

LUBRICATION AND GENERAL MAINTENANCE

EVERY 6 MONTHS OR 7,500 MILES	1	☆ CHASSIS LUBRICATION ▲
	2	● ☆ FLUID LEVELS CHECK ▲
	3	☆ ENGINE OIL CHANGE ▲
AT 1ST OIL CHANGE - THEN EVERY 2ND	4	☆ OIL FILTER CHANGE
SEE EXPLANATION	5	TIRE ROTATION (STEEL BELTED RADIAL)
	6	REAR AXLE LUBE CHANGE ▲
EVERY 12 MONTHS	7	AIR CONDITIONING CHECK
EVERY 12 MONTHS OR 15,000 MILES	8	☆ COOLING SYSTEM CHECK
		-- COOLANT CHANGE & HOSE REPLACEMENT
EVERY 30,000 MILES	9	WHEEL BEARING REPACK ▲
	10	☆ AUTOMATIC TRANSMISSION FLUID & FILTER CHANGE ▲
	11	MANUAL STEERING GEAR CHECK
	12	CLUTCH CROSS SHAFT LUBRICATION

SAFETY MAINTENANCE

EVERY 6 MONTHS OR 7,500 MILES	13	OWNER SAFETY CHECKS
	14	TIRE AND WHEEL INSPECTION
	15	☆ EXHAUST SYSTEM CHECK
	16	☆ DRIVE BELT CHECK
		☆ -- BELT REPLACEMENT
	17	SUSPENSION AND STEERING CHECK
18	BRAKE AND POWER STEERING CHECK	
EVERY 12 MONTHS OR 15,000 MILES	19	DRUM BRAKE AND PARKING BRAKE CHECK
	20	ACCELERATOR LINKAGE CHECK
	21	UNDERBODY FLUSH & CHECK
	22	BUMPER CHECK

EMISSION CONTROL MAINTENANCE

AT FIRST 6 MONTHS OR 7,500 MILES - THEN AT 18 MONTH/22,500 MILE INTERVALS	23	THERMO. CONTROLLED AIR CLEANER CHECK
	24	CARBURETOR CHOKE CHECK
	25	ENGINE IDLE SPEED ADJUSTMENT
	26	EFE VALVE CHECK
	27	CARBURETOR MOUNTING TORQUE
EVERY 12 MONTHS OR 15,000 MILES	28	FUEL FILTER REPLACEMENT
	29	VACUUM ADVANCE SYSTEM & HOSES CHECK
	30	PCV SYSTEM CHECK
EVERY 18 MONTHS OR 22,500 MILES		-- PCV VALVE & FILTER REPLACEMENT ▲
	31	IDLE SOLENOID OR DASHPOT CHECK
EVERY 22,500 MILES	32	SPARK PLUG WIRES CHECK
	33	SPARK PLUG REPLACEMENT
EVERY 24 MONTHS OR 30,000 MILES	34	ENGINE TIMING ADJUSTMENT & DISTRIBUTOR CHECK
	35	ECS SYSTEM CHECK & FILTER REPLACEMENT
EVERY 30,000 MILES	36	FUEL CAP, TANK AND LINES CHECK
	37	AIR CLEANER ELEMENT REPLACEMENT ▲

● ALSO A SAFETY SERVICE

☆ ALSO AN EMISSION CONTROL SERVICE

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▲ SEE FOLLOWING EXPLANATIONS FOR VARIATIONS IN SERVICE DESCRIPTIONS AND/OR INTERVALS.

Figure OC-1 Vehicle Maintenance Schedule

F. or to the lowest temperature expected during the period of vehicle operation. Proper engine coolant also provides corrosion protection.

Any significant fluid loss in any of these systems or units could mean that a malfunction is developing and corrective action should be taken immediately. On cars with disc brakes, a low fluid level in the brake master cylinder front reservoir could also be an indicator that the disc brake pads need replacing.

ENGINE OIL

Engine Oil Recommendations

Engine oils have a definite effect on ease of starting, oil economy, combustion chamber deposits and engine wear. For these reasons, it is recommended that an oil, which according to the label on the can, (1) passes vehicle manufacturers tests and (2) is intended for service SE, be used in Buick engines.

It is also recommended that the proper viscosity oil be used relative to the temperature range in which the vehicle will be driven as illustrated in the following chart.

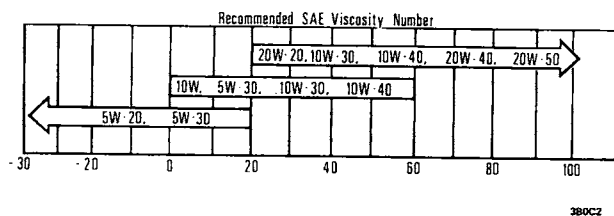


Figure OC-2 Recommended Oil Viscosities

SAE 5W-20 oils are not recommended for sustained high-speed driving. SAE 30 oils may be used at temperatures above 40 degrees F. SAE 5W-30 viscosity oils are recommended for all seasons use in vehicles normally operated in Canada.

Engine Oil Supplement

Engine oil supplement or equivalent is a compound of the materials used by oil refiners to manufacture high detergent motor oils. Although this compound may be used continually, it is normally unnecessary unless engines are operated under such restricted conditions as short trips, frequent stops and slow speeds where such symptoms as sticking valves, valve lifters and/or piston rings are noticed.

