the lock plates must be used to insure that the bolts cannot turn.

63-3 ENGINE MOUNTING, FLYWHEEL, AND ENGINE BALANCING

a. Removal of Front Mounts

1. Raise car and provide frame support at front of car.

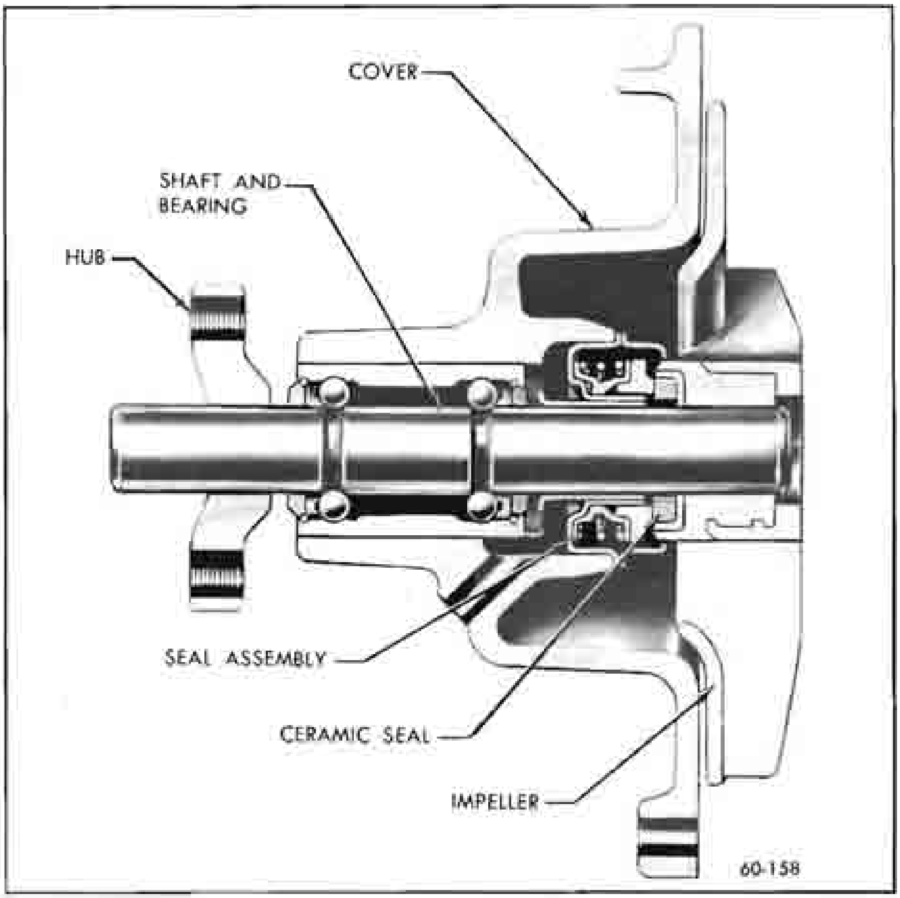


Figure 60-158—Water Pump Cross Section

2. Support weight of engine at forward edge of oil pan.

3. Remove mount to engine block bolts. Raise engine slightly and remove mount to mount bracket bolt and nut. Remove mount.

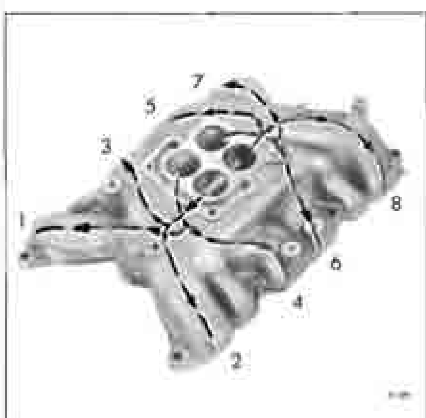


Figure 60-159—Intake Manifold Distribution

b. Installation of Front Mount

1. Install mount to engine block bolts and torque to 50-75 lb. ft.

Figure 60-161—Manifold Heat Control Valve

2. Lower engine so mounts rest on frame cross member in normal manner. Install mount to bracket bolt and torque to 45-60 lb. ft.

3. Remove frame support and lower car.

c. Removal of Rear (Transmission) Mount

For details of engine and transmission mounts and transmission support installation refer to Figures 60-165, 60-166 and 60-167.

