SECTION A

GENERAL INFORMATION
ALL SERIES

CONTENTS

DIVISION I—SPECIFICATIONS AND ADJUSTMENTS

00-1 1968 MODEL CHART

Series	Body Style	Designation
Special Deluxe	2-Door Coupe Thin Pillar	43327
	4-Door Sedan Thin Pillar	43369
	4-Door 2-Seat Wagon	43435
G.S. 350	2-Door Coupe Hardtop	43437
Skylark	2-Door Coupe Hardtop	43537
	4-Door Sedan Thin Pillar	43569
Skylark Custom	2-Door Coupe Hardtop	44437
	2-Door Convertible	44467
	4-Door Hardtop	44439
	4-Door Sedan Thin Pillar	44469
Sportwagon	4-Door 2-Seat Wagon	44455
	4-Door 3-Seat Wagon	44465
Sportwagon Wood Grain	4-Door 2-Seat Wagon	44855
	4-Door 3-Seat Wagon	44865
G.S. 400	2-Door Coupe Hardtop	44637
	2-Door Convertible	44667

00-1 1968 MODEL CHART (Cont'd)

Series	Body Style	Designation
LeSabre	2-Door Coupe Hardtop	45287
	4-Door Hardtop	45239
	4-Door Sedan Thin Pillar	45269
LeSabre Custom	2-Door Coupe Hardtop	45487
	4-Door Hardtop	45439
	2-Door Convertible	45467
	4-Door Sedan Thin Pillar	45469
Wildcat	2-Door Coupe Hardtop	46487
	4-Door Hardtop	46439
	4-Door Sedan Thin Pillar	46469
Wildcat Custom	2-Door Coupe Hardtop	46687
	4-Door Hardtop	46639
	2-Door Convertible	46667
Electra 225	2-Door Coupe Hardtop	48257
	4-Door Hardtop	48239
	4-Door Sedan Semi-Thin Pillar	48269
Electra 225 Custom	2-Door Coupe Hardtop	48457
	4-Door Hardtop	48439
	2-Door Convertible	48467
	4-Door Sedan Seni-Thin Pillar	48469
Riviera	2-Door Coupe Hardtop	49487

00-2 STANDARD REAR AXLE RATIOS

Series	Engine	Transmission	Standard
Special Deluxe & Skylark	250L6	3 Speed Man	3.23
		Super Turbine 300	2.93
		Super Turbine 300 w/AC	3.23
Skylark Custom	350V8	3 Speed Man	2.93
		Super Turbine 300 (2 Bbl)	2.56
		(4 Bbl)	2.73
G.S. 350	350V8	3 Speed Man	3.23
		Super Turbine 300	3.23
Special Deluxe Sta. Wagon	350V8	3 Speed Man	3.23
		Super Turbine 300	2.93
Sportwagon	350V8	3 Speed Man	3.23
		Super Turbine 300	3.23
	400V8	Super Turbine 400	3.23
G.S. 400	400V8	3, 4 Speed Man	3.42
		Super Turbine 400	2.93
LeSabre	350V8	3 Speed Man	3.23
		Super Turbine 300	2.93
		Super Turbine 400	2.93
Wildcat Electra	430V8	Super Turbine 400	3.07
		Super Turbine 400	2.78
Riviera Riviera G.S.	430V8	Super Turbine 400	3.07
		Super Turbine 400	3.42PT

PT=Positive Traction

00-3 PAINT COLOR CODE CHART

Code Letter	Color Name
A	Black
B	Midnight Teal Metallic
C	White
D	Blue Metallic
E	Dark Blue Metallic
F	Teal Metallic
G	Ivory Gold Metallic
K	Turquoise Metallic
L	Dark Teal Metallic
M	Buckskin Metallic
N	Maroon Metallic
P	Silver Green Metallic
R	Red
S	Dark Green Gold Metallic
T	Ivory
V	Dark Gray Gold Metallic
W	Silver Beige Metallic
X	Buckskin
Y	Yellow
Z	Silver Metallic

00-4 VEHICLE AND MAJOR COMPONENT IDENTIFICATION NUMBERS

a. Vehicle Identification Numbers

1968 Buick models have a serial number identification plate attached to the left front body hinge pillar. An example of this plate is shown in Figure 00-2.

b. Fisher Body Number Plate

Body identification is provided by the Fisher Body Number Plate.