Engine Oil Level

The engine oil level should be checked frequently during the break-in period since higher oil consumption is normal until piston rings become seated. The oil level should be maintained within the safety margin, neither above the "Operating Range" line nor below the "Add 1 Qt." line on the oil gauge rod.

To obtain the most accurate oil level reading, the level should be checked before operating the engine or as the last step at a fuel stop by removing the gauge rod, wiping it clean, fully reinserting, then again removing it for visual inspection.

Crankcase Flushing

Flushing the crankcase with oils or solutions other than a good grade of 10W engine oil is not recommended. When flushing is required, drain crankcase and oil filter, add 4 quarts of the 10W oil to the crankcase, start and let engine idle at 1000 rpm until oil is hot, then drain crankcase and dispose of oil filter immediately after stopping engine. Clean oil filter base, install new oil filter after lubricating its seal, fill crankcase with correct quantity and seasonal grade of oil.

Engine Oil Change

Drain and refill engine crankcase every 6 months. If more than 7,500 miles are driven in a 6-month period, change oil every 7,500 miles.

Certain driving conditions including prolonged operation in sub-zero temperatures, trailer hauling and extensive idling necessitates more frequent oil changes. Under these conditions oil change intervals should not exceed 3 months or 3,000 miles, whichever occurs first.

ENGINE OIL FILTER

Replace at first oil change and every other oil change thereafter. Replace "H" series filter at every oil change.

To change, screw filter off the filter base and discard. Wipe the gasket area of the base clean and install a new gasket in the groove of a new AC filter as required for the particular engine, or equivalent. Lubricate the gasket and screw the filter on the nipple until the gasket just touches the base; tighten filter 2/3 of a turn more. Start engine. Do not accelerate engine beyond the normal idle speed until oil pressure light goes out. Check the filter area for leaks after the engine has run for five (5) minutes.

TIRES

Steel belted radial tires should be rotated at first 7,500 miles and then at every 15,000 miles, thereafter. Bias-belted tires should be rotated every 7,500 miles. Adjust tire pressures as shown on the placard located on glove box door or rear edge of driver's door. Refer to Group 3 for tire rotation sequence.

A decrease in traction and anti-skid properties, as well as road hazard resistance, occurs as tires become worn out. The original equipment tires incorporate built-in tread wear indicators to assist in judging when tires should be replaced. These indicators are molded into the bottom of the tread grooves and will appear as 1/2 inch wide bands when tire tread depth becomes 1/16 of an inch. When the indicators appear in two or more adjacent grooves, tire replacement is recommended. Refer to Group 3 for wear indicator information.

REAR AXLE

Change lubricant at first 15,000 miles on positive traction differential. Change lubricant every 7,500 miles on all type rear axles when using vehicle for heavy duty operation.

Check lubricant level after allowing time for lube to settle. Clean surrounding area before removing filler plug. Level

should be maintained not lower than 3/8 inch below filler plug opening. 3/4 on "B" wagon.

Standard Rear Axle - Lubricant Recommendation

For standard rear axles, use SAE 80W or SAE 90 GL-5 gear lubricant.

For those vehicles normally operated in Canada, use SAE 80WGL-5 gear lubricant.

Draining and flushing are not recommended. When complete refilling is necessary, SAE 80W or Gear Lubricant may be used, provided the axle has been in service for 1,000 miles or more. Axles with less than 1,000 miles must not be completely refilled with any lubricant other than Factory Hypoid Lubricant or equivalent.

Positive Traction Axle - Lubricant Recommendation

U.S. Built Axles

Identified by a stainless steel plate attached by a rear cover bolt, or red plastic tag on filler plug, stating "Use positraction differential lube only" and by a stamped code on the bottom of the left axle tube.

Canadian Built Axles

Identified by a red plastic tag attached to the filler plug stating "USE POSITRACTION DIFF. LUBRICANT ONLY" and by an E stamped below the production month and date on the front face of right axle tube.

If Positive Traction Differential lube becomes contaminated, the axle assembly may be flushed with engine oil. Refer to Group 4 for complete flushing and refill procedures.

In rear axles equipped with Positive Traction and operated in either the United States or Canada, use special positive traction lubricant Part No. 1051022 or equivalent only when changing or adding to the level.

AIR CONDITIONING SYSTEM

Check condition of air conditioning system hoses and refrigerant charge at sight glass. Replace hoses and/or refrigerant if need is indicated.

It is recommended that the system should be functionally checked by the dealer each spring.

Keep insects and dirt from accumulating on the air conditioner condenser.

COOLING SYSTEM

At 12 month or 15,000 mile intervals, wash radiator cap and filler neck with clean water, pressure test system and radiator cap for proper pressure holding capacity (tighten hose clamps and inspect condition of all cooling and heater hoses). Replace hoses every 24 months or 30,000 miles or earlier if checked, swollen or otherwise deteriorated.

Also each 12 months or 15,000 miles, clean exterior of radiator core and air conditioning condenser.

An ethylene glycol type anti-corrosive and anti-freeze cooling system protection solution, developed for year around use (GM Specification 1899-M), has been installed in the cooling system of the vehicle at the factory for protection to -20 degrees F. (-32 degrees F. in Canada) to provide adequate cooling performance and corrosion protection.