d. Removal and Replacement of Automatic Transmission Flywheel

1. Remove transmission (GROUP 74).

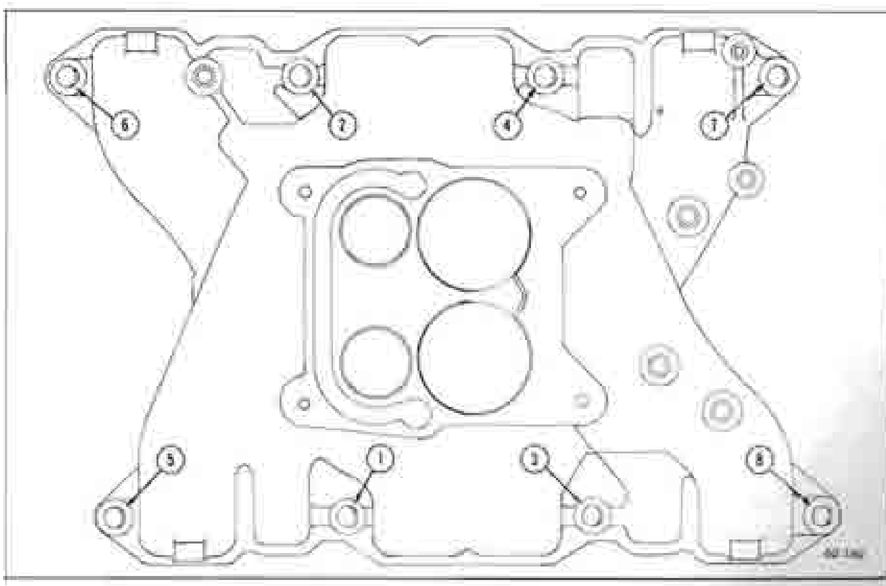


Figure 60-160—Intake Manifold Bolt Tightening Sequence

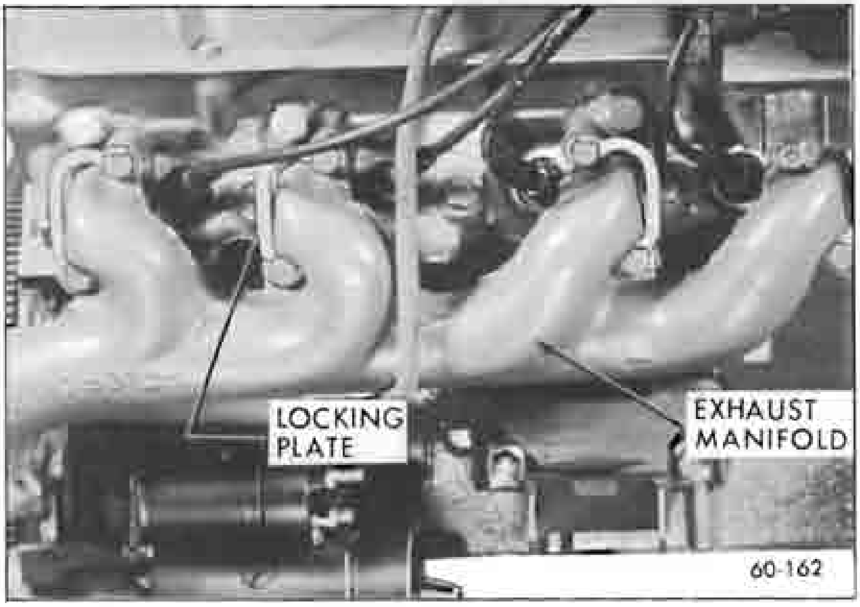


Figure 60-162—Exhaust Manifold Installation

2. Remove six bolts attaching flywheel to crankshaft flange.

3. Inspect flywheel; if cracked at flywheel bolt holes, replace flywheel.

4. Inspect crankshaft flange and flywheel for burrs. Remove any burrs with a mill file.

5. Install flywheel. Bolt holes are evenly spaced and are located by lining up the small holes in the flywheel with the drill mark on the crankshaft. Install bolts and torque evenly to 50-65 lb. ft.

6. Mount dial indicator on engine block and check flywheel run-out at three attaching bosses. Run-out should not exceed .015".

NOTE: The crankshaft end play must be held in one direction during this check.

7. If run-out exceeds .015", attempt to correct by tapping high side with mallet. If this does not correct, remove flywheel and check for burrs between flywheel and crankshaft mounting flange.

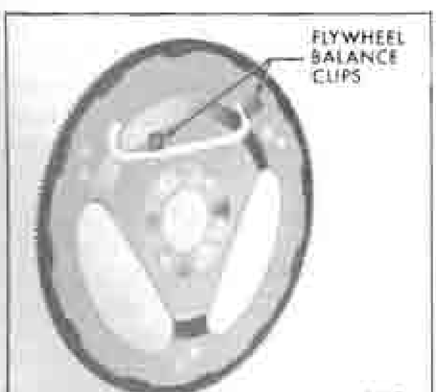


Figure 60-163—Automatic Transmission Flywheel Balance Clip Locations

e. Replacement of Flywheel or Ring Gear on Manual Transmission Engine

1. Remove transmission and clutch assembly, being certain to mark clutch cover and flywheel so clutch may be reinstalled in original position.

2. Remove flywheel. Bolt holes are located by lining up the small hole in the flywheel with the drill mark on the crankshaft.

3. If ring gear is to be replaced, drill a hole between two teeth and split gear with a cold chisel.

4. Heat and shrink a new gear in place as follows:

a. Polish several spots on ring with emery cloth.

b. Use a hot plate or slowly moving torch to heat the ring until the polished spots turn blue (approximately 600°F.).

CAUTION: Heating the ring in excess of 800°F will destroy the heat treatment.

c. Quickly place ring in position against shoulder of flywheel with chamfered inner edge of ring gear toward flywheel shoulder. Allow ring to cool slowly until it contracts and is firmly held in place.

5. Make certain the flywheel and crankshaft flange are free from burrs that would cause run-out. Install flywheel.

f. Manual Transmission Flywheel Balance

All manual transmission flywheels are balanced at the factory by drilling holes at various points on the flywheel surface. No attempt should be made to balance a flywheel after the initial factory balance.

g. Automatic Transmission Flywheel Balance

Clips are available from the Parts Department under Group 0.666 that will serve as balance weights for automatic transmission flywheels. These clips are secured by their clamping pressure and a series of indentations stamped into the flywheels. See Figure 60-163 for clip installation locations.

If a flywheel is found to be out of balance, it can be corrected in the following manner.

1. Remove lower flywheel housing. Mark the flywheel at four locations, 90° apart.

2. Install one clip at one of the marked locations. Run engine with transmission in neutral and note vibration.

(a) If vibration increases, remove clip and relocate 180° from original location.

(b) If vibration decreases, install another clip next to the original.

(c) If no change is noted, move clip 90° and recheck.

3. Continue this procedure until a reduction in vibration is noted. Fine adjustments can be made by moving the clips, by small increments, to different locations.

CAUTION: Be certain that the tangs on the clip are setting in the stamped grooves on the flywheel. Otherwise, the clip(s) may shift when the flywheel is turned at high speeds.

h. Harmonic Balancer

If a harmonic balancer is suspected of being a cause of vibration, it can be checked and/or balanced by following the outline below:

(a) Using a tachometer, determine the engine speed at which the greatest amount of vibration occurs.

(b) Place an amount of body putty or similar material on the inside surface of the fan driving pulley. Run engine at critical speed and note vibration.

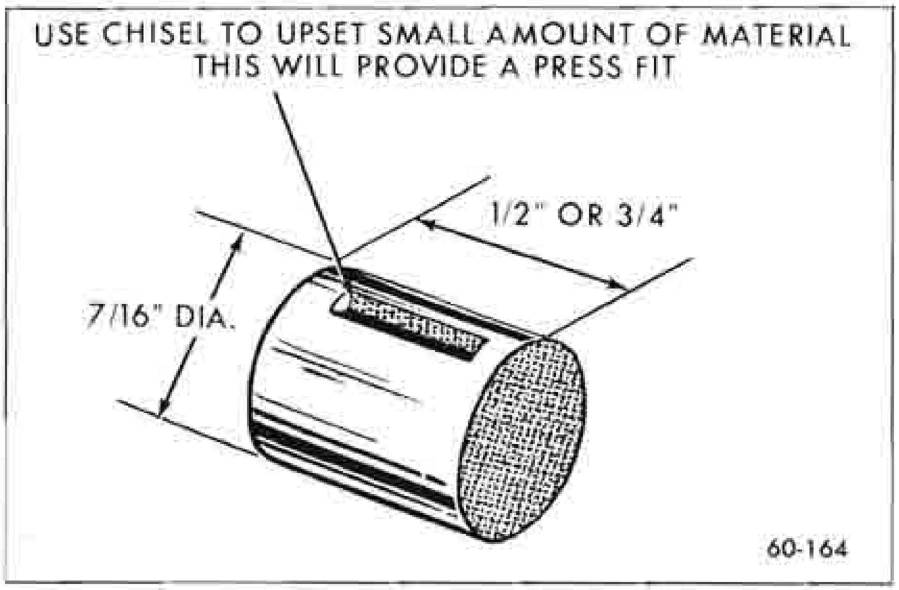


Figure 60-164—Harmonic Balancer Balance Weight

(c) Repeat Step 2 above using varying amount of putty at different locations until the vibration is diminished to a minimum.

