

260" BUICK, OLDSMOBILE & PONTIAC; 350" CADILLAC 350" & 455" OLDSMOBILE EXC. OMEGA

GENERAL SPECIFICATIONS						
Engine	Net HP At RPM	Torque (Ft. Lbs. at RPM)	Compr. Ratio	Bore	Stroke	Displ. Cu. Ins.
260" V8	⊙8.0-1	3.500"	3.385"	260
350" V8	8.5-1	4.057"	3.385"	305
455" V8	8.5-1	4.126"	4.250"	455

⊙ — 8.5-1 compression ratio is used on some engines.

ENGINE IDENTIFICATION

On all models except Cadillac, engine can be identified by a Code Tape containing engine code letters. The Code Tape is located directly above engine unit number on oil fill tube. On Cadillac engine unit number, located at front left side of cylinder block, will begin with a number "6" which identifies engine as a Cadillac. Engines are coded as follows:

Application	Code
Buick	
260" Federal	QA, QB, QC, QD
260" Calif.	TE, TJ
Cadillac	
350"	6
Oldsmobile	
260" Federal	QA, QB, QC, QD, Q7, Q8
260" Calif.	TA, TD, TK, TN, T2, T3, T4, T5, T7, T8
350" Federal	QG, Q2, Q3, Q4, Q5
350" Calif.	TL, TO, TW, TX, TY
455" Federal	UB, UC, UD, UE, U3, U4, U5, U6, U7, U8
455" Calif.	VB, VD, VE, V3, V4, V5
Pontiac	
260" Federal	QA, QB, QC, QD
260" Calif.	TE, TJ

ENGINE REMOVAL

See *Engine Removal* at end of *ENGINE* Section.

INTAKE MANIFOLD (EXC. CADILLAC)

Removal — Drain radiator and remove air cleaner assembly. Disconnect all coolant hoses to manifold, throttle cable, fuel and vacuum lines. Remove coil and disconnect or remove alternator and A/C compressor brackets as necessary. Remove bolts and remove intake manifold assembly from engine with carburetor attached. **NOTE** — Remove oil fill tube on 455" to provide removal clearance.

Installation — Clean all gasket surfaces. Coat both sides of new intake manifold gasket with suitable sealer and install gasket on head. Install end seals, being sure that ends of seals are positioned under edges of heads. Install manifold and bolts. Tighten bolts in two steps in sequence shown in illustration.

INTAKE MANIFOLD (CADILLAC)

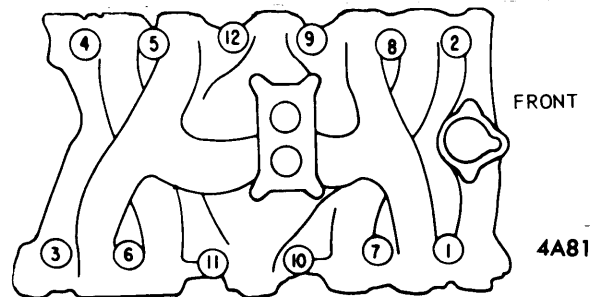
Removal — 1) Disconnect negative battery cable, remove air cleaner and crankcase filter. Disconnect throttle cable and cruise control linkage at throttle body, remove cable from bracket and position out of way. Disconnect all electrical wiring, vacuum lines and fuel lines. **CAUTION** — Fuel in injection

system could be under pressure. Relieve pressure by removing cap from Schrader fitting on fuel rail near pressure regulator. Then loosely install suitable valve depressor (J-5420) on fitting and arrange a shop rag or container to collect fuel. Slowly tighten valve depressor tool until pressure is relieved.

2) Remove PCV valve from cover and position out of way. Remove spark plug leads, drain radiator and disconnect upper radiator hose, thermostat by-pass hose and heater hose at rear of manifold. Position A/C compressor out of way and remove fuel return hose from pressure regulator. Remove bolts and lift intake manifold from engine. Do not lift manifold by fuel rails or brackets.

Installation — 1) Clean all gasket surfaces. Coat both sides of new gasket with suitable sealer (use sealer carefully near injectors) and install gasket on head. Install end seals, being sure that ends of seals are positioned under edges of heads. Install manifold and bolts. Tighten bolts in two steps in sequence shown in illustration.