Although this type coolant should be maintained to at least -20 degrees F. (-32 degrees F. in Canada) throughout the year, every 24 months or 30,000 miles it should be drained, flushed and an ethylene glycol type anti-freeze (also conforming to GM Specification 1899-M) installed. At this time, also add GM cooling system inhibitor and sealer, or equivalent. *Water alone, Methanol, or alcohol-type anti-freeze is definitely not recommended.*

If water alone must be used as coolant in an emergency, it is extremely important that Buick Heavy Duty Cooling System Protector and Water Pump LUBRICANT OR EQUIVALENT, BE ADDED TO THE COOLING system as soon as possible. If any other cooling system protector is used, be sure it is labeled to indicate that it meets GM Specification 1899-M.

WHEEL BEARINGS

Inspect and lubricate with a premium high melting point wheel bearing grease meeting GM Specification 9048-P every 30,000 miles. Always follow with correct bearing adjustment, as outlined in Group 3.

AUTOMATIC TRANSMISSION

Under normal driving conditions, change the transmission fluid and service the sump filter every 30,000 miles. Under unusual conditions such as constant driving in heavy city traffic during hot weather, trailer pulling, etc., these services should be performed at 15,000 mile intervals. Also, cars in commercial use (taxicab, limousine or patrol car service) where the engine idles for long periods, should have the fluid changed every 15,000 miles.

Use only automatic transmission fluid identified with the mark DEXRON® II, or equivalent. This fluid has been especially formulated and tested for automatic transmission use and is available through your parts department.

The transmission fluid level should be checked at each engine oil change period. To make an accurate fluid level check:

1. Drive car several miles, making frequent stops and starts, to bring transmission fluid up to normal operating temperature (approx. 190 degrees F).
2. Park car on a level surface.
3. Position selector lever in "Park" and leave engine running.
4. Remove dipstick and wipe clean.
5. Reinsert dipstick until cap seats.
6. Remove dipstick and observe reading.

The fluid level should be maintained within the safety margin, neither above the "FULL" mark nor below the "ADD" mark on the dipstick. One pint of fluid raises the level from the "ADD" mark to the "FULL" mark, see Figure 0C-3.

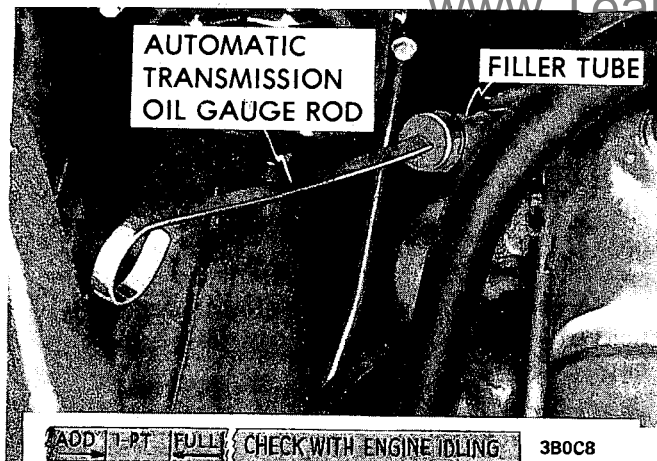


Figure OC-3 Automatic Transmission Oil Gauge Rod

If the vehicle cannot be driven sufficiently to bring the transmission to operating temperature and it becomes necessary to check the fluid level, the transmission may be checked at room temperature (70 degrees F.) as follows:

1. With manual control lever in Park position, start engine. **DO NOT RACE ENGINE. MOVE MANUAL CONTROL LEVER THROUGH EACH RANGE.**

2. Immediately check fluid level with selector lever in Park, engine running and vehicle on LEVEL surface.

At this point, when a reading is made, fluid level on the dipstick should be 1/4" below the "ADD" mark.

3. If additional fluid is required, add fluid to bring level to 1/4" below the "ADD" mark on the dipstick.

If transmission fluid level is correctly established at 70 degrees F. it will appear at the "FULL" mark on the dipstick when the transmission reaches normal operating temperature (190 degrees F.). The fluid level is set 1/4" below the "ADD" mark on the dipstick to allow the expansion of the fluid which occurs as transmission temperatures rise to normal operating temperature of 190 degrees F.

Do not overfill, as foaming and loss of fluid through the vent pipe might occur as fluid heats up. If fluid is too low especially when cold, complete loss of drive may result which can cause transmission failure.

MANUAL STEERING GEAR

Check for seal leakage around the pitman shaft and housing. If leakage is evident (solid grease oozing out not just oily film), it should be corrected immediately.

Manual steering gears are lubricated for life during assembly. If additional lubricant should be required or the steering gear is overhauled, use only a calcium soap No. 2 grease meeting GM Spec. 4673M for filling.

CLUTCH CROSS SHAFT

Lubricate clutch linkage pivot points with engine oil and the push rod to clutch fork joint and cross shaft pressure fitting with chassis grease meeting requirements of GM 6031-M every 30,000 miles.