(d) When point of minimum vibration is found, mark the nearest hole drilled in the balancer at that point.

(e) Cut a piece of 7/16" drill rod approximately 1/2" long. Using a chisel, upset a small amount of material on the side of the piece of drill rod. See Figure 60-164.

(f) Install weight into hole marked in Step 4.

(g) Additional weight should be added (if necessary) in adjoining holes.

DIVISION IV TROUBLE DIAGNOSIS

63-9 EXCESSIVE OIL CONSUMPTION

POSSIBLE CAUSE	CORRECTION
External Oil Leaks at: Rocker Arm Covers, Timing Chain Cover, Oil Pan and Gasket, Around Starter Bolts, Between Oil Pan and Flywheel Housing	Tighten attaching bolts. If leaks persist, remove cover (or pan), check sealing surfaces for burrs or scoring, replace gasket, and seal attaching bolts with Permatex #2 or equivalent.
Improper Reading of Dip Stick	Car may not be level when taking reading. Insufficient oil "drain-back" time allowed after stopping engine (one minute must be allowed). Dip stick may not be completely pushed down against stop. Dip stick bent.
Oil Viscosity too Light	Use recommended S.A.E. viscosity for prevailing temperatures.
Continuous High Speed Driving	At speeds above 60 MPH, increased oil consumption can be expected with any engine. Inform customer of this fact.

63-9 EXCESSIVE OIL CONSUMPTION (Cont'd.)

POSSIBLE CAUSE	CORRECTION
High Speed Driving following Normal Slow Speed City Driving	When principal use of automobile is city driving, crankcase dilution from condensation occurs. High speed and temperatures will remove water, resulting in what appears to be rapid lowering of oil level. Inform customer of this fact.
Valve Guides Worn—Excessive Clearance	Ream out guides and install service valves with oversize stems. Refer to Par. 61-1.
Piston Rings not "broken in"	Allow engine to accumulate at least 4,000 miles before attempting any engine disassembly to correct for oil consumption.

63-10 NOISY VALVES AND LIFTERS

a. Noisy Valve Train

The noise level of the valve mechanism cannot be properly judged when the engine is below operating temperature, when the hood is raised, or when the valve rocker arm covers are removed.

Before attempting to judge valve noise level, the engine must be thoroughly warmed up (at least 20 minutes of operation at 1200 to 1500 RPM) to stabilize oil and coolant temperatures and bring all engine parts to a normal state of expansion. When the engine is warmed up, listen for engine noise while sitting in the drivers seat with the hood closed. Run the engine at idle and at various higher speeds. It is advisable to observe the noise level in several engines that have been properly broken in, in order to develop good judgment for checking the noise level in any given engine.

If the preceding check indicates the valve mechanism is abnormally noisy, remove the rocker arm covers so that the various conditions that cause noise may be checked. A piece of heater hose of convenient length may be used to pick out the particular valves or valve linkages that are causing abnormal noise. With the engine running at a speed where the noise is pronounced, hold one end of hose to an ear and hold other end about 1/2" from point of contact between rocker arm and valve stem. Mark or record the noisy valves for investigation of following causes.

(1) Excessive Oil In Crankcase. Crankcase oil level high enough to allow the crankcase to churn the oil will cause air bubbles in the lubricating system. Air bubbles entering the hydraulic lifters will cause erratic operation resulting in excessive lash in the valve linkage. Locate and correct cause of high oil level, then run engine long enough to expel air from system.

(2) Sticking, Warped or Eccentric Valves, Worn Guides. Sticking valves will cause irregular engine operation or missing on a low speed pull and will usually cause intermittent noise.

Pour penetrating oil over the valve spring cap and allow it to drain down the valve stem. Apply pressure to the one side of the valve spring and then the other, and then rotate the valve spring about 1/2 turn. If these operations affect the valve noise, it may be assumed that valves should be reconditioned.

(3) Worn or scored parts in the valve train. Inspect rocker arms, push rod ends for scoring. Check push rods for bends, valve lifters and camshaft surfaces for scoring. Replace faulty parts.

(4) Valves and seats cut down excessively. Noisy and improper valve action will result if a valve and its seat have been refinished enough to raise the end of the valve stem approximately .050" above normal position. In this case it will be necessary to grind off the end of the valve stem or replace parts. The normal height of the valve stem above the valve spring seat is 1.540 inches.

(5) Faulty Hydraulic Valve Lifters. If the preceding suggestions do not reveal the cause of noisy valve action, check operation of valve lifters as described in paragraph 61-1, subparagraph c.

b. Noisy Valve Lifters

When checking hydraulic valve lifters, remember that grit, sludge, varnish or other foreign matter will seriously affect operation of these lifters. If any foreign substance is found in the lifters or engine where it may be circulated by the lubrication system, a thorough cleaning job must be done to avoid a repetition of lifter trouble.