2) Continue in reverse of removal procedure and note the following: Black/red injector leads go to cylinders 1, 2, 7 and 8. White/black injector leads go to cylinders 3, 4, 5, and 6. Dark blue/black leads go to fast idle valve. Brown/black leads to EGR solenoid, orange/black/red lead to air temperature sensor and green wire to coolant temperature switch. When reconnecting fuel line to fuel rail use a new gasket in the fitting. **NOTE** — This gasket is NOT installed during production, however a new one should be installed each time the connection is broken in the field. Do NOT reuse old gasket.



INTAKE MANIFOLD TIGHTENING SEQUENCE

CYLINDER HEAD

Removal — Drain cooling system and remove intake manifold. Remove exhaust manifold. Remove valve cover, rocker arm bolts, pivots, rocker arms and push rods. **NOTE** — Identify pivots and rocker arms for installation to original

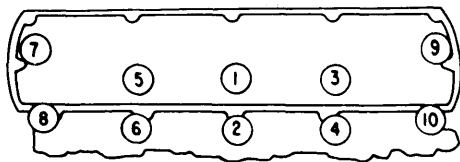
General Motors V8 Engines

260" BUICK, OLDSMOBILE & PONTIAC; 350" CADILLAC 350" & 455" OLDSMOBILE EXC. OMEGA (Cont.)

VALVES							
Engine & Valve	Head Diam.	Face Angle	Seat Angle	Seat Width	Stem Diameter	Stem Clearance	Valve Lift
260"							
Int.	1.522"	44°	45°	.037-.075"	.3425-.3432"	.0010-.0027"
Exh.	1.300"	30°	31°	.050-.090"	.3420-.3427"	.0015-.0032"
350"							
Int.	1.875"	44°	45°	.037-.075"	.3425-.3432"	.0010-.0027"
Exh.	1.622"	30°	31°	.050-.090"	.3420-.3427"	.0015-.0032"
455"							
Int.	1.995"	44°	45°	.037-.075"	.3425-.3432"	.0010-.0027"
Exh.	1.622"	30°	31°	.050-.090"	.3420-.3427"	.0015-.0032"

locations. Loosen or remove any accessory brackets which interfere. Disconnect ground strap from right cylinder head. Remove cylinder head bolts and cylinder head.

Installation — Clean all gasket surfaces and coat both sides of head gasket with suitable sealer. Install gasket on block and install cylinder heads. *NOTE* — Install gasket with bead toward cylinder block on 455". Dip cylinder head bolts in engine oil, install and tighten in two steps in sequence shown in illustration.



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CYLINDER HEAD TIGHTENING SEQUENCE

VALVE ARRANGEMENT

I-E-I-E-I-E-I (both banks, front to rear).

VALVE GUIDE SERVICING

Guides are integral with cylinder head. If stem-to-guide clearance is excessive, replace valve. Some valves with oversize stems are used in production, and can be identified by marks on inboard side of cylinder head on machined surface just above intake manifold. Valve guide reamers are available in .003", .005" and .013" oversize. When reconditioning, always use next oversize reamer and replacement valve. Service valves are available in standard, .003", .005", .010", and .013" oversizes.

VALVE STEM OIL SEALS

Cup type seals are used on all valves. Install with cupped side down, toward cylinder head. Position seals down as far as possible on valve stem. Seals will correctly position themselves when engine is started.

VALVE SPRINGS

Removal — Remove rocker arm cover, spark plug and rocker arm assemblies on cylinder(s) to be serviced. Install air line adapter (BT-72-1B) to spark plug port and apply air to hold valves in place. Using suitable tool (BT-6413), compress valve spring and remove valve keys, rotators and springs.

VALVE SPRINGS			
Engine	Free Length	PRESSURE (LBS.)	
		Valve Closed	Valve Open
260" & 350"	1.96"	76-84 @ 1.670"	180-194 @ 1.270"
455"	1.96"	76-84 @ 1.620"	180-194 @ 1.270"

Installation — Reverse removal procedure and ensure that valve keys are securely locked in groove of valve stem.

VALVE STEM INSTALLED HEIGHT

To measure valve stem height, place suitable tool (BT-6428 or J-25289) over installed valve stem and measure clearance between gauge and stem. Clearance should be at least .015". Grind tip of valve stem if clearance is less than specified. With valve keys installed on valves, tap all valve stem ends with a hammer to seat valve retainers (or rotators) and keys. Remeasure clearance between valve retainer (or rotator) and gauge. If any valve stem end is less than .005" above rotator or .030" above retainer, valve is too short and must be replaced.