Information such as style and body numbers, trim numbers, and paint color code is contained on this plate. Refer to the 1968 Fisher Body Service Manual for detailed information about this plate.

c. Engine Numbers

1968 Buick engines are stamped with two different identification codes. One is an engine production code number. This identifies the engine and its approximate production date. Refer to Group 60 for Engine Usage.

The other code is the engine serial number and is the same number found on the vehicle identification plate mentioned previously in Paragraph a. This

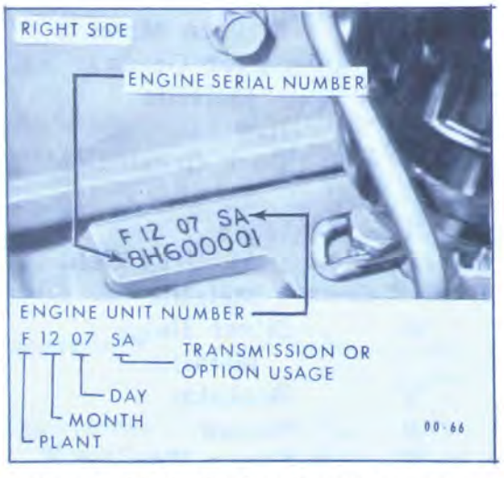

Figure 00-1—Engine Serial Number and Production Code Location (L-6)

