SECTION A

GENERAL INFORMATION

ALL SERIES

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DIVISION III

ADJUSTMENTS AND MINOR SERVICE

00-1 KEYS AND LOCKS

All 1972 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 rectangular type head. A second key is used for the glove, console, and rear compartment locks. This key has an oval 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 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 Figure 00-1, or from the ignition lock cylinder housing and glove compartment lock assemblies themselves. The station wagon ignition lock cylinder will be marked with the key code number for the tailgate lock cylinder, the door lock cylinders and ignition lock cylinder.

For "C" type lock cylinders assemblies, the key code number is stamped on the ignition lock cylinder housing; for "D" type lock cylinder assemblies, the number is stamped on the glove compartment (marked on the tumbler carrying plug) lock cylinder. From these numbers the lock combination can be determined by use of a code list for cutting new keys for coding a replacement service lock cylinder assembly. Door lock, rear compartment, and tailgate lock cylinders coded by the car division do not have key code numbers stamped on them; therefore, codes may be determined either from a ignition or glove compartment lock cylinder of the same car which will have the same lock tumblers, or from the key code diagram. See Figure 00-1.

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. Removal and Installation of the Ignition Lock

Remove and install the ignition lock assembly from the steering column following the procedures outlined in Group 90.

C. Selecting Lock Cylinder Tumblers

The 1972 factory-installed ignition lock is not serviceable. Should failure require service, a new ignition lock package is available from the Parts Department less tumblers. Tumblers are also available and must be installed into the ignition lock cylinder according to the following special code.

When it is necessary to code 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.

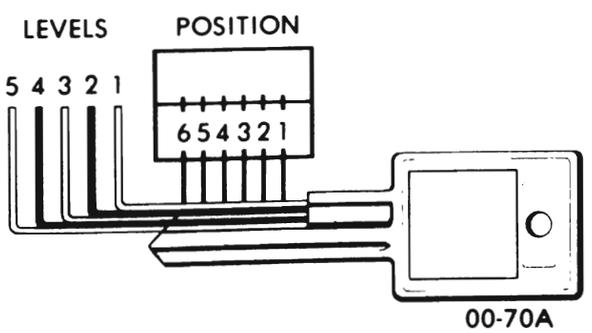


Figure 00-1 - Key Code Diagram

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 bores. Refer to subparagraph f, 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 00-1, 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 No. 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 No. 1 on top of appropriate position number.

5. Cuts that fall in the first black section, mark No. 2 on top of appropriate position number.

6. Cuts that fall in the second white section, mark No. 3 on top of appropriate position number.

7. Cuts that fall in the second black section, mark No. 4 on top of appropriate position number.

8. Cuts that fall in the third white section, mark No. 5 on top of appropriate position number.

D. Installing Lock Cylinder Tumblers (Except Glove and Console Compartments)

After the tumbler arrangement has been determined as shown in subparagraph c, 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 00-2.

2. Insert one tumbler spring in the space provided above each tumbler. If the springs become tangled, do not pull them apart - unscrew them.

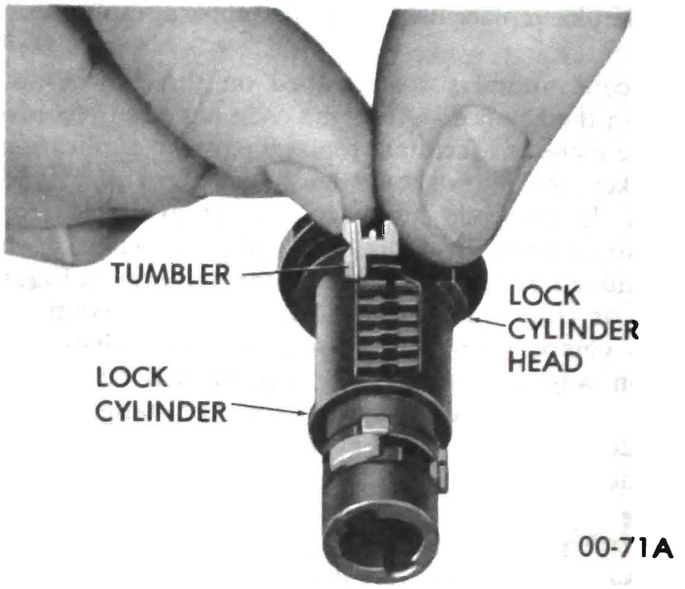


Figure 00-2 · Installing Tumblers

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 00-3.