Safety Maintenance

OWNER SAFETY CHECKS

Listed below are the safety checks that should be made by the owner. These checks should be made at least every 6 months or 7,500 miles, whichever occurs first, or more often, when the need is indicated. Any deficiencies should be brought to the attention of an authorized Buick dealer or another service outlet, as soon as possible.

STEERING COLUMN LOCK - Check for proper operation by attempting to turn key to LOCK position in the various transmission gears with car stationary. Key should turn to LOCK position only when transmission control is in PARK on automatic transmission models or in reverse on manual transmission models. Key should be removable only in LOCK position.

STEERING COLUMN LOCK SKYHAWK - Check for proper operation by attempting to turn key to LOCK position without depressing inhibitor lever with car stationary. Key should turn to LOCK position only with inhibitor lever depressed. Key should be removable only in LOCK position.

LAP AND SHOULDER BELTS - Check belts, buckles, adjustable latch plates, retractors, interlock and reminder systems, guide loops, clips, and anchors for impaired operation or damage. Check to make certain that anchor mounting bolts are tight.

STEERING - Be alert to any changes in steering action. The need for inspection or servicing may be indicated by "hard" steering, excessive free play or unusual sounds when turning or parking.

WINDSHIELD WIPERS AND WASHERS - Check operation of wipers, as well as condition and alignment of wiper blades. Check amount and direction of fluid sprayed by washers during use.

DEFROSTERS - Check performance by moving controls to "DEF", and noting amount of air directed against the windshield.

WHEEL ALIGNMENT AND BALANCE - In addition to uneven or abnormal tire wear, the need for wheel alignment service may be indicated by a pull to the right or left when driving on a straight and level road. The need for wheel balancing is usually indicated by a vibration of the steering wheel or seat while driving at normal highway speeds.

BRAKES - Be alert to illumination of the brake warning light or changes in braking action, such as repeated pulling to one side, unusual sounds when braking or between brake applications or increased brake pedal travel. Any of these could indicate the need for brake system inspection and/or service.

PARKING BRAKE AND TRANSMISSION "PARK" MECHANISM - Check parking brake holding ability by parking on a fairly steep hill and restraining the vehicle with the parking brake only. On cars with automatic transmissions, check the holding ability of the "PARK" mechanism by releasing all brakes after the transmission selector lever has been placed in the "P" position.

restraints adjust properly in the up detent positions, and that no components are missing, damaged or loose.

GLASS - Check for broken, scratched, dirty or damaged glass on vehicle that could obscure vision or become an injury hazard.

LIGHTS AND BUZZERS - Check all instrument panel illuminating and warning lights, seat belt reminder light and buzzer, ignition key buzzer, interior lights, license plate lights, side marker lights, headlamps, parking lamps, tail lamps, brake lights, turn signals, backup lamps and hazard warning flashers. Have someone observe operation of each exterior light while you activate the controls. Have headlamp aim checked every 12 months or 15,000 miles, or more often if light beams seem to be aimed improperly.

TRANSMISSION SHIFT INDICATOR - Check to be sure automatic transmission shift indicator accurately indicates the shift position selected.

CAUTION: *Before making the two checks below, be sure to have a clear distance ahead and behind the car, set the parking brake and firmly apply the foot brake. Do not depress accelerator pedal. Be prepared to turn off ignition switch immediately if engine should start.*

NEUTRAL START SWITCH (Automatic Transmission Cars) - Check neutral start switch by placing the transmission in each of the driving gears while attempting to start the engine. The starter should operate only in the Park ("P" or Neutral ("N" position.

CLUTCH START SWITCH (Manual Transmission Cars) - To check, place the shift lever in neutral, depress the clutch halfway, and attempt to start. The starter should operate only when clutch is fully depressed.

HORN - Blow the horn occasionally to be sure that it works. Check all button locations.

SEAT BACK LATCHES - Check to see that seat back latches are holding by pulling forward on the top of each folding seat back. Close doors to check if equipped with automatic seat back latches.

REARVIEW MIRRORS AND SUN VISORS - Check that friction joints are properly adjusted so mirrors and sun visors stay in the selected position.

DOOR LATCHES - Check for positive closing, latching and locking.

HOOD LATCHES - Check to make sure hood closes firmly by lifting on the hood after each closing. Check also for broken, damaged or missing parts which might prevent secure latching.

FLUID LEAKS - Check for fuel, water, oil or other fluid leaks by observing the ground beneath the vehicle after it has been parked for a while. (Water dripping from air conditioning system after use is normal.) If gasoline fumes or fluid are noticed at any time, the cause should be determined and corrected without delay because of the possibility of fire.

EXHAUST SYSTEM - Be alert to any change in the sound of the exhaust system or a smell of fumes which may indicate a leak.

HEAD RESTRAINTS, if equipped, - Check that head

TIRES AND WHEELS

To equalize wear, rotate tires and adjust tire pressures as recommended on tire placard on glove box door (left front door on some models). Check disc brake pads and condition of rotors while wheels are removed. Check tires for excessive wear or damage. Make certain wheels are not bent or cracked and wheel nuts are tight. Check tire inflation pressure at least monthly, or more often if daily visual inspection indicates the need.