ROCKER ARM ASSEMBLY

Friction surfaces or rocker arms and pivots must be coated with a suitable lubricant upon reassembly and installed in original locations.

HYDRAULIC VALVE LIFTER ASSEMBLY

Valve lifter assemblies must be kept in sequence when removed, (for installation in their original location). Some engines have both standard and .010" oversize lifters. Oversize is etched "O" on side of lifter and cylinder block. Inspect all components for nicks, burrs or scoring of parts. If either body or plunger is defective, replace with new lifter assembly. Check lifter foot for wear with a straightedge across lifter foot. Replace any lifter showing a concave surface on lifter foot.

Leak-Down Testing — Lifter must be assembled while submerged in test fluid. Proceed as follows:

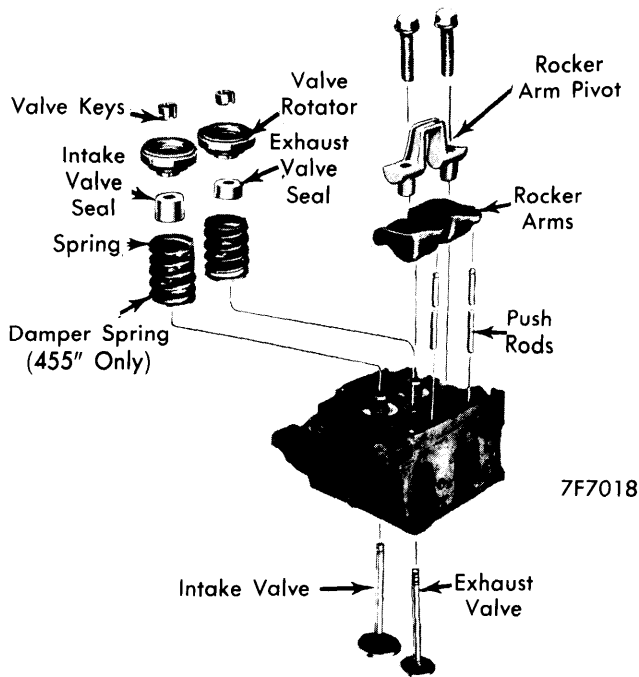
260" BUICK, OLDSMOBILE & PONTIAC; 350" CADILLAC 350" & 455" OLDSMOBILE EXC. OMEGA (Cont.)

1) Install suitable adapter tool (BT-105-2) in reservoir of suitable leak-down tester (BT-60) and fill reservoir with test fluid to 1/2" below top of reservoir. Assemble ball check, spring and retainer into plunger with flange pressed tight against bottom of recess in plunger.

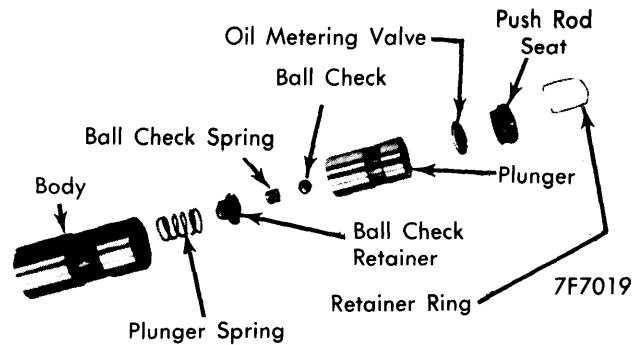
2) Install spring over ball check retainer. Hold plunger with spring up and insert into lifter body (to prevent cocking spring). Place assembly in tester cup and position push rod seat into plunger. Position 1/4" steel test ball on push rod seat and lower tester ram until it contacts steel ball. Allow ram to move downward by its own weight until air bubbles disappear. Repeat several times until all air is expelled from lifter. **CAUTION** - Do not attempt to expel air from lifter by pumping ram.

3) After air removed, allow ram to bleed down lifter to expose ring groove and install retaining ring. Adjust ram screw so it contacts steel ball in push rod seat when pointer is at start line. Raise arm and start test by resting ram on steel ball.