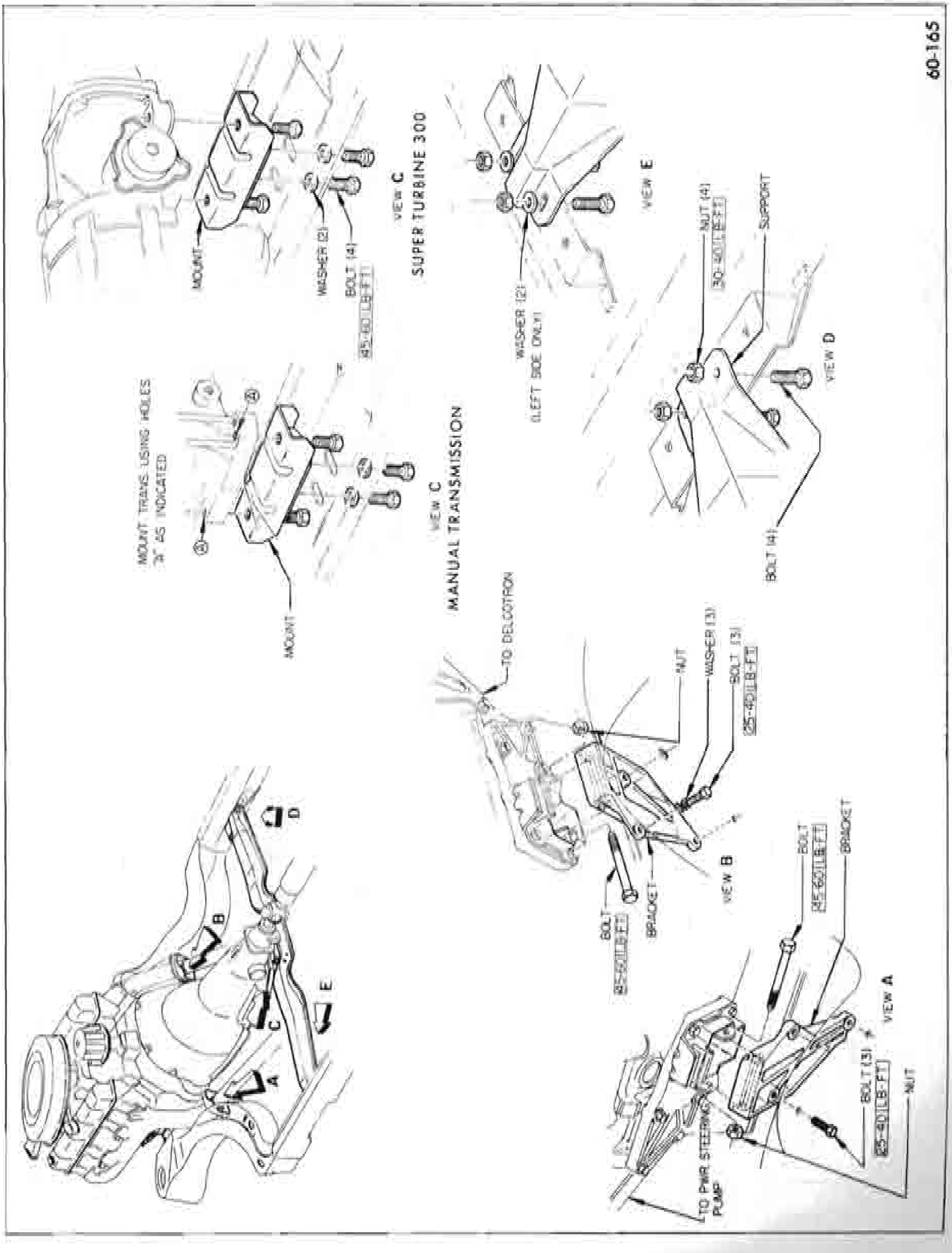


Figure 60-165—Engine and Transmission Mounting Skylark Gran Sport

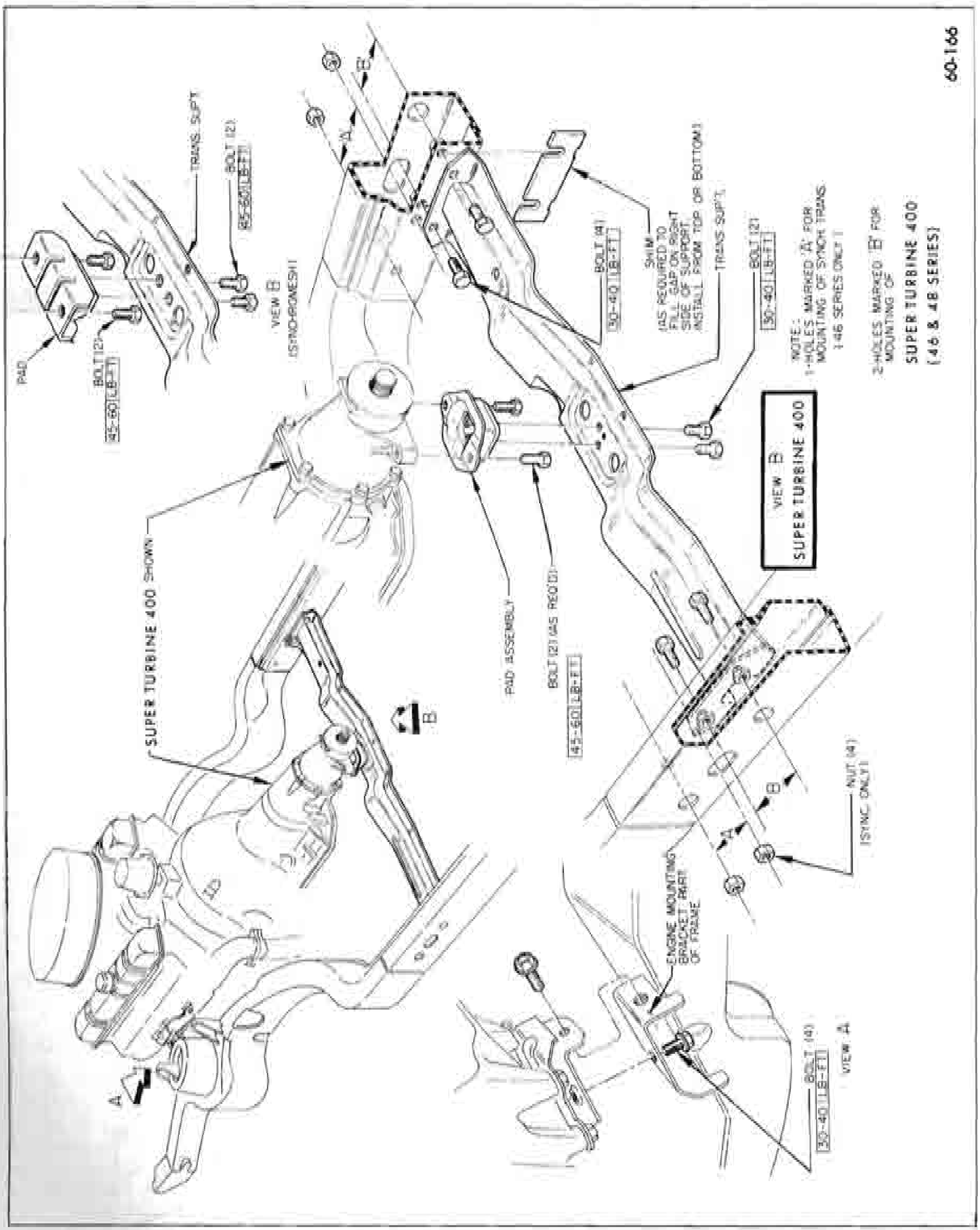


Figure 60-166—Engine and Transmission Mounting 46 and 48000 Series

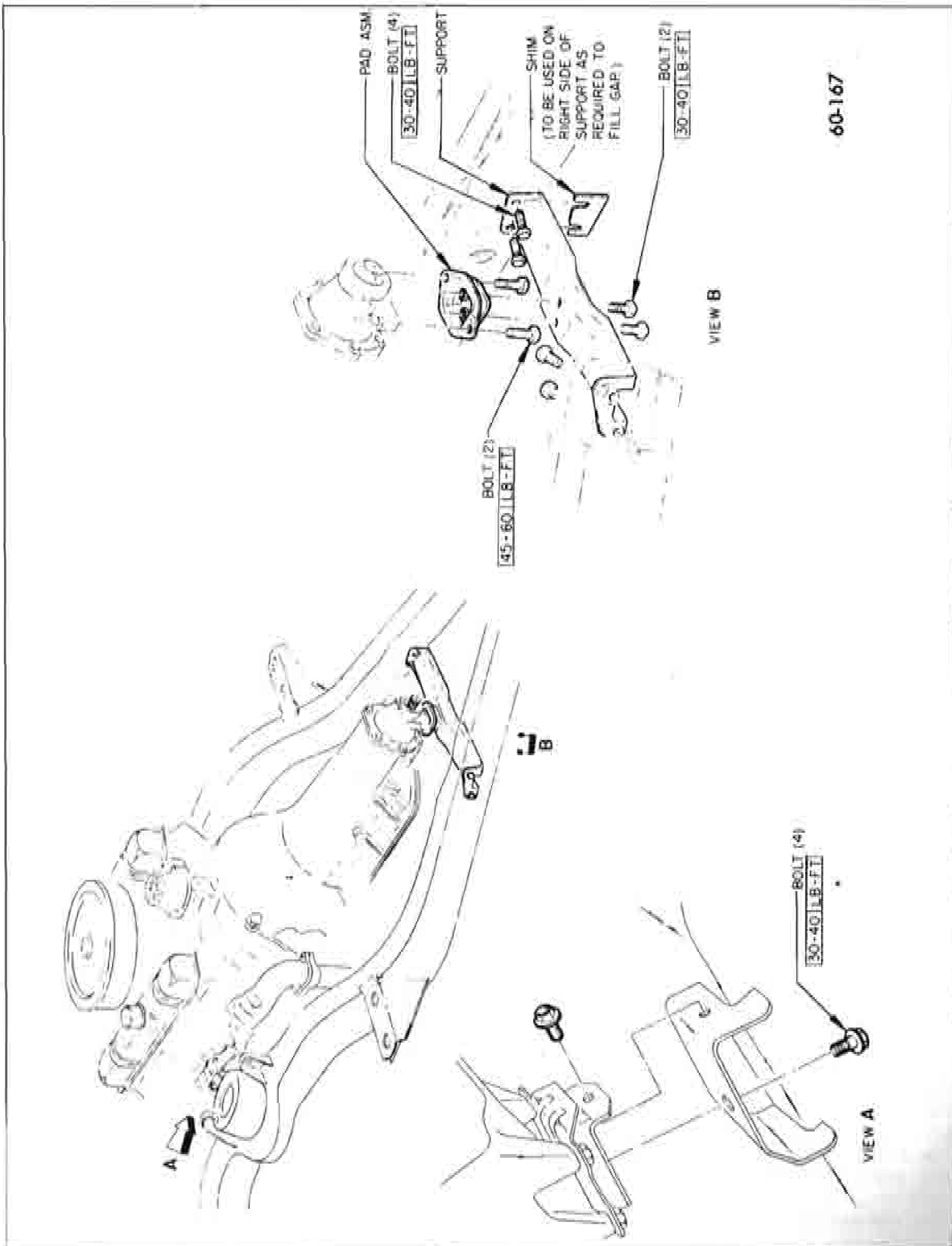


Figure 60-167—Engine and Transmission Mounting 49000 Series

To help prevent lifter trouble, the engine oil and oil filter must be changed as recommended in Group 00. The engine oil must be heavy-duty type (MS marked on container) and must also conform to General Motors Specification 4745-M to avoid detrimental formation of sludge and varnish. A car owner should be specifically advised of these requirements when the car is delivered. Faulty valve lifter operation usually appears under one of the following conditions:

(1) Rapping noise only when engine is started. When engine is stopped, any lifter on a camshaft lobe is under pressure of the valve spring; therefore, leak down or escape of oil from the lower chamber can occur. When the engine is started a few seconds may be required to fill the lifter, particularly in cold weather. If noise occurs only occasionally, it may be considered normal requiring no correction. If noise occurs daily, however, check for (a) oil too heavy for prevailing temperatures (b) excessive varnish in lifter.

(2) Intermittent Rapping Noise. An intermittent rapping noise that appears and disappears every few seconds indicates leakage at check ball seat due to foreign particles, varnish, or defective surface of check ball or seat. Recondition, clean, and/or replace lifters as necessary.

(3) Noise on idle and low speed. If one or more valve lifters are noisy on idle and up to approximately 25 MPH but quiet at higher speeds, it indicates excessive leakdown rate or faulty check ball seat on plunger. With engine idling, lifters with excessive leakdown rate may be spotted by pressing down on each rocker arm above the push rod with equal pressure. Recondition or replace noisy lifters.