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.

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

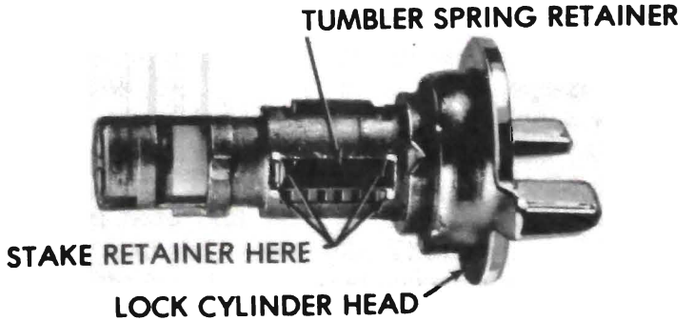


Figure 00-3 · Installing Spring Retainer

wood at each vise 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.

E. Assembling Service Ignition Locks

1. Place the key part way into the lock cylinder assembly. Place the wave washer and anti-theft ring onto the lower end of the lock cylinder.

If the key is installed all the way into the lock cylinder, the plastic keeper in the lock cylinder protrudes and prevents installation of the sleeve assembly.

2. Make sure that the plastic keeper in the sleeve assembly protrudes from the sleeve.

3. Align the lock bolt on the lock cylinder and the tab on the anti-theft washer with the slot in the sleeve assembly. Push the sleeve all the way onto the lock cylinder assembly, push the ignition key the rest of the way in and rotate the lock cylinder clockwise. See Figure 00-5.

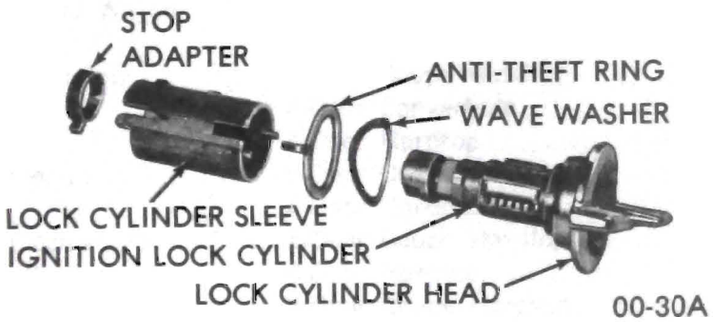


Figure 00-4 Ignition Lock Assembly - Exploded View

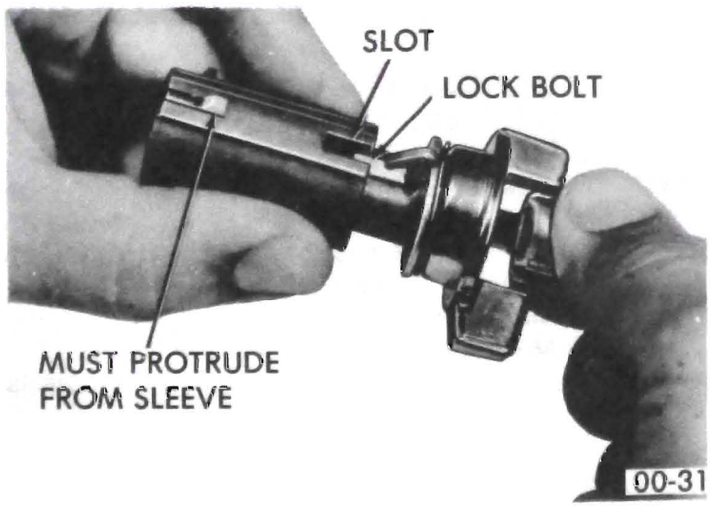


Figure 00-5 Ignition Lock - Assembly

4. Place assembled ignition lock assembly into vise with wood blocks to protect finish. Place stop adapter on lock cylinder with stop positioned down. See Figure 00-6.

5. Using a hammer and a small pin punch, stake lock cylinder at four (4) places to retain stop adapter. Do not use force when striking cylinder, as metal is soft and only a light tap with a hammer is necessary. See Figure 00-7.

F. Assembling Glove and Console Compartment Lock Cylinders

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 00-8.

