

SECTION 2-C

ENGINE TUNE-CARE AND TROUBLE DIAGNOSIS

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2-8 ENGINE TUNE-CARE

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 provided an outline only with reference to other sections where detailed information is given.

1. Remove all spark plugs and test compression pressure.

(a) Connect jumper wire between distributor terminal of coil and ground.

(b) Attach compression gauge solidly to spark plug hole.

(c) Hold throttle wide open and crank engine until highest reading is obtained. Record result.

(d) Repeat test on all cylinders.

(e) Check highest pressure and lowest pressure on chart shown on page 2-13 to determine if compression is satisfactory.

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

3. Inspect battery and cables.

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

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

6. Inspect entire ignition system and make indicated corrections.

7. Inspect and test fuel pump.

8. Check gasoline filter.

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

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

11. Check throttle linkage and dash pot adjustment.

12. Adjust carburetor idle speed and mixture.

13. Inspect all water hose connections and tighten clamps, if necessary.

14. Road test car for power and overall performance.

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b. Tune-Care Specifications

Check Points	Allen Uni-Tuner	Sun Tune-Up Tester
1. Secondary Resistance	27 Min. @ 1500 RPM	3 ± .5 Volts @ 1500 RPM
2. Ignition Output	26 Min. @ 1500 RPM	Blue Band @ 1500 RPM
3. Cranking Voltage		9 Volts Min.
4. Charging Voltage* (Quick Check)		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	500 RPM (Add 50 RPM if Air Cond.)	
9. Initial Timing*		2 1/2°
10. Total Distributor Advance (@ 2500 Engine RPM)		34°-42°
11. Centrifugal Advance Only (@ 2500 Engine RPM)		20°-24°

*Adjust engine idle as specified, then disconnect vacuum hose.

c. 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.

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

2-9 HARD STARTING, IMPROPER PERFORMANCE, EXCESSIVE FUEL OR OIL CONSUMPTION

a. Hard Starting, Improper Performance, Excessive Fuel Consumption

See Group 3, Section B, in the 1965 Special Chassis Service Manual.

b. Excessive Oil Consumption

If an engine is reported to be using an excessive amount of oil, a thorough inspection should be made for external leaks and the conditions of operation should be carefully considered before assuming that the engine is using too much oil as a result of an internal condition.

Place clean paper on the floor under engine and run the engine at medium speed until the oil is thoroughly warmed up, then stop the engine and check for oil leaks and dripping on the paper. Inspect both sides and front and rear ends of engine for wet spots. Pay particular attention to rocker arm

cover, timing chain cover, and lower crankcase gaskets. All external leaks should be corrected and the results noted before attempting any internal correction.

The conditions of operation have an important bearing on oil consumption. The following points should be checked:

(1) Improper reading of oil gauge rod. An erroneous reading will be obtained if car is not level, gauge rod is not pushed down against stop, or insufficient drainback time (1 minute) is not allowed after stopping engine. An over-supply of oil may be added if gauge rod markings are not understood. The space between the "OPERATING RANGE" marks represents approximately 1 quart.

(2) Oil too light. The use of oil of lower viscosity than specified for prevailing temperatures will contribute to excessive oil consumption.

(3) Continuous high speed driving. In any automobile engine, increased oil consumption per mile may be expected at speeds above 60 MPH.

(4) High speed driving following slow speed town driving. When a car is used principally for slow speed town driving under conditions where considerable crankcase dilution occurs, a rapid lowering of oil level may occur when the car is driven for some distance at high speed. This is because the dilution from town driving is removed by the heat of the high speed driving. This is a normal condition and should not be mistaken for excessive consumption.

(5) Valve guides worn. Excessively worn valve guides may cause excessive oil consumption.

(6) Piston rings not worn in. A new engine, or an engine in which new rings have been installed, will require sufficient running to wear in the rings to provide

proper seating against the cylinder walls. During the wear-in period a higher than average oil consumption is to be expected, and no attempt should be made to improve oil economy by replacing rings before the engine has been in service for at least 3000 miles.

2-10 EXCESSIVE VALVE NOISE

a. Checking Noise Level of Valve Mechanism

The noise level of the valve mechanism cannot be properly judged when the engine is below operating temperature, when hood is raised, or when rocker arm covers are removed. At approximately 500 RPM to 1200 RPM, particularly when engine is cold, the valve mechanism has a normal operating noise which is audible with the hood raised, and still more audible when rocker arm covers are removed.

When engine is at operating temperature close the hood and listen for valve noise while sitting in the driver's seat. Run engine at idle speed, then at various higher speeds. The noise level of the valve mechanism should be very low as observed from the driver's seat. It is advisable to observe the valve noise level in a number of engines that have been properly broken in, in order to develop good judgment for checking the noise level in any given engine.

b. Causes of Noise in Valve Mechanism

If the preceding check indicates that the valve mechanism is abnormally noisy, remove the rocker arm covers so that the various conditions which 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 the point of contact between each rocker arm and valve stem. Mark or record location of the noisy valves for investigation of the following causes.

(1) Excessive Oil in Crankcase. A crankcase oil level high enough to permit the crankshaft to churn the oil will cause air bubbles in the lubricating system. Air bubbles entering the hydraulic valve lifters will cause erratic operation resulting in excessive lash clearance in valve linkage. Find and correct cause of high oil level, adjust oil to proper level, then run engine long enough to expel all air from lubrication system and lifters.

(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 one side of valve spring and then to opposite side, and then rotate valve spring about 1/2 turn. If these operations affect the valve noise it may be assumed that valves should be reconditioned (par. 2-13).