4) Rotate reservoir one revolution every two seconds, and time indicator from start line to stop line. Allowable leak-down time is six seconds for used lifters, and 9-60 seconds for new lifters. **NOTE** - If lifter within specifications, place in service without removing test fluid.



ROCKER ARM & VALVE ASSEMBLIES



HYDRAULIC VALVE LIFTER ASSEMBLY

PISTONS, PINS, RINGS						
Engine	PISTONS	PINS		RINGS		
	Clearance	Piston Fit	Rod Fit ①	Ring	End Gap	Side Clearance
All	.001-.002"	.0003-.0005"	.0008-.0018"	Top	.010-.023"	.0020-.0040"
				No. 2	.010-.023"	.0020-.0040"
				Oil	.015-.055"

① Interference fit.

OIL PAN

See Oil Pan Removal at end of ENGINE Section.

PISTON & ROD ASSEMBLY

Removal - With oil pan, oil pump and cylinder head removed, use a suitable ridge reamer to remove any ridge or deposits on upper end of cylinder bore. **NOTE** - Piston must be at bottom of stroke and covered with cloth to collect cuttings. Inspect connecting rods and caps for cylinder identification and mark as necessary. Remove rod cap and install a short piece of 3/8" hose over connecting rod studs. Push piston and rod assembly out top of cylinder block.

Installation - Lightly coat pistons, rings and cylinder walls with engine oil. Install ring compressor on piston and install piston and rod assembly in its respective cylinder bore with notch on piston head facing front of engine. Guide connecting rod onto crankshaft journal while tapping piston head with

hammer handle to seat connecting rod against crankshaft. Install mating rod cap and tighten rod cap nuts.

FITTING PISTONS

When measuring piston for size or taper, measurement must be made on skirt 90° from piston pin hole. To check cylinder-to-piston clearance, insert a .0015" x 1/2" x 12" ribbon feeler gauge between inverted piston (pin removed) and cylinder wall at right angle to piston pin position. Force required to withdraw feeler gauge should be 3-12 lbs.

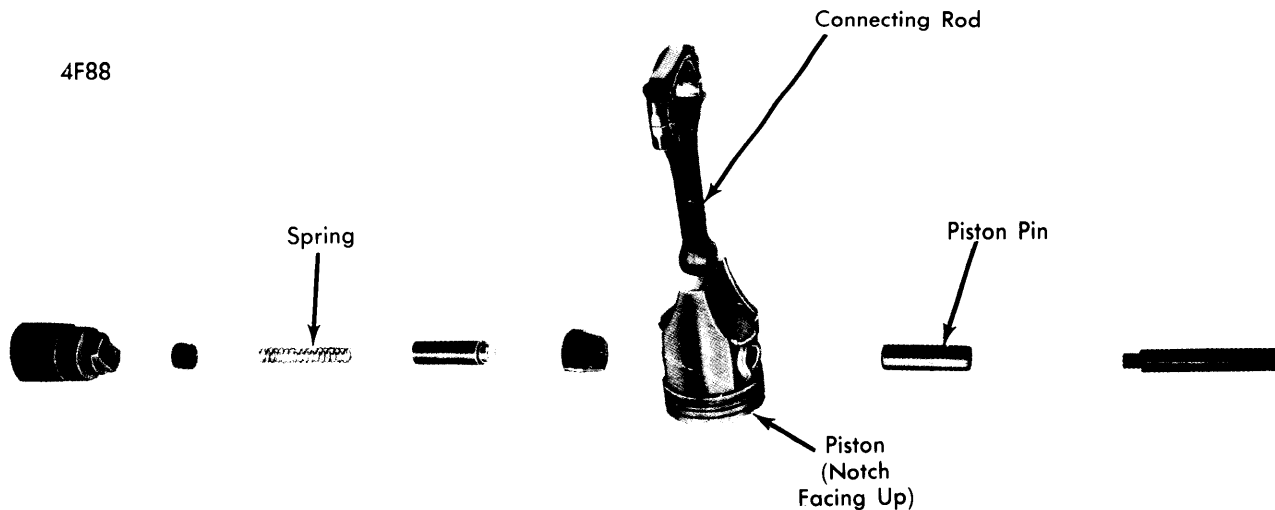
PISTON PINS

Use suitable tool (BT-6408) for installation and removal of piston pin (see illustration) while noting following: Coat piston bore with engine oil before pressing new pin into place. Press in pin until it contacts stop tool.