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"

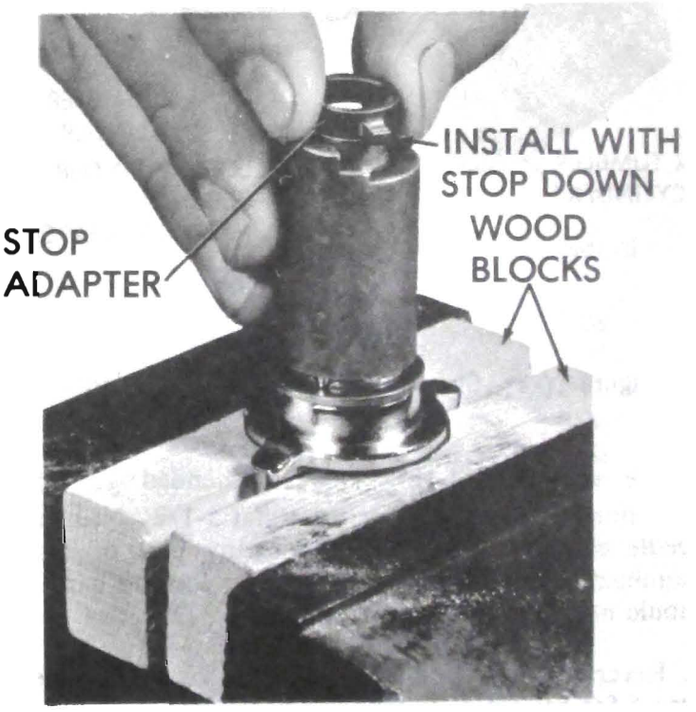


Figure 00-6 Installing Stop Adapter on Lock Cylinder

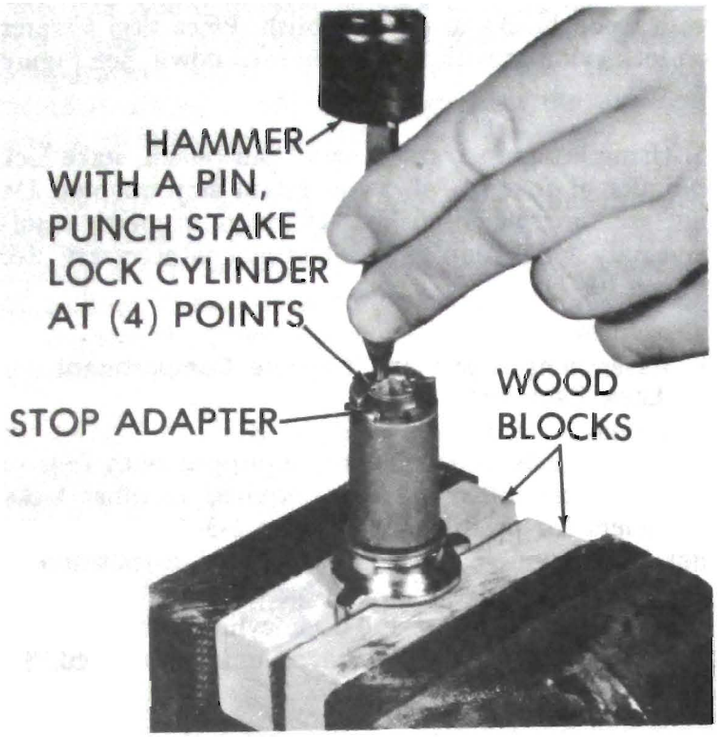


Figure 00-7 Staking Lock Cylinder to Retain Lock Adapter

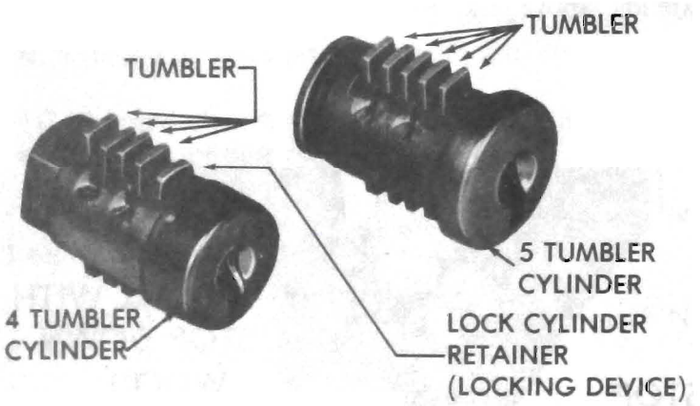


Figure 00-8 · Glove Compartment Lock Cylinder

double cut bastard file is recommended for this operation. To finish the job, use a flat 5-1/2" No. 2 cut needle equaling file. Do not file any part of black "tumbler" in position No. 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 00-7.