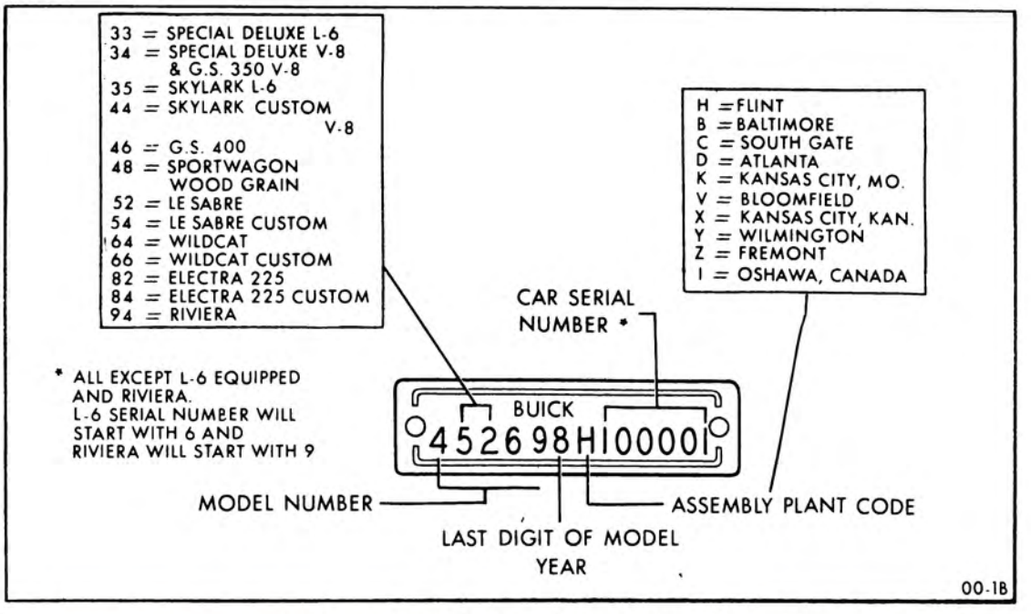

Figure 00-2—Vehicle Identification Plate

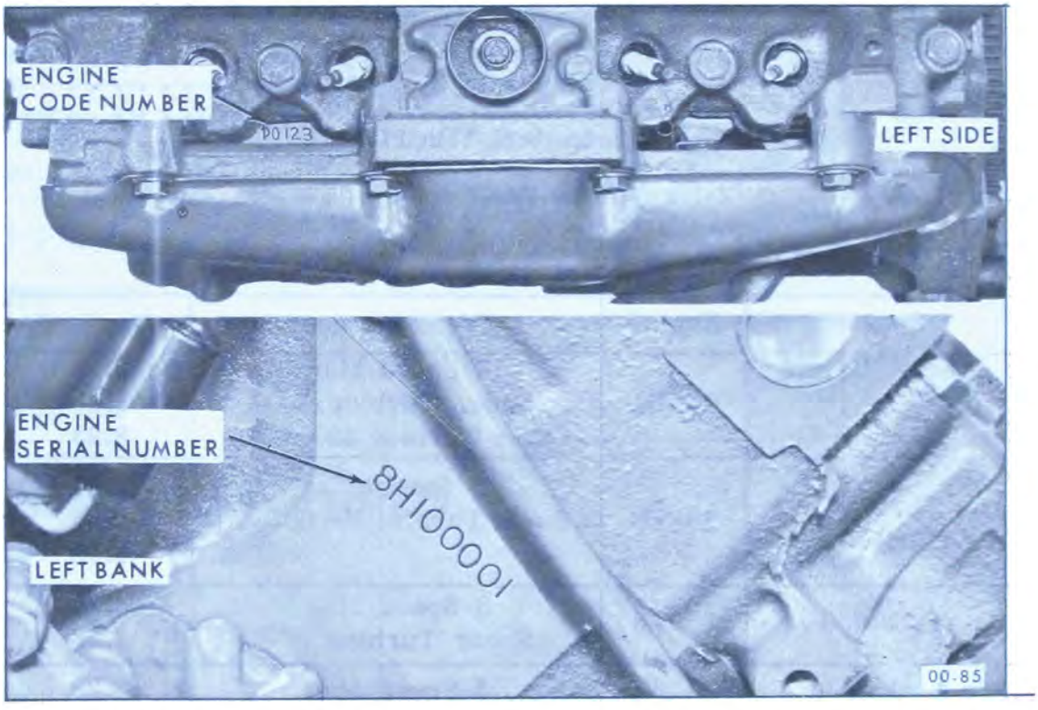

Figure 00-3—Engine Serial Number and Production Code Location (350 Cu. In.)

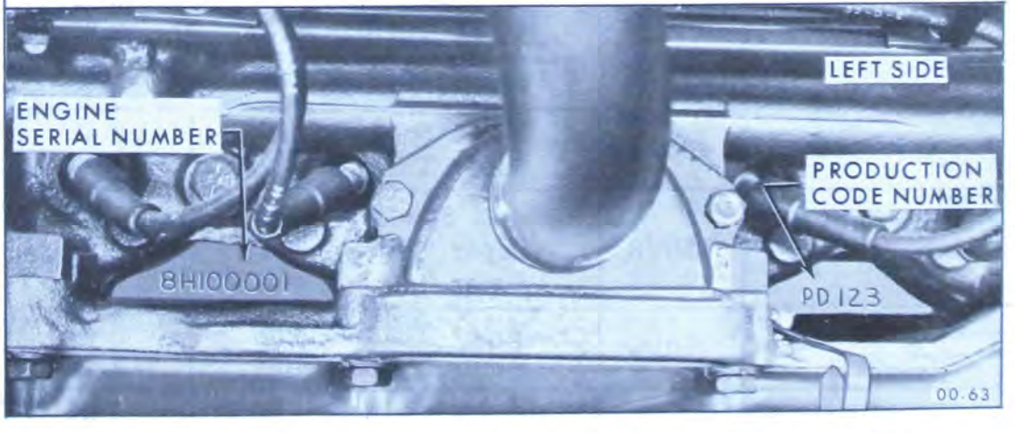

Figure 00-4—Engine Serial Number and Production Code Location (400 and 430 Cu. In.)

is the legal engine number and is used on registrations, titles, and other legal documents, while the production code number is used to identify the engine on product reports and other factory correspondence.

d. Automatic Transmission Identification Numbers

Refer to Group 74.

e. Manual Transmission Identification Numbers

Refer to Group 72.