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**260" BUICK, OLDSMOBILE & PONTIAC; 350" CADILLAC
350" & 455" OLDSMOBILE EXC. OMEGA (Cont.)**

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PISTON PIN REMOVAL & INSTALLATION

CRANKSHAFT MAIN & CONNECTING ROD BEARINGS							
Engine	MAIN BEARINGS				CONNECTING ROD BEARINGS		
	Journal Diam.	Clearance	Thrust Bearing	Crankshaft Endplay	Journal Diam.	Clearance	Ⓛ Sideplay
260" & 350"	2.4990" ②	.0005-.0021" ③	No. 3	.004-.008"	2.1243"	.0004-.0033"	.006-.020"
455"	2.9998"	.0005-.0021" ④	No. 3	.004-.008"	2.4993"	.0004-.0033"	.006-.020"

- ① Total 2 rods.
- ② No. 1 is 2.4993"
- ③ No. 5 is .0015-.0031"
- ④ No. 5 is .0020-.0034"

MAIN & CONNECTING ROD BEARINGS

NOTE — Following procedures are performed with oil pan and oil pump removed.

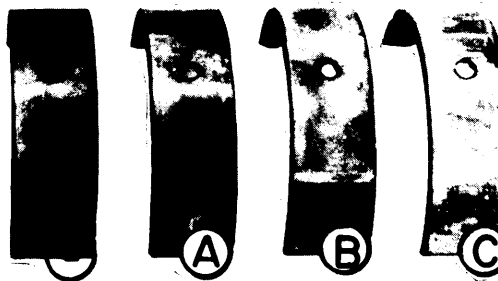
Connecting Rod Bearings — After ensuring rod caps are marked for cylinder identification, remove rod caps. Use Plastigage method to check for proper bearing clearances. If not within specifications, new bearings must be installed.

NOTE — Tang on bearing half must fit with notch on rod cap and connecting rod. Coat bearing surfaces with oil, install rod cap and tighten nuts.

Main Bearings — 1) Support crankshaft at both front and rear and ensure that all bearing caps, other than one being checked, are tight. Starting with rear main bearing cap and working forward, remove one cap at a time and check bearing clearances using Plastigage method.

2) If clearances are not within specifications, new bearings are available in standard, .0005", .0010", and .0015" under-sizes. To replace upper main bearing half, insert a flattened

cotter pin or roll out pin in oil passage hole in crankshaft and rotate crankshaft in direction opposite to cranking rotation. Place new upper bearing half on crankshaft journal with locating tang in correct position and rotate shaft to turn bearing into place using tool as in removal. Tighten all main bearing cap bolts and rotate crankshaft to ensure there is no excessive drag.



- No Letter — Std.
- Letter "A" — .0005"
- Letter "B" — .0010"
- Letter "C" — .0015"

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MAIN BEARING IDENTIFICATION

260" BUICK, OLDSMOBILE & PONTIAC; 350" CADILLAC 350" & 455" OLDSMOBILE EXC. OMEGA (Cont.)

REAR MAIN BEARING OIL SEAL

Removal & Installation – 1) Drain crankcase, remove oil pan and rear bearing cap. Using suitable tool (BT-6433 or J-25286-2), drive both ends of oil seal into bearing groove in cylinder block until groove is packed tight. Measure amount seal was driven up into block, add $\frac{1}{16}$ ", then cut this length from the old seal in bearing cap (remove bearing cap seal with razor blade). Repeat procedure on other side of block.

2) Place a drop of suitable sealer on end of seal piece and work two pieces of seal (cut from old cap seal) into cylinder block grooves using two small screwdrivers. Drive into place using suitable tool (BT-6433 or J-25286-2). Trim seal flush with block, using suitable tool (BT-6436).

3) Install lower seal in bearing cap using suitable seal installer (BT-6408-1 on 350" or BT-23-18 on 455"). Rotate tool slightly and cut off each end of seal flush with cap. Install suitable sealer on cap and install cap to engine. Tighten rear main bearing cap bolts.

ENGINE FRONT COVER

Removal – Drain cooling system and disconnect all coolant hoses. Remove radiator upper support and radiator. Remove all belts, fan and fan pulley, crankshaft pulley and harmonic balancer. Remove oil pan. Remove cover, timing pointer and water pump assembly.