EXHAUST SYSTEM

Check complete exhaust system and nearby body areas and trunk lid for broken, damaged, missing or mispositioned parts, open seams, holes, loose connections or other deterioration which could permit exhaust fumes to seep into the trunk or passenger compartment. Dust or water in the trunk may be an indication of a problem in one of these areas. Any defects should be corrected immediately. To help insure continued integrity, exhaust system pipes and resonators rearward of the muffler must be replaced whenever a new muffler is installed.

ENGINE DRIVE BELTS

Check belts driving fan, AIR pump, alternator, power steering pump and air conditioning compressor for cracks, fraying, wear and tension. Adjust or replace as necessary.

It is recommended that belts be replaced every 24 months or 30,000 miles, whichever occurs first.

SUSPENSION AND STEERING

Check for damaged, loose or missing parts, or parts showing visible signs of excessive wear or lack of lubrication in front and rear suspension and steering system. Questionable parts noted should be replaced.

BRAKES AND POWER STEERING

Check lines and hoses for proper attachment, leaks, cracks, chafing, deterioration, etc. Any questionable parts noted should be replaced or repaired immediately. When abrasion or wear is evident on lines or hoses, the cause must be corrected.

Brake Fluid Recommendation

All models are equipped with dual master cylinders. Maintain fluid level 1/4 inch plus or minus 1/8 inch below top of each filler opening. When adding brake fluid, use Delco Supreme No. 11 hydraulic brake fluid or equivalent. Never use reclaimed fluid, mineral oil, or fluid inferior to SAE Standard J1703.

Power Steering Fluid Recommendation

Thoroughly clean any excessive amounts of dirt from reservoir cap before removing. Maintain level in accordance with fill marking on cap dip stick.

When adding fluid to the power steering system, power steering fluid Part No. 1050017 or equivalent or DEX-

RON® II or equivalent may be used. In cases where the power steering system is being flushed or overhauled, only power steering fluid Part No. 1050017 or equivalent should be used for refill.

DISC BRAKES

Check brake pads and condition of rotors while wheels are removed during tire rotation. Although linings may not be excessively worn, this check will indicate when another inspection should be made.

Observe friction pad thickness through the inspection opening in the caliper. Refer to Group 5 for service procedure and specifications.

If required, use Buick-approved replacement linings and friction pads, or equivalent. Lubricate self adjusting mechanism adjusting screw with Delco Moraine Special Brake Lubricant, or equivalent.

All 1975 Buicks with disc brakes have a wear sensor which will produce an audible warning, high-frequency sound similar to brake squeal, at the beginning of front brake lining wear out.

Front disc brakes are standard on all models except for the "X" Series.

DRUM BRAKES AND PARKING BRAKE

Check drum brake linings and other internal brake components at each wheel (drums, wheel cylinders, etc.) every 12 months or 15,000 miles. Parking brake adjustment also should be checked whenever drum brake linings are checked.

NOTE: *More frequent checks should be made if driving conditions and habits result in frequent brake application.*

ACCELERATOR LINKAGE

Check for damaged or missing parts, interference or binding. Any deficiencies should be corrected without delay.

UNDERBODY

In geographic areas using a heavy concentration of road salt or other corrosive materials for snow removal or road dust control, flush and inspect the complete under side of the car at least once each year, preferably after a winter's exposure. Particular attention should be given to cleaning out underbody and frame members where dirt and other foreign materials may have collected.

BUMPERS

Check the front bumper system at 15-month/12,000-mile intervals to be sure the impact protection and clearance originally designed into the system remains in a state of full readiness. It also should be checked whenever there is obvious bumper misalignment, or whenever the vehicle has been involved in a significant collision in which the bumper was struck, even when slight or no damage to the bumper system can be seen.

EMISSION CONTROL MAINTENANCE THERMOSTATICALLY CONTROLLED AIR CLEANER

Inspect installation to make certain that all hoses and ducts are connected and correctly installed. Also, check valve for proper operation.

CARBURETOR CHOKE AND HOSES

Check choke mechanism for proper operation. Any binding condition which may have developed from petroleum gum formation on the choke shaft or from damage should be corrected. Check carburetor choke hoses for proper connection, cracking, abrasion or deterioration and correct or replace as necessary.

ENGINE IDLE SPEED

Adjust engine idle speed accurately (following the specifications shown on the label under the hood) at the first 6 months or 7,500 miles of operation then at 18 month or 22,500 mile intervals. Adjustments must be made with test equipment known to be accurate.

EARLY FUEL EVAPORATION (EFE) VALVE

Check valve for proper operation. A binding condition must be corrected. Check switch for proper operation. Check hoses for cracking, abrasion or deterioration. Replace parts as necessary.

CARBURETOR MOUNTING

Torque carburetor attaching bolts and/or nuts to 15 ft. lbs. to compensate for compression of gasket at 7,500, 22,500 and 45,000 miles.

FUEL FILTER

Replace filter in carburetor at 15,000-mile/12 month intervals or more frequently if clogged.

VACUUM ADVANCE SYSTEM AND HOSES

Check system for proper operation and hoses for proper connection, cracking, abrasion or deterioration. Replace parts as necessary.

POSITIVE CRANKCASE VENTILATION SYSTEM (PCV)

Check the PCV system for satisfactory operation at 15,000-mile/12 month intervals, and clean filter. Replace the PCV valve at 30,000-mile/24 month intervals and blow out PCV valve hose with compressed air. Replace deteriorated hoses.