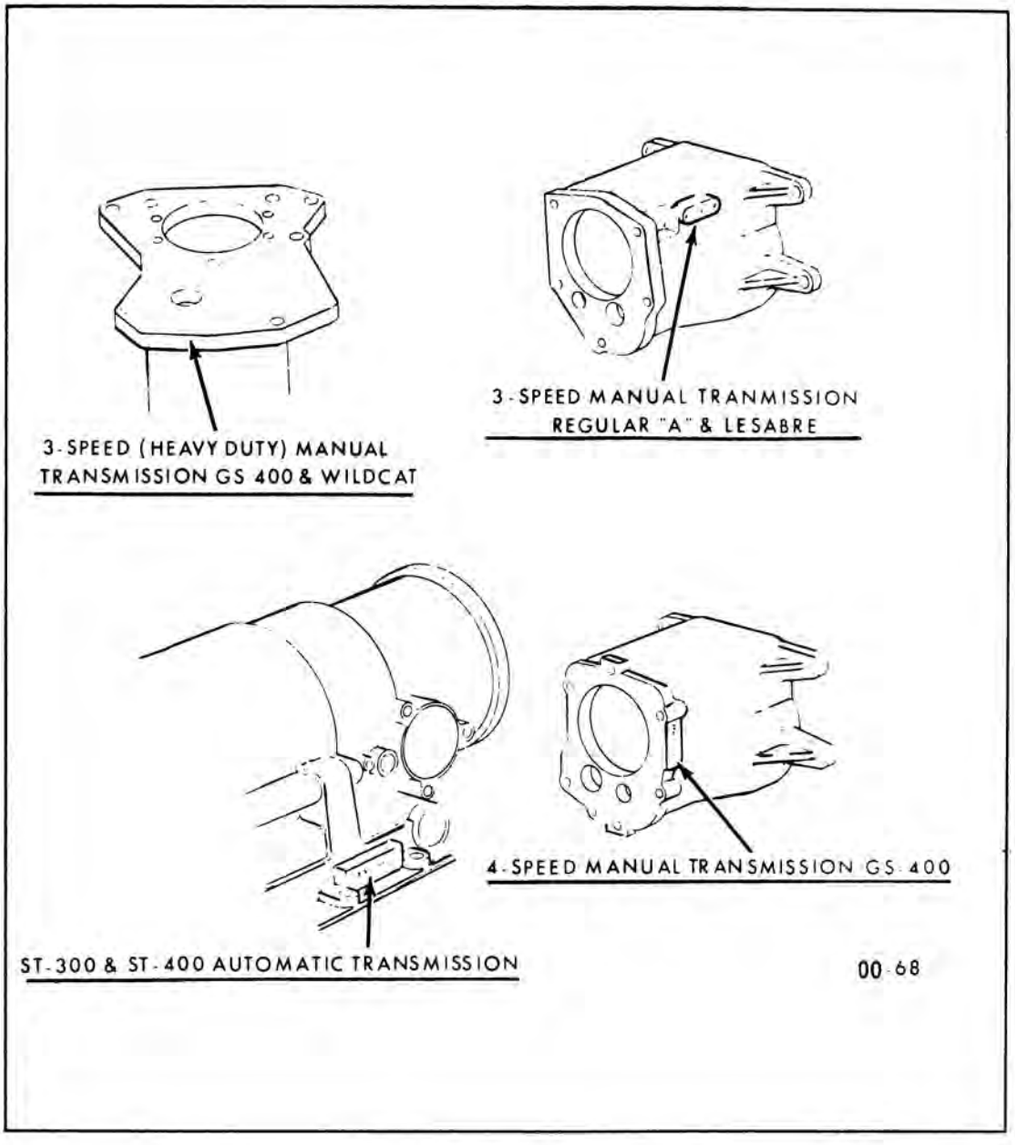

Figure 00-5—Transmission Identification Number Location

00-5 GENERAL SPECIFICATIONS

a. Special Deluxe, Skylark and Skylark Custom

Sedan

Wheelbase - 116"	Overall Height - 53.6"
Overall Length - 204.6"	Front Tread - 59"
Overall Width - 75.6"	Rear Tread - 59"

Coupe and Convertible

Wheelbase - 112"	Overall Height - 53.6"
Overall Length - 200.6"	Front Tread - 59"
Overall Width - 75.5"	Rear Tread - 59"

Station Wagon

Wheelbase - 116"	Overall Height - 53.6"
Overall Length - 209"	Front Tread - 59"
Overall Width - 75.6"	Rear Tread - 59"

b. Sportwagon

Wheelbase - 121"	Overall Height - 53.6"
Overall Length - 214"	Front Tread - 59.3"
Overall Width - 75.6"	Rear Tread - 59"