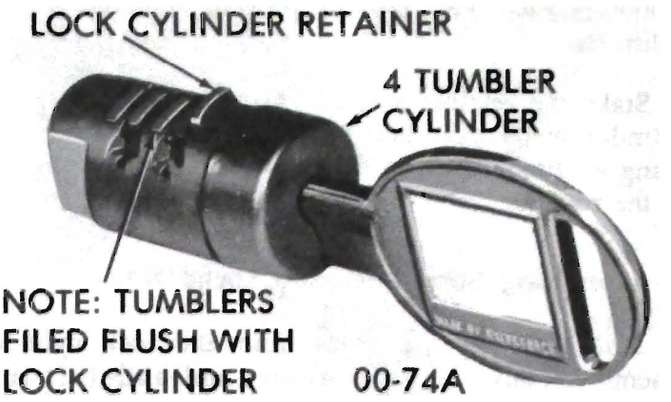


Figure 00-9 · Coded Glove Compartment Lock Cylinder

DIVISION VI

SPECIFICATIONS

00-2 1972 MODEL CHART

Series	Body Style	Old Model Code	V.I.N. Code
Skylark	2-Door Coupe Thin Pillar	43327	4D27
	2-Door Coupe Hardtop	43337	4D37
	4-Door Sedan Thin Pillar	43369	4D69
Skylark Cus.	2-Door Coupe Hardtop	44437	4H37
	2-Door Convertible	44467	4H67
	4-Door Hardtop	44439	4H39
	4-Door Sedan Thin Pillar	44469	4H69
G.S.	2-Door Coupe Hardtop	43437	4G37
	2-Door Convertible	43467	4G67
Spt.Wagon	4-Door 2-Seat Wagon	43436	4F36
LeSabre	2-Door Coupe Hardtop	45257	4L57
	4-Door Hardtop	45239	4L39
	4-Door Sedan Thin Pillar	45269	4L69
LeSabre Cus.	2-Door Coupe Hardtop	45457	4N57
	2-Door Convertible	45467	4N67
	4-Door Hardtop	45439	4N39
	4-Door Sedan Thin Pillar	45469	4N69
Estate Wagon	4-Door 2-Seat Wagon	46035	4R35
	4-Door 3-Seat Wagon	46045	4R45
Centurion	2-Door Coupe Hardtop	46647	4P47
	2-Door Convertible	46667	4P67
	4-Door Hardtop	46639	4P39
Electra 225	2-Door Coupe Hardtop	48237	4U37
	4-Door Hardtop	48239	4U39
Electra 225 Custom	2-Door Coupe Hardtop	48437	4V37
	4-Door Hardtop	48439	4V39
Riviera	2-Door Coupe Hardtop	49487	4Y87

00-3 STANDARD REAR AXLE RATIOS

V.I.N. Code	Transmission	Engine	Standard
4D-4H	3-Speed Manual	350 V-8	3.08
	THM 350 2BBL	350 V-8	2.56
	THM 350 4BBL	350 V-8	2.73
4G	3 and 4-Speed Manual/THM 350	350 V-8	3.08
4F	3-Speed Manual/THM 350	350 V-8	3.08
4G	4-Speed Manual	455 V-8	3.42
	THM 400	455 V-8	3.08
	4-Speed Manual/THM 400	455 GSX	3.42*
	4-Speed Manual/THM 400	455 STG I	3.42*
4L-4N	THM 375B	350 V-8	3.08
	THM 400	455 V-8	2.93
4R	THM 400	455 V-8	2.93
4P	THM 400	455 V-8	2.93
4U-4V	THM 400	455 V-8	2.73
4Y	THM 400	455 V-8	2.93
4Y GS	THM 400	455 V-8	3.42*

*3.42 PT

00-4 PAINT COLOR CODE CHART

Sales Code	Service Code	Color Name
A	19	Regal Black
B	26	Stratomist Blue
C	11	Arctic White
D	21	Crystal Blue
E	28	Royal Blue
F	43	Seamist Green
G	45	Emerald Mist
H	36	Heritage Green
I	48	Hunter Green
J	50	Sandalwood
K	67	Deep Chestnut
L	62	Sierra Tan
M	63	Burnished Copper
N	69	Nutmeg
P	77	Burnished Bronze
Q	53	Cortez Gold
R	75	Fire Red
S	54	Champagne Gold
T	24	Cascade Blue
U	57	Antique Gold
V	14	Silver Mist
W	18	Charcoal Mist
X	73	Vintage Red
Y	56	Sunburst Yellow
Z	65	Flame Orange