The PCV filter located in the air cleaner should be replaced whenever the air cleaner element is replaced.

IDLE STOP SOLENOID OR DASHPOT

Check for proper operation. An inoperative solenoid or dashpot must be replaced.

SPARK PLUG WIRES

Clean exterior of wires; remove any evidence of corrosion on end terminals. Inspect spark plug wires for evidence of checking, burning, or cracking of exterior insulation and tight fit at distributor cap and spark plugs or other deterioration. If corrosion cannot be removed or other conditions above are noted, replace wire.

SPARK PLUGS

Replace plugs at 22,500-mile intervals.

TIMING AND DISTRIBUTOR CAP

Adjust ignition timing following the specifications shown on label under the hood. Also, carefully inspect the interior and exterior of the distributor cap and rotor for cracks, carbon tracking and terminal corrosion. Clean or replace as necessary.

EVAPORATION CONTROL SYSTEM (ECS)

Check all fuel and vapor lines and hoses for proper con-

nections and correct routing as well as condition. Remove canister and check for cracks or damage. Replace damaged or deteriorated parts as necessary. Replace filter in lower section of canister.

FUEL CAP, LINES AND TANK

Inspect the fuel tank, cap and lines for damage which could cause leakage. Inspect fuel cap for correct sealing ability and indications of physical damage. Replace any damaged or malfunctioning parts.

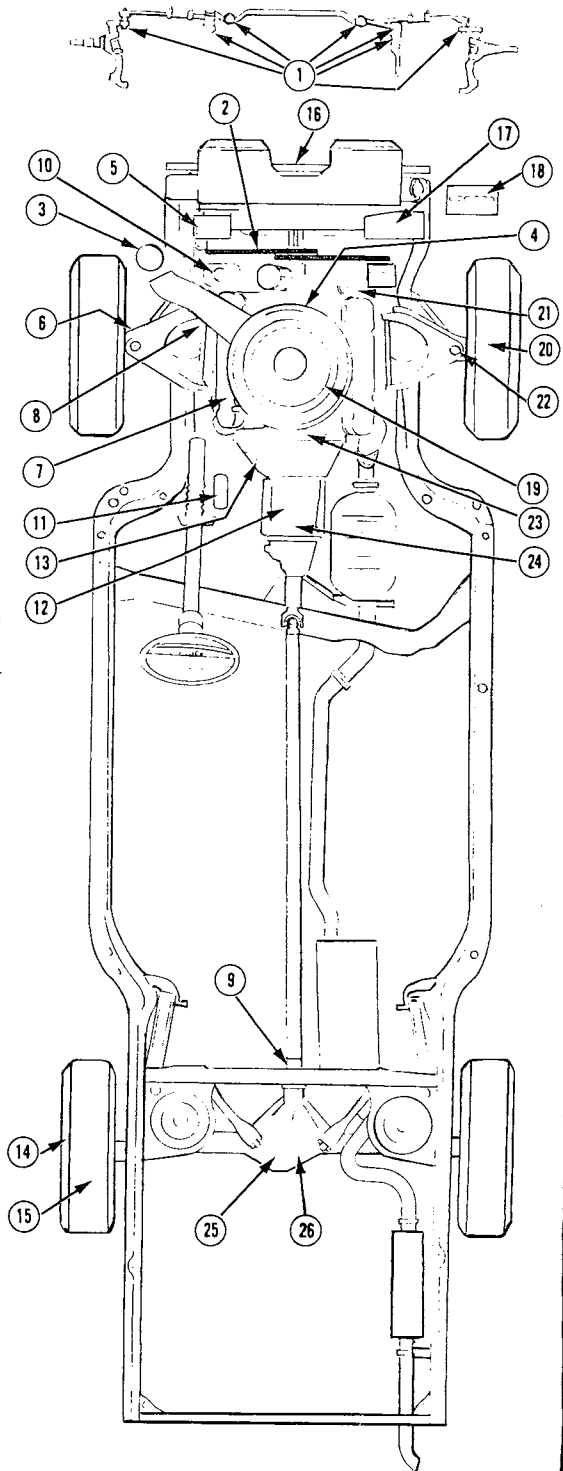
AIR CLEANER ELEMENT

Replace the engine air cleaner element under normal operating conditions every 30,000 miles. The PCV filter should be replaced at the same intervals. Operation of vehicle in dusty areas will necessitate more frequent replacements.

CAUTION: *Do not operate the engine without the air cleaner unless temporary removal is necessary during repair or maintenance of the vehicle. When the air cleaner is removed, back-firing can cause fire in the engine compartment.*