00-5 GENERAL SPECIFICATION CHART (Cont'd)

c. G.S. 350

Wheelbase - 112" . . . . . Overall Height - 52.8"
Overall Length - 200.6" . . . . . Front Tread - 59.0"
Overall Width - 75.5" . . . . . Rear Tread - 59.0"

d. G.S. 400

Wheelbase - 112" . . . . . Overall Height - 52.8"
Overall Length - 200.6" . . . . . Front Tread - 59.35"
Overall Width - 75.5" . . . . . Rear Tread - 59"

e. LeSabre

Wheelbase - 123" . . . . . Overall Height - 54.3"
Overall Length - 217.5" . . . . . Front Tread - 63"
Overall Width - 80" . . . . . Rear Tread - 63"

f. Wildcat

Wheelbase - 126" . . . . . Overall Height - 55.2"
Overall Length - 220.5" . . . . . Front Tread - 63.4"
Overall Width - 80" . . . . . Rear Tread - 63.0"

g. Electra 225

Wheelbase - 126" . . . . . Overall Height - 55.8"
Overall Length - 224.9" . . . . . Front Tread - 63.4"
Overall Width - 80" . . . . . Rear Tread - 63.0"

h. Riviera

Wheelbase - 119" . . . . . Overall Height - 53.4"
Overall Length - 211.3" . . . . . Front Tread - 63.4"
Overall Width - 78.8" . . . . . Rear Tread - 63.0"

00-6 KEYS AND LOCKS

All 1968 model Buick cars are equipped with a new five bitting level lock cylinder and key. Five bitting levels are used to form one of 2,000 possible combinations.

Two non-interchangeable keyways are used. One keyway, known as the "C" type, is used in ignition and door lock cylinders. The second keyway, known as the "D" type is used in the glove compartment, console compartment and rear compartment lock cylinders.

To fit these lock cylinders, two keys are required. The ignition and door lock key for these five level lock cylinders may be identified by a small capital "C" stamped on one side of the key. The "C" type key has a hexagonal head. A second key is used for the glove, console, and rear compartment locks. This key has a round head and may be identified by a small capital "D" stamped on one side. These marks serve to distinguish the keys for five level locks from those used in previous years.

Because of the way in which the key blade is grooved, each key will fit only the type of lock it is to be used in.

For Service replacement keys, see subparagraph a.

Key code numbers are stamped on the "knock-out" plug in the

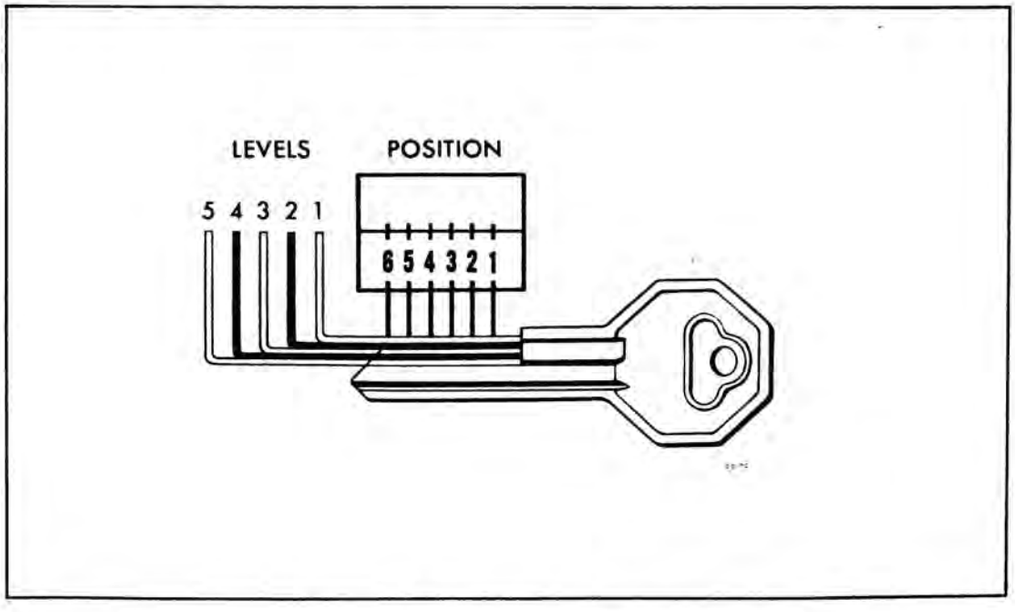

Figure 00-6—Key Code Diagram

key head. After the code has been recorded by the owner to facilitate replacements or duplications of a key, the plugs should be knocked out of the key heads. If key code numbers are not available from records or from the "knock-out" plug, the code can be determined by laying the key on the diagram in Fig. 00-6, or from the door and rear compartment lock assemblies themselves.