(4) Generally noisy at all speeds. Check for high oil level in crankcase. See subparagraph a (1) above. With engine idling, strike each rocker arm above push rod several sharp blows with a mallet; if noise disappears, it indicates that foreign material was keeping check ball from seating. Stop engine and place lifters on camshaft base circle. If there is lash clearance in any valve linkage, it indicates a stuck lifter plunger, worn lifter body lower end, or worn camshaft lobe.

(5) Loud noise at normal operating temperature only. If a lifter develops a loud noise when engine is at normal operating temperature, but is quiet when engine is below normal temperature, it indicates an excessively fast leakdown rate or scored lifter plunger. Recondition or replace lifter.

63-11 COOLING SYSTEM TROUBLE

a. Cooling System Trouble Diagnosis

If the radiator is filled too full when cold, expansion when hot will overfill the radiator and coolant will be lost through the overflow pipe. Adding unnecessary water will weaken the anti-freeze solution and raise the temperature at which freezing may occur.

If the cooling system requires frequent addition of water in order to maintain the proper level in the radiator, check all units and connections in the cooling system for evidence of leakage. Inspection should be made with cooling system cold. Small leaks which may show dampness or dripping can easily escape detection when the engine is hot, due to the rapid evaporation of coolant. Tell-tale stains of grayish white or rusty color, or dye stains from anti-freeze, at joints in cooling system are almost always sure signs of small leaks even though there appears to be no dampness.