00-5 CONVERTIBLE TOP COLOR CODE CHART

Sales Code	Service Code	Color Name
1	A	White
2	B	Black
5	T	Covert
9	G	Green

00-6 VINYL TOP COLOR CODE CHART

Sales Code	Service Code	Color Name
1	A	White
2	B	Black
5	T	Covert
6	F	Tan
9	G	Green
3	D	Blue
4	H	Silver

00-7 VEHICLE AND MAJOR COMPONENT IDENTIFICATION NUMBERS

A. Vehicle Identification Numbers

1972 Buick models have a serial number identification plate attached to the top of the instrument panel on the drivers side to be viewed through the windshield from outside the car. An example of this plate is shown in Figure 00-10.

B. Body Number Plate

Body identification is provided by the Body Number Plate.

Information such as style and body numbers, trim numbers, and paint color code is contained on this plate. Refer to the 1972 Body Service Manual for detailed information about this plate.

C. Engine Numbers

1972 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 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 Groups 75 and 76.

e. Manual Transmission Identification Numbers

Refer to Group 72.

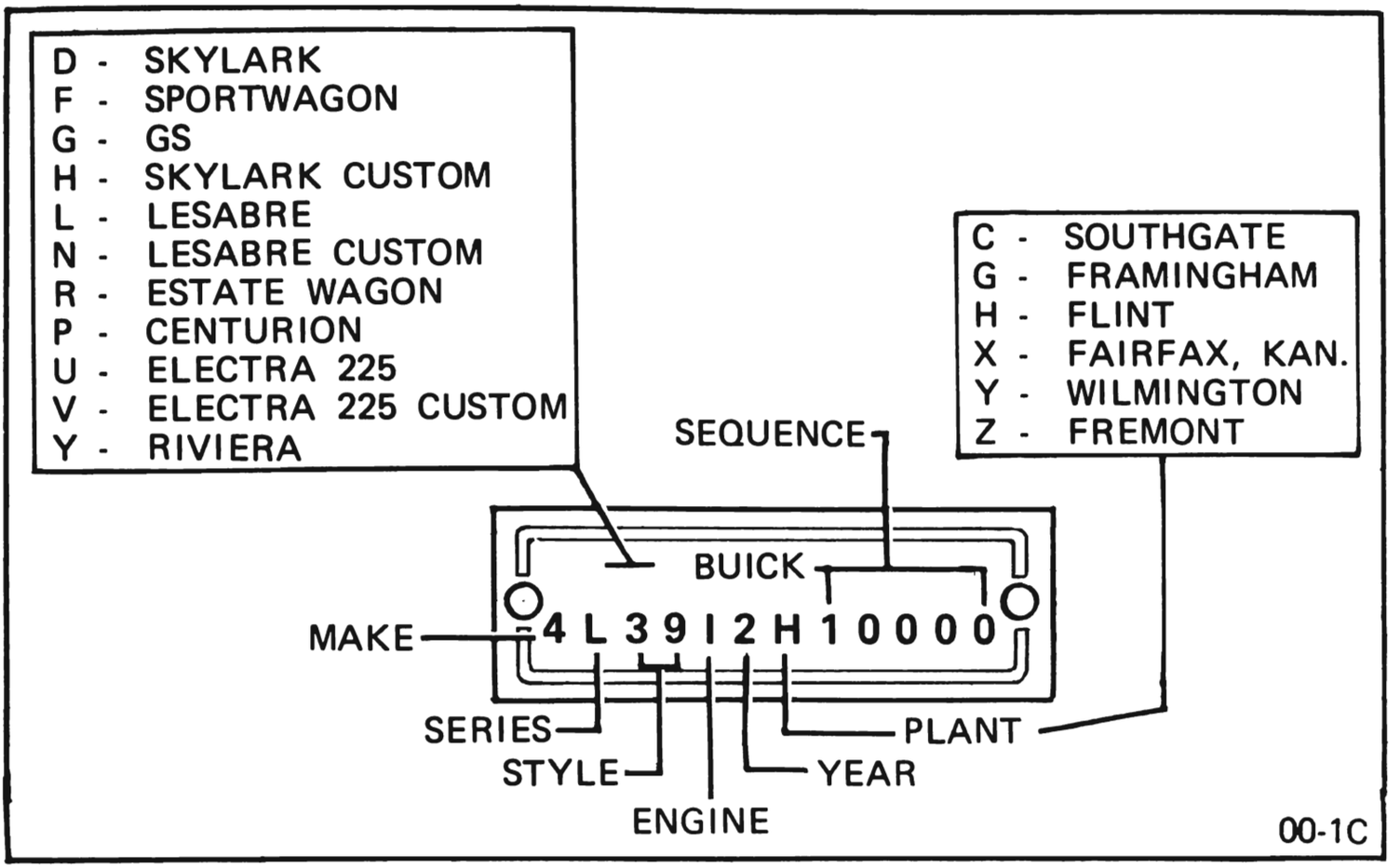


Figure 00-10 - Vehicle Identification Plate - Left Lower Corner of Windshield

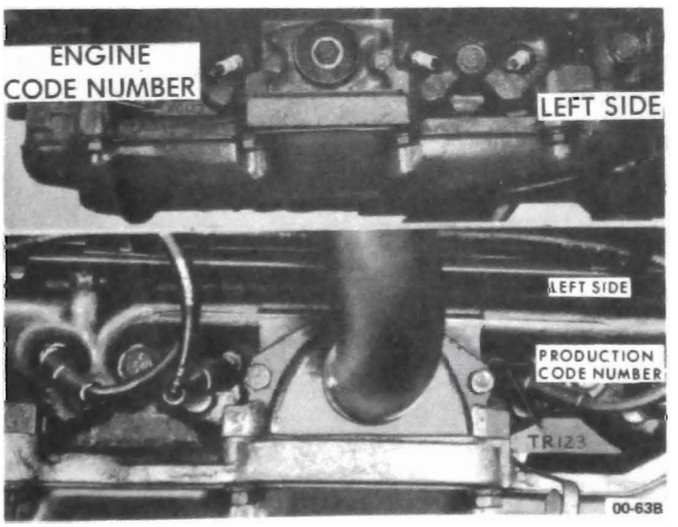
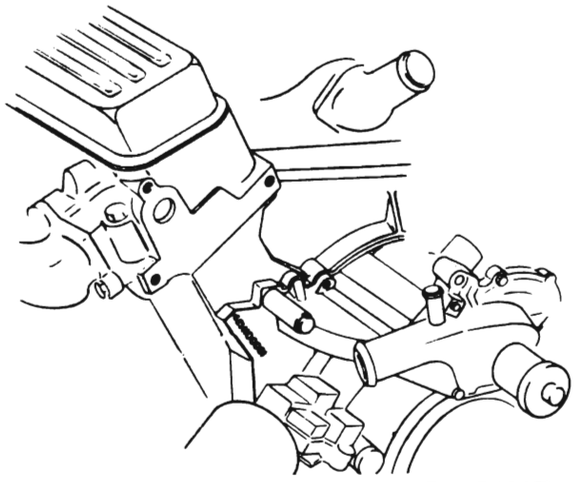
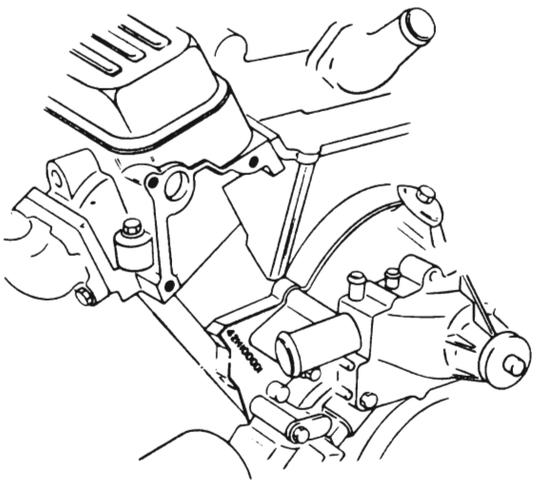


Figure 00-11 - Engine Production Code Location
350 Cu.In. (Top) - 455 Cu.In. (Bottom)



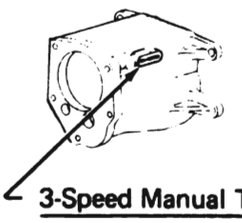
350 CU. IN. ENGINE



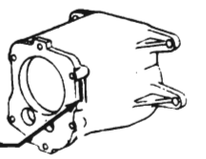
455 CU. IN. ENGINE

00-85B

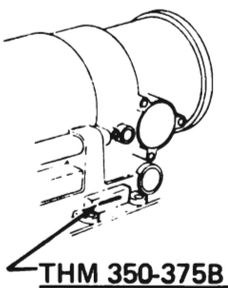
Figure 00-12 - Engine Serial Number Location (350-455 Cu.In.)