For "C" type lock cylinders assemblies, the key code number is stamped on the side of the door lock cylinder case; for "D" type lock cylinder assemblies, the number is stamped on the side of the rear compartment lock cylinder. From these numbers the lock combination can be determined by use of a code list for cutting new keys or coding a replacement service lock cylinder assembly. Ignition, glove compartment and console lock cylinders coded by the car division do not have key code numbers stamped on them; therefore, codes may be determined either from a door or rear compartment lock cylinder of the same car which will have the same lock tumblers, or from the key code diagram. See Figure 00-6.

a. Cutting Keys

After the special code has been determined, either from the code list or the Key Code Diagram, cut a blank key to the proper level for each of the six tumbler positions, and check the key in the lock cylinder. The new key should agree with the combination opposite the code number in the code list.

b. Assembling Lock Cylinders

New lock cylinders for duplicating any lock are available from Parts Department with the lock cylinder and locking bar staked in place, less tumblers. Tumblers are also available and must be assembled into the cylinder according to the following special code.

When it is necessary to assemble a new lock cylinder to agree with a key code number, install the proper tumblers into their respective slots, as indicated by Key Code Diagram or Briggs and Stratton Code List.

Tumblers for all locks except the glove and console compartments are shaped exactly alike, with the exception of the position of a notch on one side. Tumblers for glove and console lock cylinders are different and will not interchange with any other lock tumblers. As the key is inserted in the lock cylinder, the tumblers are raised to the correct height so that the notches on each tumbler are on the same level. When the notches on all six tumblers line up, the locking bar is pushed into the notches by two small springs, allowing the cylinder to turn in its bore. Five types of tumblers are used to make all the various lock tumbler combinations and each is coded according to a number, 1 through 5, stamped on its side. Refer to subparagraph c to assemble all lock cylinders except the glove and console locks.

Only one type of tumbler is used to make the various lock tumbler combinations for glove and console compartment locks. Tumblers for these two lock cylinders are of a different design than the tumblers used in all other lock cylinders.

As the key is inserted in the lock cylinder, each tumbler is depressed so that no part of any tumbler is exposed above the level of the lock cylinder allowing the cylinder to turn in its bore. Refer to subparagraph d to assemble glove and console compartment lock cylinders.

To determine which tumblers should be installed in what position for a given key, when a code list is not available, proceed as follows:

1. Lay the key on the Key Code Diagram, Figure 00-6, with the key outlined by the diagram as accurately as possible.

2. Starting at the base of the key blade, determine the lowest level that is visible in position #1.

3. Determine the lowest visible level for the remaining five positions. As each tumbler level is determined, write that number in the blank space provided above the position numbers.

4. Cuts that fall in the first white section, mark Level #1 on top of appropriate position number.

5. Cuts that fall in the first black section, mark #2 on top of appropriate position number.

6. Cuts that fall in the second white section, mark #3 on top of appropriate position number.

7. Cuts that fall in the second black section, mark #4 on top of appropriate position number.

8. Cuts that fall in the third white section, mark #5 on top of appropriate position number.

c. Assembling Lock Cylinders (Except Glove and Console Compartments)

After the tumbler arrangement has been determined as shown in subparagraph b, ignition and door lock cylinders should be assembled as follows:

1. Hold cylinder with head of cylinder away and starting at the head of the cylinder, insert the tumblers in their proper slots in the order called for by the code, ribbed side toward you and long point down. See Figure 00-7.