Air or gas entrained in the coolant system may raise the level in radiator and cause loss of coolant through the overflow pipe. Air may be drawn into the cooling system through leakage at the water pump seal. Gas may be forced into the cooling system through leakage at the cylinder head gasket even though the leakage is not sufficient to allow water to enter the combustion chamber. The following quick check for air leaks in suction side of pump or gas leakage from engine may be made with a piece of rubber tubing and a glass bottle containing water.

1. With cooling system cold, add water to bring coolant to proper level.

2. Block open the radiator cap pressure valve, or use a plain cap, and be sure radiator cap is on tight. Attach a suitable length of rubber hose to overflow pipe.

3. Run engine in neutral at a safe high speed until the engine reaches a constant operating temperature.

4. Without changing engine speed, put the free end of rubber hose into a bottle of water, avoiding kinks or low bends that might block the flow of air.

5. Watch for air bubbles in water bottle. A continuous flow of bubbles indicates that air is being sucked into the cooling system, or exhaust gas is leaking into the cooling system past the cylinder head gasket.

b. Cooling System Overheating

It must be remembered that the Buick pressure system operates at higher temperatures than systems operating at atmospheric pressure. Depending on the pressure in cooling system, the temperature of permanent type anti-freeze may go considerably above 212°F without danger of boiling.

In cases of actual overheating the following conditions should be checked:

1. Excessive water loss.

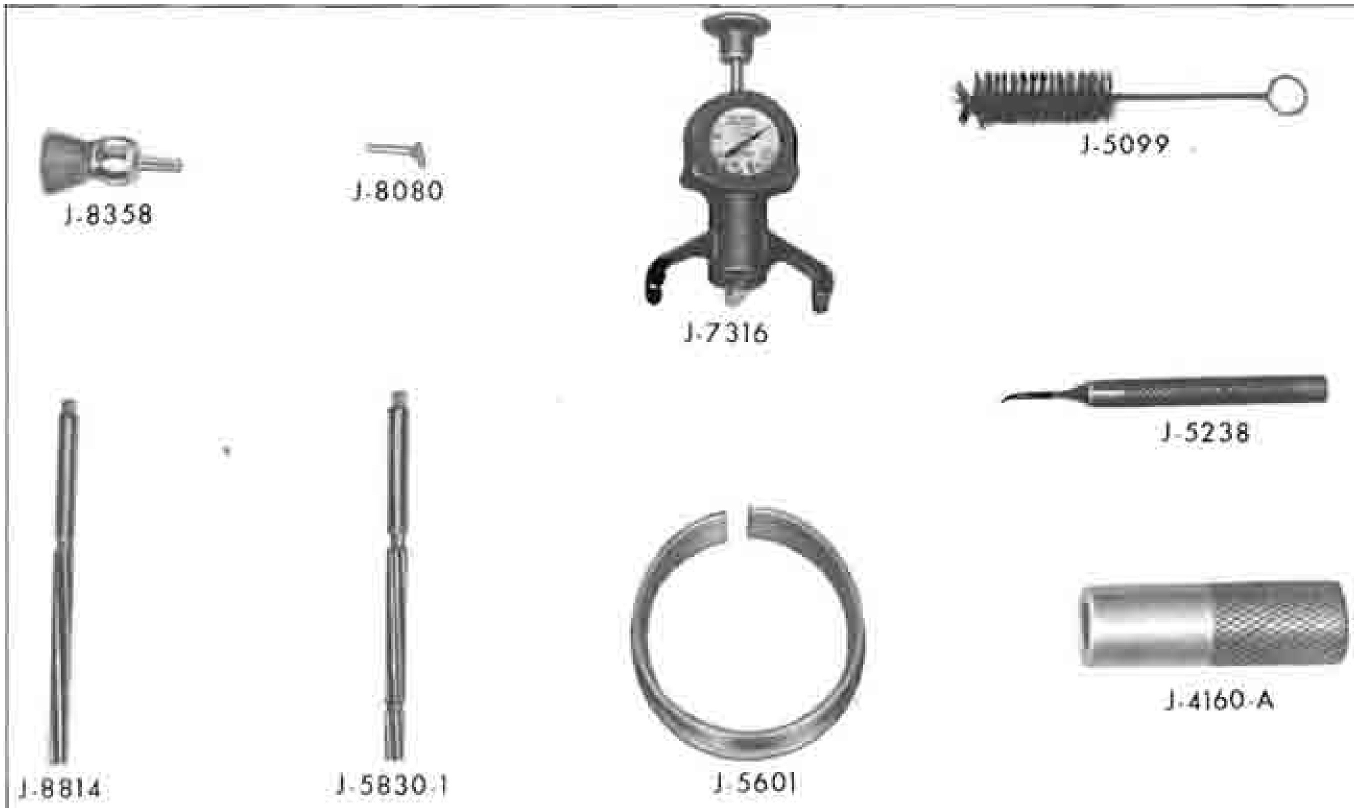
2. Slipping or broken fan belt.

3. Radiator thermostat stuck, radiator air passages clogged, restriction in radiator core, hoses, or water jacket passages.