3-Speed Manual Transmission



4-Speed Manual Transmission



THM 350-375B THM 400 Automatic Transmission

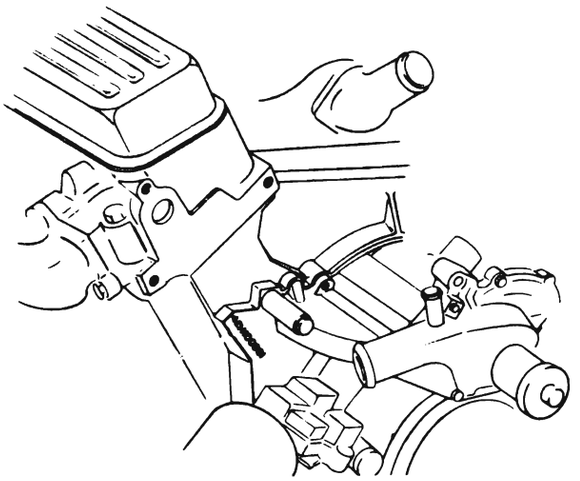
00-68B

Figure 00-13 - Transmission Serial Number Location

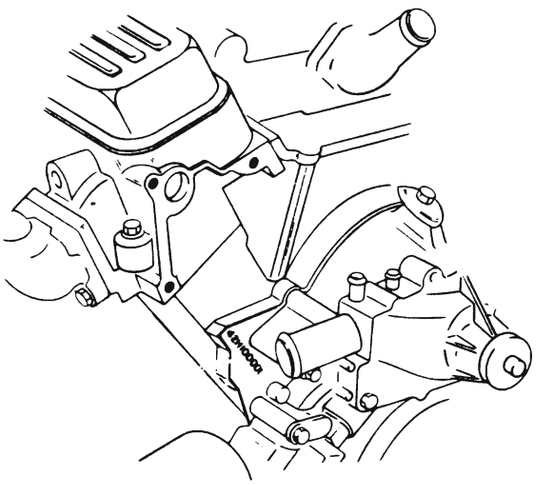
00-8 GENERAL SPECIFICATIONS

1972 VIN Code	Wheel Base	Overall Length	Overall Width	Front Tread	Rear Tread	Curb* Weight Pounds	Liquid Fuel	Weight Coolant
4D27	112.0	203.3	77.3	59.7	59.3	3363	122.0	35.0
4D37	112.0	203.3	77.3	59.7	59.3	3369	122.0	35.0
4D69	116.0	207.3	77.3	59.7	59.3	3415	122.0	35.0
4H37	112.0	203.3	77.3	59.7	59.3	3580	122.0	36.0
4H67	112.0	203.3	77.3	59.7	59.3	3637	122.0	36.0
4H39	116.0	207.3	77.3	59.7	59.3	3712	122.0	36.0
4H69	116.0	207.3	77.3	59.7	59.3	3619	122.0	36.0
4G37	112.0	203.3	77.3	59.7	59.3	3580	122.0	36.0
4G67	112.0	203.3	77.3	59.7	59.3	3634	122.0	36.0
4F36	116.0	213.7	77.3	59.7	59.3	4084	140.0	36.0
4L57	124.0	221.9	79.7	64.1	64.0	4219	153.0	36.0
4L39	124.0	221.9	79.7	64.1	64.0	4262	153.0	36.0
4L69	124.0	221.9	79.7	64.1	64.0	4252	153.0	36.0
4N57	124.0	221.9	79.7	64.1	64.0	4237	153.0	36.0
4N67	124.0	221.9	79.7	64.1	64.0	4283	153.0	36.0
4N39	124.0	221.9	79.7	64.1	64.0	4273	153.0	36.0
4N69	124.0	221.9	79.7	64.1	64.0	4267	153.0	36.0
4R35	127.0	228.2	79.7	64.1	64.0	4935	146.4	42.6
4R45	127.0	228.2	79.7	64.1	64.0	5023	146.4	42.6
4P47	124.0	221.9	79.7	64.1	64.0	4391	153.0	42.6
4P67	124.0	221.9	79.7	64.1	64.0	4442	153.0	42.6
4P39	124.0	221.9	79.7	64.1	64.0	4460	153.0	42.6
4U37	127.0	227.9	79.7	64.1	64.0	4533	153.0	42.6
4U39	127.0	227.9	79.7	64.1	64.0	4581	153.0	42.6
4V37	127.0	227.9	79.7	64.1	64.0	4571	153.0	42.6
4V39	127.0	227.9	79.7	64.1	64.0	4618	153.0	42.6
4Y87	122.0	218.3	79.9	64.1	64.0	4502	128.0	42.6