(3) Worn or Scored Parts in Valve Train. Inspect rocker arms, ball studs, push rod ends, push rods for bends, valve lifters, and camshaft for worn or scored wearing surfaces. Replace faulty parts.

(4) Valves and Seats Cut Down Excessively. Noisy and improper valve lifter operation may 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

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grind off end of valve stem or replace parts.

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

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

c. Checking Hydraulic 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 of these foreign substances are found in the lifters or anywhere in the engine where they may be circulated by the lubrication system, a thorough cleaning job must be done to avoid a repetition of valve lifter trouble.

To guard against entrance of grit into the lifters the engine oil must be changed as recommended, and the oil filter element must be changed at least every 6000 miles. The engine oil must be the heavy duty type (MS) to avoid detrimental formation of sludge and varnish. The 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 that is on a camshaft lobe is under pressure of the valve springs; therefore leak-down or escape of oil from lifter lower chamber occurs. When the engine is started a few seconds may be required to fill the lifter, particularly in cold weather when oil is sluggish. If

noise occurs from this cause only occasionally it may be considered normal and requiring no correction. If noise occurs almost 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 noisy lifters (par. 2-14) checking carefully for presence of grit or metal particles, which would require a thorough cleaning to remove source of such material.

(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 leak-down rate or faulty check ball seat on plunger. With engine idling, lifters with excessively fast leak-down may be spotted by pressing down on each rocker arm above the push rod with equal pressure. Recondition noisy lifters (par. 2-14).

(4) Generally Noisy at All Speeds. Check for high oil level in crankcase. See subparagraph b (1) above. With engine idling, strike each rocker arm above push rod several sharp blows with rawhide hammer; 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. Recondition noisy lifter (par. 2-14).

(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 leak-down rate or score marks on lifter plunger. Recondition lifter (par. 2-14).

2-11 ENGINE VIBRATION OR NOISE

If unusual vibration or noise develops in the operation of a car, test first to determine whether the condition originates in the engine or in other operating units. Time will often be saved by checking the recent history of the car to find out whether the vibration or noise developed gradually or became noticeable following an accident or installation of repair parts.

Vibration or noise is usually most pronounced when driving at a certain speed. If the engine is run at the equivalent or critical speed with car standing and transmission in neutral, the condition will still exist if the engine or transmission is at fault. If the condition does not exist with engine running and car standing still, refer to Rear Axle Trouble Diagnosis and Chassis Suspension Trouble Diagnosis in the 1965 Special Chassis Service Manual.

If vibration or noise exists with engine running and car standing still, the following items should be investigated and corrected as required.

a. Engine Tune-Care

An engine which is not properly tuned will run rough and vibrate, particularly at idling and low speeds. A thorough engine tune-care operation is the proper correction (par. 2-8).

b. Fan, Delcotron Generator Belt, or Water Pump

Bent fan blades will cause vibration and noise. Fan blades may be

bent by accident or by the objectionable practice of turning the engine by means of the blades.

Remove fan belt and run engine. If vibration or noise is eliminated or reduced it indicates that the condition is caused by the fan, Delcotron, belt, or possibly the water pump.

Check water pump for rough or noisy bearing and replace parts if necessary.

Inspect fan belt, all pulleys, balancer, fan blades, and Delcotron generator for undercoating or other material that would cause an unbalanced condition. Examine fan belt for abnormally thick or thin sections.

Check fan blades for excessive runout and correct if necessary. Check all pulleys for abnormal runout or wobble and replace if necessary.

Reinstall fan belt and adjust to proper tension.

With engine running, place one hand on generator and slowly open throttle from idle to approximately 60 MPH. If Delcotron vibrates enough to create a noise in the engine or car it will vibrate enough to be felt by the hand. As the engine is slowly speeded up the Delcotron might be felt to go into periods of vibration at different engine speeds. Noise caused by the Delcotron should occur at the same time that Delcotron vibration occurs. Repair or replace a noisy Delcotron.

If the Delcotron is causing a moan or whine it will increase in intensity when car lights are turned on. Replacement of Delcotron is generally the only remedy for this condition.

c. Engine Mountings

Vibration may be caused by broken or deteriorated engine mountings, or by mountings, or

by mountings that are loose or improperly adjusted. Adjust and tighten loose mountings (par. 2-26) or replace faulty mountings.

d. Crankshaft Balancer

Loose or broken rivets in the crankshaft balancer may cause vibration in the engine. If the balancer is damaged by accident in such manner that the parts cannot function freely, extreme roughness will be produced which may eventually cause breakage of the crankshaft if it is not corrected. A balancer which shows external evidence of damage or which is suspected of being inoperative should be replaced and the result checked, since it is not possible to test the balancer in any other way.

e. Unbalanced Connecting Rods or Pistons

Vibration will result if connecting rods or pistons are installed which are not of equal weight with all other rods or pistons in engine. If new parts have recently been installed, these should be checked to determine whether they are standard Buick parts or have been altered in weight by filing, machining, or other repairs.

f. Unbalanced Flywheel or Converter Pump

Vibration may be due to unbalanced flywheel or the converter. Procedure for balancing flywheels is given in paragraph 2-26. Converters are factory balanced.

2-12 COOLING SYSTEM TROUBLE DIAGNOSIS

a. Excessive Water Loss

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. To avoid losses from this cause never fill radiator beyond the "FILL COLD" arrow tip.

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 because small leaks which may show dampness or dripping when cold can easily escape detection when the engine is hot, due to the rapid evaporation of the leakage. 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 cooling 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 on 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 the "FILL COLD" arrow.

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 lower end of overflow pipe.

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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. Overheating of Cooling System

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 water or 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 (subpar. b, above).

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. Improper carburetor adjustment.

6. Exhaust manifold valve stuck.

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

8. Dragging brakes.