Installation – Install new cover gasket with suitable sealer around water holes and position to block. Install front cover, timing indicator and water pump assembly. Apply engine oil to front cover bolts, install and tighten.

FRONT COVER OIL SEAL

Removal – With crankshaft pulley and pulley hub removed, remove seal with suitable puller tool (BT-6406).

Installation – Apply suitable sealer to outside diameter of new seal. Using suitable tool (BT-6405), install oil seal to front cover. Tighten until .005" feeler gauge will just fit between front cover and tool.

CAMSHAFT			
Engine	Journal Diam.	Clearance ①	Lobe Lift
All	2.0357-2.0365" ②	.0020-.0058"

① End play – .011-.077"

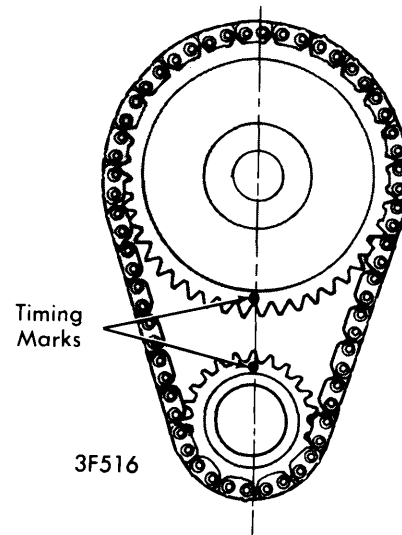
② Each succeeding journal .020" smaller than preceding journal.

TIMING CHAIN

Removal – Remove front cover, fuel pump eccentric and oil slinger. Remove camshaft sprocket and timing chain. Remove crankshaft sprocket key and then crankshaft sprocket.

Installation – Install camshaft sprocket, crankshaft sprocket and timing chain together and align timing marks (see illustration). Install fuel pump eccentric with flat side rearward. Drive crankshaft sprocket key in with a brass hammer until it bottoms.

NOTE – When two marks are in alignment, number six piston is at TDC. To obtain TDC for number one cylinder, rotate crankshaft one revolution. This will bring camshaft sprocket mark to the top and number one piston will be in firing position.



TIMING CHAIN SPROCKET ALIGNMENT

CAMSHAFT

NOTE – Engine must be removed on Toronado models to allow removal of camshaft.

Removal – 1) Disconnect battery and drain radiator. Remove upper radiator baffle and hose support clamp. Disconnect transmission oil cooler lines at radiator. Remove radiator fan shroud and radiator. Disconnect fuel line at fuel pump.

2) Remove air cleaner and disconnect throttle cable. Remove alternator drive belt. Remove alternator mounting bracket bolts and place alternator aside. Remove power steering mounting bolts and move pump clear of engine.

3) Remove air conditioning compressor mounting bolts and support compressor aside. Disconnect water pump by-pass hose, electrical and vacuum connections. Remove distributor complete with cap and wiring. Raise vehicle and drain engine oil.

4) Remove exhaust crossover pipe and starter. Disconnect exhaust pipe at manifold. Install engine support bar. Remove engine mounting bolts and raise engine as far as possible.

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260" BUICK, OLDSMOBILE & PONTIAC; 350" CADILLAC 350" & 455" OLDSMOBILE EXC. OMEGA (Cont.)

Remove engine mounts and flywheel inspection cover. Remove oil pan and place wooden blocks between exhaust manifolds and front crossmember. Remove engine support bar.

5) Remove balancer pulley, balancer and timing cover. Lower vehicle and remove valve covers. Remove intake manifold, gasket, rocker arms, push rods and lifters.

6) Discharge air conditioning system and remove condenser (if equipped). Remove fuel pump eccentric and attaching bolt, camshaft gear, oil slinger and timing chain. Carefully slide camshaft out of front of engine.

Installation — To install camshaft, reverse removal procedure. **NOTE** — Before installation, coat camshaft and bearings liberally with suitable lubricant.

CAMSHAFT BEARINGS

Removal — Bearings must be replaced as a complete set. Using suitable tool (BT-6409) remove bearings in order (No. 1 first, No. 2 second, etc.).

ENGINE OILING

Crankcase Capacity — 4 quarts (Exc. Toronado); 5 quarts Toronado. Add 1 quart with filter change.