4. Improper ignition timing.

5. Shortage of engine oil or improper lubrication due to internal conditions.

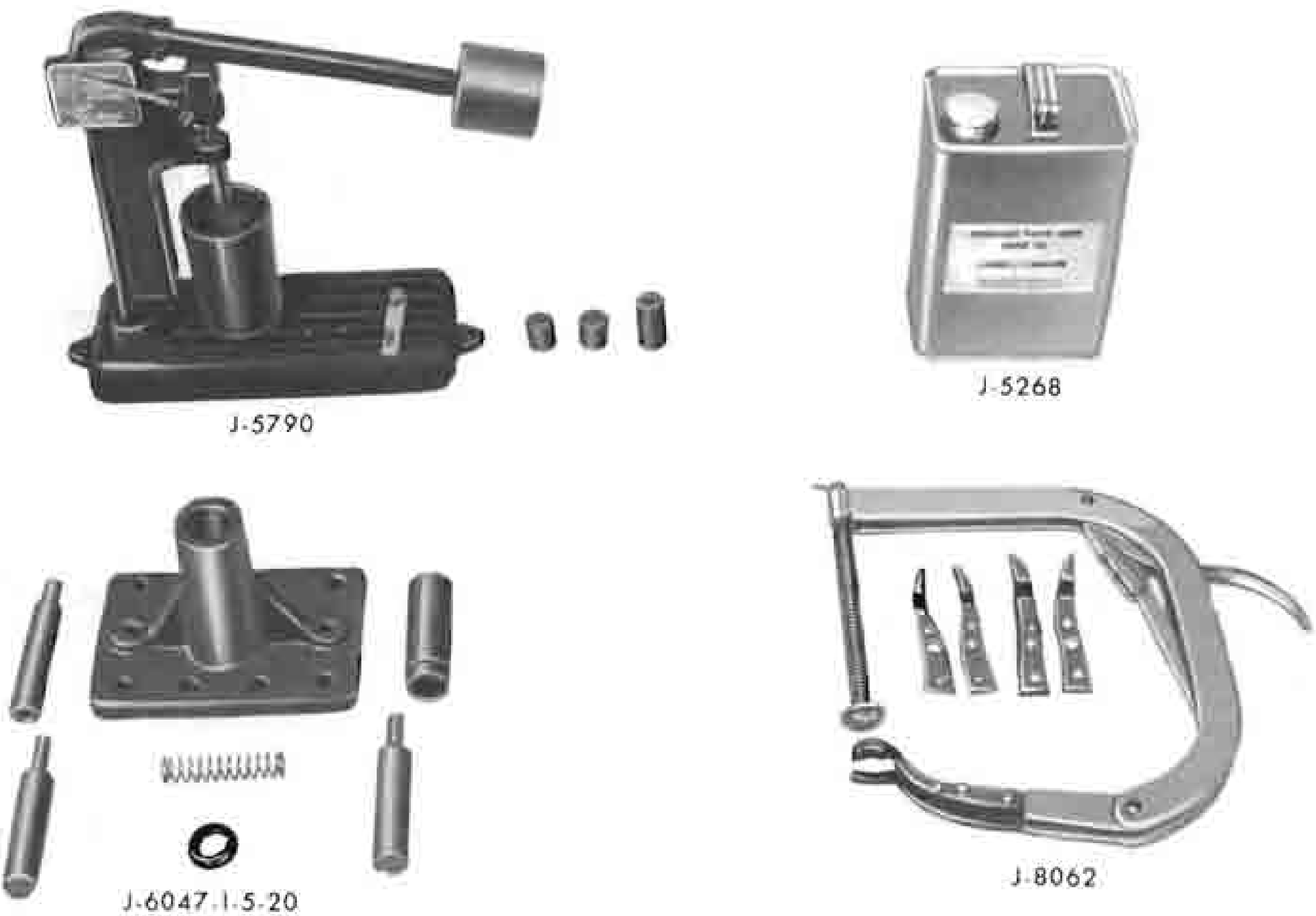
6. Dragging brakes.



J 4160-A	HYDRAULIC VALVE LIFTER PLUNGER REMOVER
J 5099	HYDRAULIC VALVE LIFTER BODY CLEANING BRUSH
J 5238	HYDRAULIC VALVE LIFTER PLUNGER RETAINER REMOVER & INSTALLER
J 5601	PISTON RING COMPRESSOR 3-3/4"
J 5830-1	VALVE GUIDE REAMER .004 OVERSIZE
J 7316	BELT TENSION GAUGE
J 8080	MAIN BEARING SHELL REMOVER
J 8358	CARBON REMOVING BRUSH
J 8814	VALVE GUIDE REAMER .343

60-168

Figure 60-168—Special Tool - 225 Cu. In. V-6



J 5268	HYDRAULIC VALVE LIFTER TESTER OIL - ONE GALLON
J 5790	HYDRAULIC VALVE LIFTER LEAKDOWN TESTER
J 6047	PISTON PIN ASSEMBLY TOOL SET
	Details J 6047-1, J 6047-5 and J 6047-20
J 8062	VALVE SPRING COMPRESSOR