2. Insert one tumbler spring in the space provided above each tumbler.

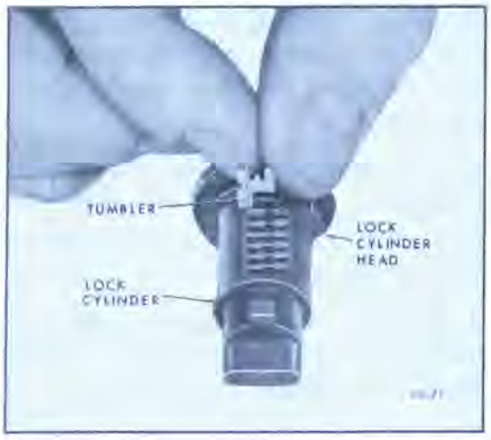

Figure 00-7—Installing Tumblers

CAUTION: If the springs become tangled, do not pull them apart -- unscrew them.

3. Reverse the lock cylinder so that the head of the cylinder is now toward you. Insert the spring retainer so that the two end prongs slide into the slots at either end of the cylinder. Press the retainer down. See Figure 00-8.

4. To check, insert proper key and if tumblers are installed properly the side bar will be allowed to drop down. If bar does not drop down, remove the key, spring retainer, springs and tumblers and reassemble correctly.

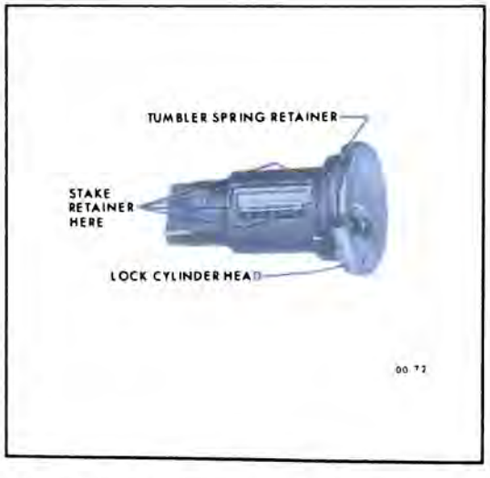

Figure 00-8—Installing Spring Retainer

NOTE: If the tumblers have not been assembled correctly, they can be removed from the cylinder by holding it with the tumbler slots down, pulling the locking bar out with the fingers and jarring the cylinder to shake the tumblers out. This procedure is necessary because once the tumblers have been pressed down into the cylinder they are held in their slots by the side bar.

5. If after checking, it is found that the lock is assembled properly, remove key and secure cylinder in a vise with spring retainer exposed. Use leather or wood at each vice jaw to prevent damage to the cylinder.

6. Stake the retainer securely in place by staking the cylinder metal over both edges at each retainer end using a suitable staking tool at right angles to the top of the retainer.

d. Assembling Glove and Console Compartment Lock Cylinders

NOTE: These two lock assemblies are equipped with four or five tumblers rather than six required in other locks. Tumblers for positions 3-4-5-6 or 2-3-4-5-6 only. Do not install tumblers which correspond to positions 1 and 2 on the key. The non-brass "tumbler" that is closest to the head of the lock cylinder is a locking device and must not be removed unless damaged. See Figure 00-9.

1. Insert properly coded key in position.

2. Place cylinder in a vise using leather or wood at each vise jaw to prevent damage to the cylinder.

3. File tumblers down so that no part of any tumbler extends above the lock cylinder. A standard 5/8" double cut bastard file is recommended for this operation. To finish the job, use a flat 5-1/2" #2 cut needle equaling file.

NOTE: Do not file any part of black "tumbler" in position #2. This is a locking bar and should not be altered.

4. Reverse lock cylinder position in vice and repeat Step 5 for bottom of tumblers. See Figure 00-10.

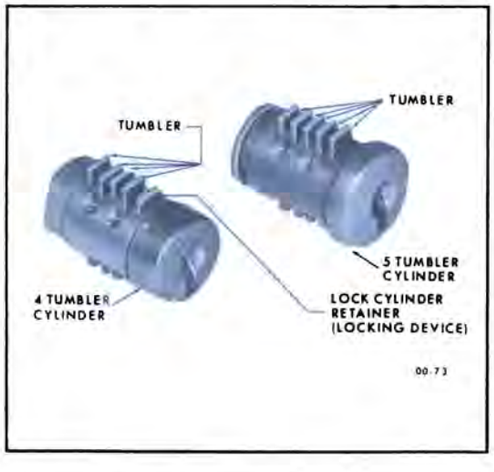

Figure 00-9—Glove Compartment Lock Cylinder

Figure 00-10—Coded Glove Compartment Lock Cylinder