Oil Filter — Replace filter at first oil change and every second oil change after that.

Normal Oil Pressure — 30-45 psi at 1500 RPM.

Pressure Regulator Valve — Located in oil pump cover. Not adjustable.

ENGINE OILING SYSTEM

See illustration. Oil pump mounted on rear main bearing cap in crankcase with full flow filter on right side of crankcase. Oil from filter flows through passages at rear of block to rear end of right main oil gallery and through "V" passage at front of engine to left main oil gallery. Oil distribution is as follows:

Crankshaft & Camshaft Bearings — Rear crankshaft and camshaft bearings are lubricated by a vertical passage intersecting horizontal cross passage from oil filter. Other crankshaft and camshaft bearings are lubricated by a "V" shaped oil passage in each crankcase web.

Valve Lifters — Each lifter supplied with oil through short passage leading upward from main gallery at point directly below lifter.

Rocker Arms, Push Rods & Valves — Hollow push rods are supplied with oil through hole in valve lifter push rod seat.

Installation — To install camshaft bearings, reverse removal procedure while noting the following: To aid in aligning bearings with oil passages, place bearing in front bore with tapered edge toward block and align oil hole in bearing with center of oil slot in bore. Mark top of bearing. When installing bearing, mark will act as a guide.

VALVE TIMING

1) Remove distributor cap, right valve cover, No. 4 cylinder intake and exhaust rocker arms and pivot. Remove wire from "BAT" terminal of distributor. Turn ignition switch on and crank engine until rotor is in line with No. 4 spark plug wire position (No. 4 piston at top of cylinder).

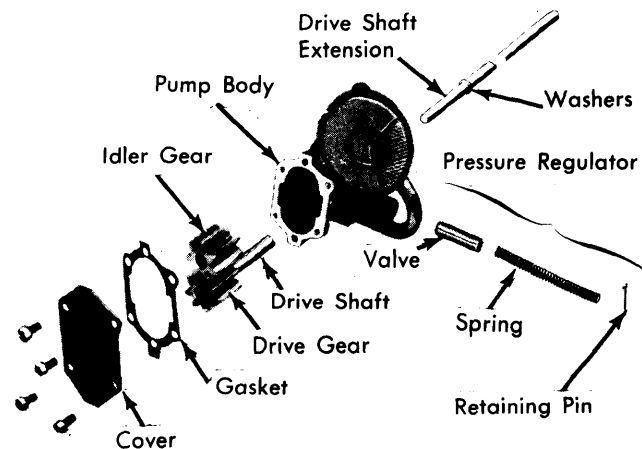
2) Measure from pivot boss on head surface to top of No. 4 intake push rod and record measurement. Crank engine until rotor approaches No. 1 spark plug wire position. Continue to turn engine until timing mark on crankshaft pulley is at TDC. Measure from pivot boss surface to top of No. 4 intake push rod. Measurement should increase over first recorded measurement by $\frac{1}{8}'' \pm \frac{1}{32}''$ (260" & 350" engines) or $\frac{3}{64}'' \pm \frac{1}{32}''$ (455" engines).

Distributor Drive Gear — Lubricated from drilled hole in plug at rear end of left main oil gallery.

Timing Chain & Sprockets — Lubricated from drilled hole in hexagonal headed plug which closes front end of right main oil gallery.