*Estimated Curb Weights Only



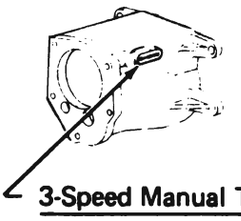
350 CU. IN. ENGINE



455 CU. IN. ENGINE

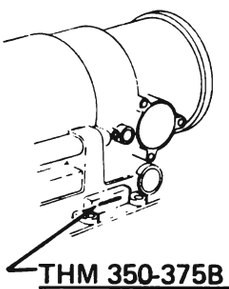
00-85B

Figure 00-12 - Engine Serial Number Location (350-455 Cu.In.)



3-Speed Manual Transmission

4-Speed Manual Transmission



THM 350-375B THM 400 Automatic Transmission

00-68B

Figure 00-13 - Transmission Serial Number Location

00-8 GENERAL SPECIFICATIONS

1972 VIN Code	Wheel Base	Overall Length	Overall Width	Front Tread	Rear Tread	Curb* Weight Pounds	Liquid Fuel	Weight Coolant
4D27	112.0	203.3	77.3	59.7	59.3	3363	122.0	35.0
4D37	112.0	203.3	77.3	59.7	59.3	3369	122.0	35.0
4D69	116.0	207.3	77.3	59.7	59.3	3415	122.0	35.0
4H37	112.0	203.3	77.3	59.7	59.3	3580	122.0	36.0
4H67	112.0	203.3	77.3	59.7	59.3	3637	122.0	36.0
4H39	116.0	207.3	77.3	59.7	59.3	3712	122.0	36.0
4H69	116.0	207.3	77.3	59.7	59.3	3619	122.0	36.0
4G37	112.0	203.3	77.3	59.7	59.3	3580	122.0	36.0
4G67	112.0	203.3	77.3	59.7	59.3	3634	122.0	36.0
4F36	116.0	213.7	77.3	59.7	59.3	4084	140.0	36.0
4L57	124.0	221.9	79.7	64.1	64.0	4219	153.0	36.0
4L39	124.0	221.9	79.7	64.1	64.0	4262	153.0	36.0
4L69	124.0	221.9	79.7	64.1	64.0	4252	153.0	36.0
4N57	124.0	221.9	79.7	64.1	64.0	4237	153.0	36.0
4N67	124.0	221.9	79.7	64.1	64.0	4283	153.0	36.0
4N39	124.0	221.9	79.7	64.1	64.0	4273	153.0	36.0
4N69	124.0	221.9	79.7	64.1	64.0	4267	153.0	36.0
4R35	127.0	228.2	79.7	64.1	64.0	4935	146.4	42.6
4R45	127.0	228.2	79.7	64.1	64.0	5023	146.4	42.6
4P47	124.0	221.9	79.7	64.1	64.0	4391	153.0	42.6
4P67	124.0	221.9	79.7	64.1	64.0	4442	153.0	42.6
4P39	124.0	221.9	79.7	64.1	64.0	4460	153.0	42.6
4U37	127.0	227.9	79.7	64.1	64.0	4533	153.0	42.6
4U39	127.0	227.9	79.7	64.1	64.0	4581	153.0	42.6
4V37	127.0	227.9	79.7	64.1	64.0	4571	153.0	42.6
4V39	127.0	227.9	79.7	64.1	64.0	4618	153.0	42.6
4Y87	122.0	218.3	79.9	64.1	64.0	4502	128.0	42.6

*Estimated Curb Weights Only