1. STEERING LINKAGE - LUBE (7) -CL- 7,500 Miles or 6 Months whichever occurs first.
2. ENGINE BELTS - Check condition and proper tension 7,500 Miles or 6 Months and replace at 30,000 Miles or 24 Months.
3. EVAPORATION CONTROL CANISTER FILTER - Replace filter on underside of canister every 24 Months or 30,000 Miles, whichever occurs first.
4. FUEL FILTER - Replace with recommended element 15,000 Miles or 12 Months whichever occurs first.
5. WINDSHIELD WASHER FLUID - Check level periodically.
6. LOWER BALL JOINTS (2) -CL- 7,500 Miles or 6 Months whichever occurs first.
7. ENGINE OIL -EO- Drain and refill 6 Months Never exceed 7,500 Miles between changes.
8. STD. STEERING GEAR -SG- Lubed for life used for refill after repair only.
9. LUBRICATE REAR C.V. JOINT - B.C.E. Series 7,500 Miles or 6 Months.
10. POWER STEERING RESERVOIR -PSF- Check fluid level 6 Months or 7,500 Miles whichever occurs first.
11. BRAKE MASTER CYLINDER -HBF- Maintain level 1/4" ± 1/8" below top of reservoir 6 Months or 7,500 Miles whichever occurs first.
12. MANUAL TRANSMISSION - Maintain at filler opening - flushing & seasonal changes NOT recommended M.P.G. - S.A.E. - 80 W-90 GL-5 (SAE 80 W GL-5 in Canada)
13. CHECK CLUTCH LASH - (If equipped) Adjust if necessary every 7,500 Miles.
14. BRAKE MECHANISM -BL- Apply at Starwhell point of contact and lightly to 6 surfaces on which shoe rim rests 15,000 Miles.
15. TIRES - Maintain pressure periodically - refer to Group 3 for correct pressure and rotation.

16. AIR CONDITIONER - Functional check once a year.
17. RADIATOR - Check coolant level at each oil change. Replace every 30,000 Miles or 24 Months.
18. ENERGIZER (Battery) - Check level periodically.
19. CRANKCASE VENTILATION ELEMENT AND AIR CLEANER ELEMENT - Inspect at each oil change - replace if necessary. Replace at least every 30,000 Miles - more often under adverse conditions.
20. FRONT WHEEL BEARINGS - (Disc Type Brakes) Inspect and lubricate with a premium high melting point wheel bearing grease when brakes are served. Part No. 1051344 or equivalent).
21. OIL FILTER ELEMENT - Replace with first oil change and then at alternate oil changes.
22. UPPER BALL JOINTS (2) -CL- 7,500 Miles or 6 Months whichever occurs first.
23. PCV VALVE - Replace 30,000 Miles or 24 Months.
24. TURBO HYDRAMATIC - 350-375B 400 FILTER - Replace at 30,000 Miles for normal driving or 15,000 Miles for heavy duty driving.
25. STANDARD DIFFERENTIAL - REAR AXLE -MPG- Maintain at filler opening to 3/8" below - Flushing & seasonal changes NOT recommended. SAE - 80 W-90 GL-5 (SAE 80 W GL-5 in Canada) For complete refill use only factory hypoid gear lubricant - unless axle in service 1,000 Miles or more. Then use MPG - SAE - 90 (SAE 80 in Canada).
26. POSITIVE TRACTION DIFFERENTIAL - Change lube at first 15,000 Miles. Maintain at filler opening to 3/8" below - Use Part No. 1051022 or equivalent. If vehicle is used for trailering, drain and refill every 7,500 Miles using lubricants recommended for standard and positive traction differentials.



LUBRICANTS

- CL Chassis Lubricant - Water Resistant Extreme Pressure EP No. 2 Multi-purpose Grease Which Meets G.M. Spec 6031M
- AT DEXRON® II Automatic Transmission Fluid G.M. Part No. 1050568-69-70 or Equivalent
- EO Engine Oil (Current Viscosity) SE*
- HBF Hydraulic Brake Fluid - Delco Super No. 11* or equivalent
- BL Brake Lube, Self-adjusting Per Spec. M.P. 6805

- MPG Multi-Purpose Gear Lubricant GL-5
- TL Lube Conforming to G.M. Specification 1051022
- SG Calcium Soap # 2 Meeting G.M. Spec. 4673M. Do Not Use CL
- PSF Buick Power Steering Gear Fluid or Equivalent Meeting G.M. Part No. 1050017 or equivalent