OIL PUMP

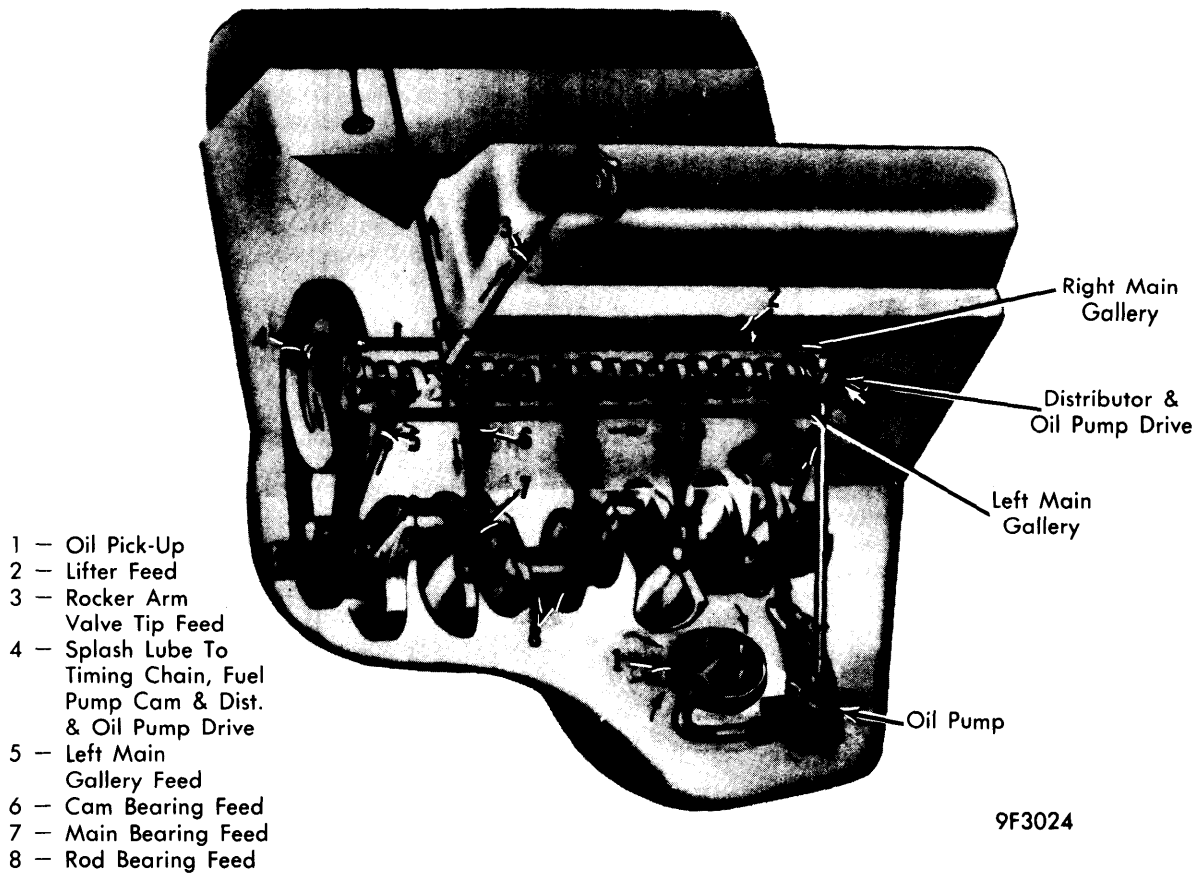
Located on rear main bearing cap. Do not remove drive shaft extension washers (serviced as a unit). Pressure relief valve clearance in bore should be .0025-.005". End clearance of gears should be .0025-.0065".



OIL PUMP ASSEMBLY

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260" BUICK, OLDSMOBILE & PONTIAC; 350" CADILLAC 350" & 455" OLDSMOBILE EXC. OMEGA (Cont.)



- 1 - Oil Pick-Up
- 2 - Lifter Feed
- 3 - Rocker Arm Valve Tip Feed
- 4 - Splash Lube To Timing Chain, Fuel Pump Cam & Dist. & Oil Pump Drive
- 5 - Left Main Gallery Feed
- 6 - Cam Bearing Feed
- 7 - Main Bearing Feed
- 8 - Rod Bearing Feed

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ENGINE OILING SYSTEM

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.	Application	Ft. Lbs.
Cylinder Head	① 85	Oil Pan	10
Intake Manifold	② 40	Engine Front Cover (3/8" Bolts)	35
Exhaust Manifold	25	(Toronado)	50
Main Bearings (260" & 350" Exc. Rear)	80	Water Pump-to-Front Cover	13
(260" & 350" Rear)	120	Rocker Arm Studs-to-Head	25
(455" All)	120	Rocker Arm Cover	7
Con. Rod Caps	42	Fuel Pump-to-Block	25
Balancer-to-Crankshaft Bolt	200-310	Fuel Pump Eccentric-to-Camshaft	65
Crankshaft Pulley	20	Engine Mounts-to-Engine	75
Oil Pump-to-Bearing Cap	35		
Oil Pump Cover	8	① - Torque to 60 ft. lbs. and then 85 ft. lbs.	
Oil Filter	20	② - Torque to 15 ft. lbs. and then 40 ft. lbs.	