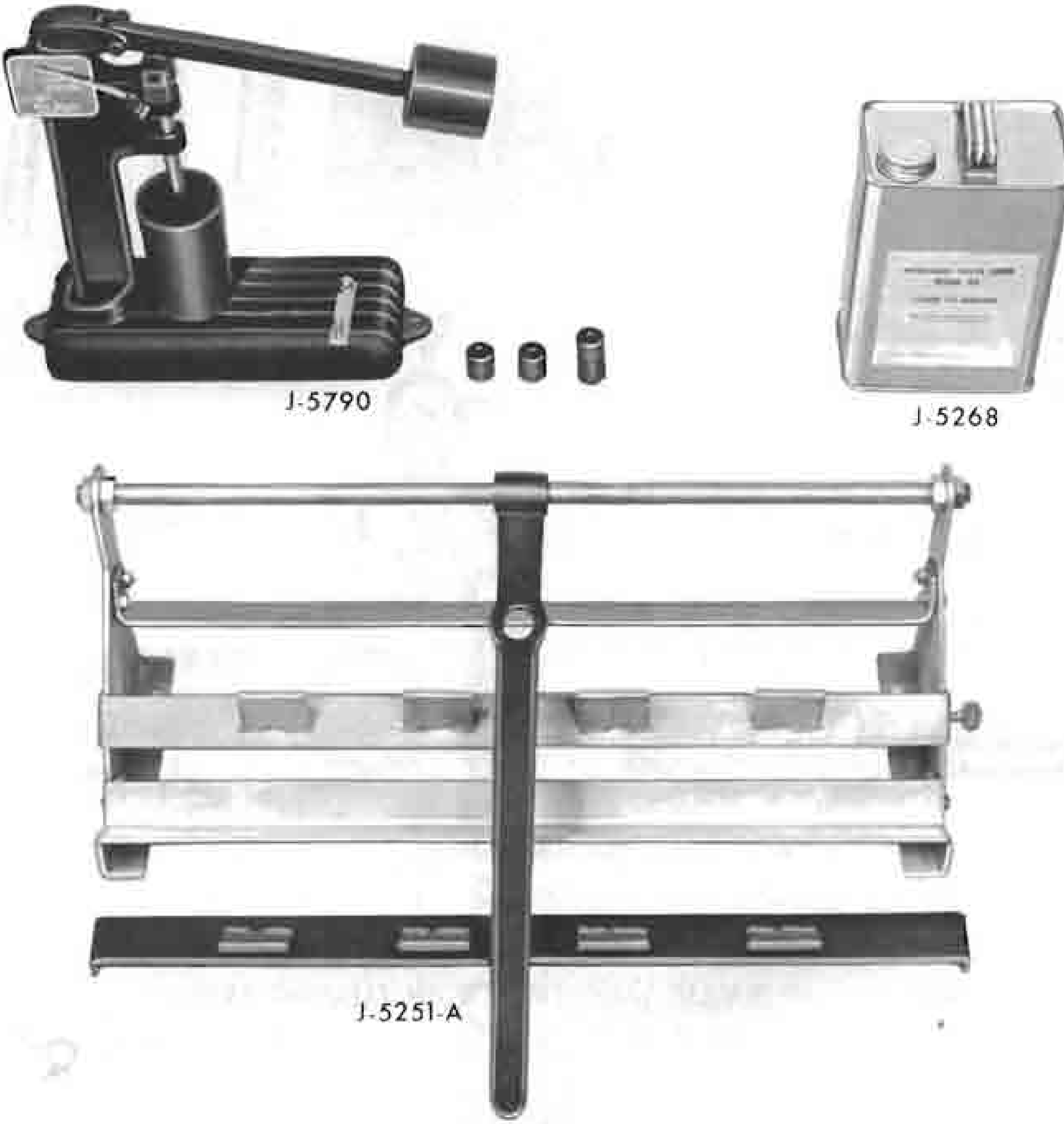
60-169

Figure 60-169—Special Tools - 225 Cu. In. V-6, 300 and 340 Cu. In. V-8

J 4160-A	HYDRAULIC VALVE LIFTER PLUNGER REMOVER
J 5099	HYDRAULIC VALVE LIFTER BODY CLEANING BRUSH
J 5238	HYDRAULIC VALVE LIFTER PLUNGER RETAINER REMOVER & INSTALLER
J 5601	PISTON RING COMPRESSOR 3-3/4"
J 5830-1	VALVE GUIDE REAMER .004 OVERSIZE
J 5830-4	VALVE GUIDE REAMER .010 OVERSIZE
J 7316	BELT TENSION GAUGE
J 8080	MAIN BEARING SHELL REMOVER
J 8358	CARBON REMOVING BRUSH
J 8814	VALVE GUIDE REAMER .343
J 8822	CONNECTING ROD BOLT GUIDE SET

60-170

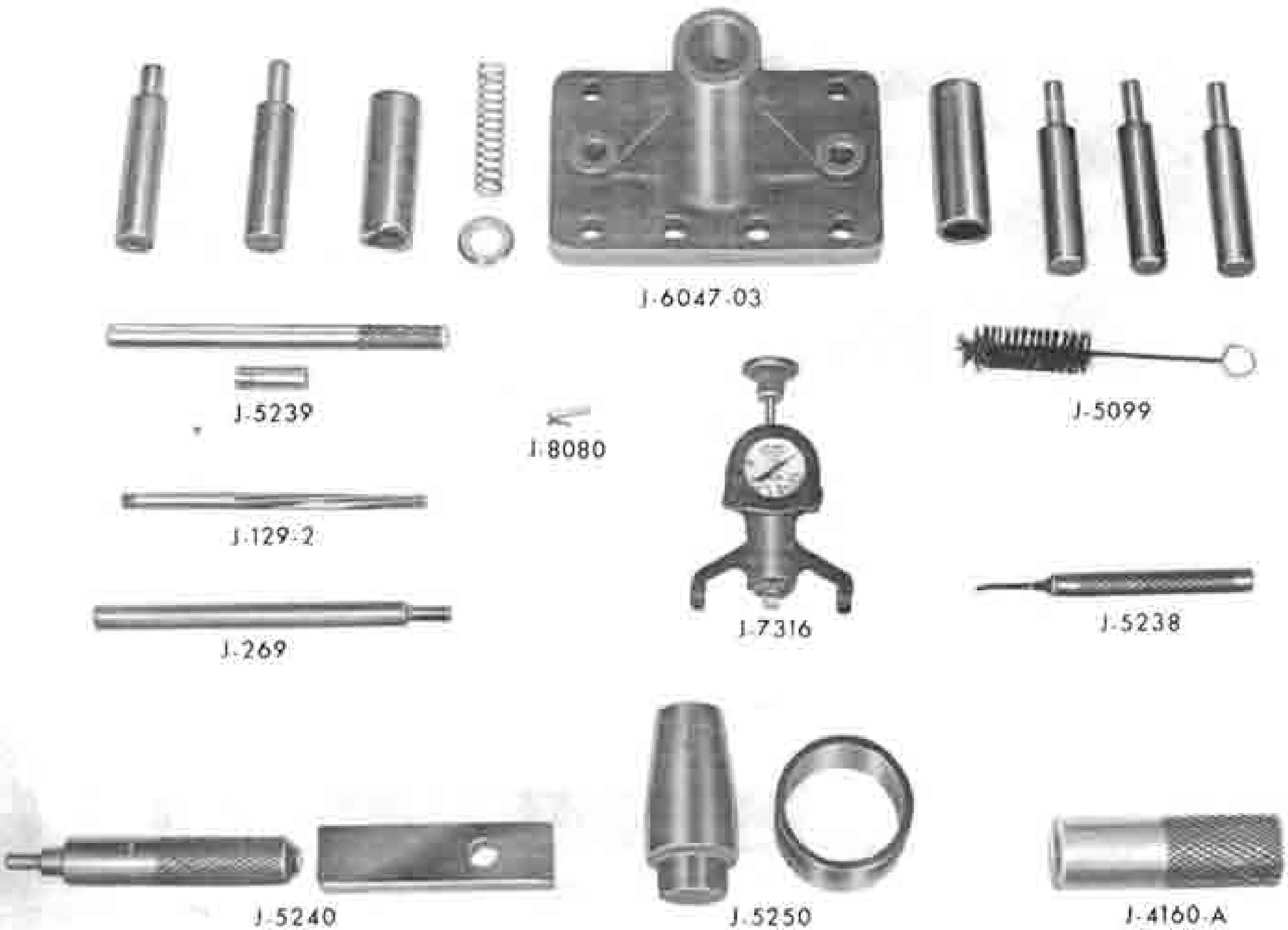
Figure 60-170—Special Tools - 300 and 340 Cu. In. V-8



J 5251-A	CYLINDER HEAD HOLDING FIXTURE & VALVE SPRING COMPRESSOR
J 5268	HYDRAULIC VALVE LIFTER TESTER OIL - ONE GALLON
J 5790	HYDRAULIC VALVE LIFTER LEAKDOWN TESTER

60-171

Figure 60-171—Special Tools - 400, 401 and 425 Cu. In. V-8



J 129-2	VALVE GUIDE REAMER 11/32"
J 269	VALVE GUIDE REMOVER
J 4160-A	HYDRAULIC VALVE LIFTER PLUNGER REMOVER
J 5099	HYDRAULIC VALVE LIFTER BODY CLEANING BRUSH
J 5238	HYDRAULIC VALVE LIFTER PLUNGER RETAINER REMOVER & INSTALLER
J 5239	CONNECTING ROD BOLT GUIDE SET
J 5240	VALVE GUIDE INSTALLER SET
J 5250	TIMING CASE COVER OIL SEAL INSTALLER SET
J 6047-03	PISTON PIN ASSEMBLY TOOL
J 7316	BELT TENSION GAUGE
J 8080	MAIN BEARING SHELL REMOVER

60-172

Figure 60-172—Special Tools - 400, 401 and 425 Cu. In. V-8