*Equivalent Acceptable if it Meets Specifications

Figure OC-4 - Lubrication Chart - All Series

	U.S. Measure	Imperial Measure	Metric Measure
COOLING SYSTEM			
"H" Skyhawk 231 Cu. In.			
Heater Only	12.25 Qts.	11.12 Qts.	12.63 Liters
Heavy Duty	14.19 Qts.	11.82 Qts.	13.42 Liters
"X" Apollo 231 Cu. In.			
Heater Only	17.09 Qts.	14.24 Qts.	16.17 Liters
Heavy Duty	17.00 Qts.	14.16 Qts.	16.08 Liters
"X" Apollo 250 Cu. In.			
Heater Only	16.1 Qts.	13.41 Qts.	15.23 Liters
Heavy Duty	17.0 Qts.	14.16 Qts.	16.08 Liters
"X" Apollo 260 Cu. In.			
Heater Only	23.0 Qts.	19.16 Qts.	21.76 Liters
Heavy Duty	23.5 Qts.	19.58 Qts.	22.23 Liters
"X" Apollo 350 Cu. In.			
Heater Only	17.9 Qts.	14.91 Qts.	16.83 Liters
Heavy Duty	18.5 Qts.	15.41 Qts.	17.50 Liters
"A" 231 Cu. In.			
Heater Only	15.35 Qts.	12.79 Qts.	14.52 Liters
Heavy Duty	15.32 Qts.	12.76 Qts.	14.49 Liters
"A" 350 Cu. In.			
Heater Only	16.88 Qts.	14.06 Qts.	15.97 Liters
Heavy Duty	17.16 Qts.	14.29 Qts.	16.23 Liters
"B" 350 Cu. In.			
Heater Only	16.91 Qts.	14.09 Qts.	16.0 Liters
Heavy Duty	17.22 Qts.	14.34 Qts.	16.29 Liters
"B-C-E" 455 Cu. In.			
Heater Only	19.64 Qts.	16.36 Qts.	18.58 Liters
Heavy Duty	21.45 Qts.	17.87 Qts.	20.29 Liters
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Engine Oil (All Series)			
Refill	4 Qts.	3.30 Qts.	3.78 Liters
With Filter Change	5 Qts.	4.20 Qts.	4.73 Liters
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Gasoline Tank			
"H"	Approx. 18.5	15.61 Gal.	69.93 Liters
"X"	Approx. 21.0	17.49 Gal.	79.38 Liters
"A"	Approx. 22.	18.3 Gal.	83.16 Liters
"B" Estate Wagon	Approx. 22.	18.3 Gal.	83.16 Liters
"B-C-E"	Approx. 26.	21.63 Gal.	98.41 Liters
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Differential			
"H"	2-3/4 Pts.	2-1/4 Pts.	1.30 Liters
"X"	4-1/4 Pts.	3-1/2 Pts.	2.01 Liters
"A"	4-1/4 Pts.	3-1/2 Pts.	2.01 Liters
"B"			
350 Cu. In.	4-1/4 Pts.	3-1/2 Pts.	2.01 Liters
455 Cu. In.	5-1/2 Pts.	4-1/2 Pts.	2.60 Liters
"C-E"	5-1/2 Pts.	4-1/2 Pts.	2.60 Liters

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Figure 0C-5 - Major Component Capacities

MAINTENANCE AND LUBRICATION

ALL SERIES

CONTENTS

DESCRIPTION AND OPERATION: (Not Applicable)
DIAGNOSIS: (Not Applicable)
MAINTENANCE AND ADJUSTMENTS:
 Vehicle Maintenance Schedule 0C-2
MAJOR REPAIR: (Not Applicable)
SPECIFICATIONS:
 Lubrication 0C-9
 Capacity Charts 0C-10

LUBE AND GENERAL MAINTENANCE

The vehicle maintenance schedule is shown in Figure 0C-1. The following information explains in detail each item on the schedule.

Vehicle operation under conditions such as heavy dust, continuous short trips, use of other than unleaded or low lead fuels or pulling trailers, is not considered normal use and therefore more frequent maintenance will be required. Such additional maintenance requirements are included where applicable.

CHASSIS LUBRICATION

Front Suspension and Steering Linkage

The front suspension and steering linkage should be lubricated with a water resistant extreme pressure EP No. 2 Multi-Purpose grease equivalent to GM Specification 6031-M every six months or 7,500 miles whichever occurs first.

If lubricants not meeting GM Specification 9985038 are used, the lubrication interval should be shortened and should not exceed 2,000 miles.

Wipe dirt from the lubrication fittings and apply lubricant under pressure at the following points:

Upper Ball Joints (2 fittings)

Lower Ball Joints (2 fittings)

Steering Linkage (7 fittings)

Propeller Shaft C.V. Joint (use multi-purpose grease E.P. No. 2 With J-24812 propeller shaft hand lubrication gun.

Minor Lubrication

Occasionally lubricate the pivot points at the following locations with the recommended material.

Hood Hinge - Lubriplate or equivalent.

Hood Latch

(1) Wipe off any accumulation of dirt or contamination on latch parts.

(2) Apply lubriplate, or equivalent, to latch pilot bolts and latch locking plate.

(3) Apply light engine oil to all pivot points in release mechanism, as well as primary and secondary latch mechanisms.

Door Hinges - Lubriplate or equivalent.

Door Lock Cylinders - powdered graphite. **DO NOT USE OIL.**

Gas Tank Door Hinge - Engine Oil.

Door Lock Fork Bolt - Stick Type Lubricant.

Rear Compartment lid lock - Lubriplate or equivalent.

Door Jam Switch - Lubriplate or equivalent.

Front Seat Adjuster Tracks - Lubriplate or equivalent.

Convertible Top Mechanism - Lubriplate or equivalent.

Station Wagon Folding Seat Linkage - Dripless Oil.

Tail Gate Lock Striker - Stick type lubricant.

Tail Gate Hinges - Dripless Oil.

Folding Top Lift Cylinder Piston - With folding top in raised position, wipe exposed portion of each top lift cylinder piston rod with a cloth dampened with brake fluid to remove any oxidation or accumulated grime. With another clean cloth apply a light film of brake fluid to act as a lubricant. Do not allow brake fluid to come in contact with any painted or trimmed parts of the body.

Body Rubber Parts

Door, hood, and rear compartment rubber weatherstrips may be kept pliable and quiet by the application of a light coat of GM Part No. 1050110 Lubricant or suitable silicone lubricant equivalent.

FLUID LEVELS

Check level of fluid in brake master cylinder, power steering pump, battery, engine, axle, transmission and windshield washer. Engine coolant should be checked for proper level and freeze protection to at least -20 degrees