

301" & 400" V8 ENGINES

IDENTIFICATION CODING

ENGINE IDENTIFICATION

Engine code number is stamped on machined pad on right front side of engine. Engine codes are as follows:

Application	Code
Buick	
301" 2-Bbl.	Y
400" 4-Bbl.	Z
Pontiac	
301" 2-Bbl.	Y
301" 4-Bbl.	W
400" 4-Bbl.	Z

ENGINE REMOVAL

See *Engine Removal at end of ENGINE Section.*

CYLINDER HEAD & MANIFOLDS

INTAKE MANIFOLD

Removal — Drain cooling system. Remove air cleaner and disconnect closed ventilation pipe at air cleaner. Disconnect air cleaner vacuum source at manifold and hot air duct. Remove water outlet bolts and set outlet aside with radiator hose attached. Disconnect wiring, vacuum hoses, fuel lines, and carburetor linkage. Remove carburetor and intake manifold as a unit.

Installation — Install new gaskets on cylinder heads and intake manifold assembly. Install "O" ring seal between manifold and timing chain cover. Install intake manifold assembly on engine and tighten bolts loosely. Tighten intake manifold to timing cover chain bolt. Tighten other bolts to specification.

CYLINDER HEAD

Removal — Remove intake manifold, push rod cover and rocker arm cover. Remove push rods, battery ground cable and engine ground strap. Remove exhaust pipe to manifold bolts. Remove cylinder head bolts and remove head with exhaust manifold attached.

CAUTION — Do not strike rocker arm studs. Studs are hardened and may crack if struck.

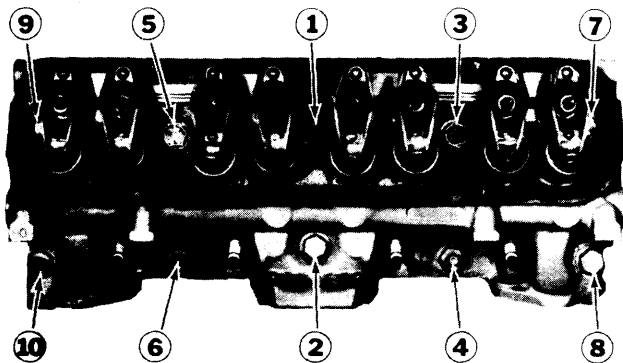


Fig. 1 Cylinder Head Tightening Sequence

Installation — 1) Clean all gasket surfaces.

NOTE — On 301" engine, coat cylinder head bolt threads with thread sealer.

2) Install cylinder head and bolts, tighten in sequence. See Fig. 1.

VALVES

VALVE ARRANGEMENT

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

VALVE GUIDE SERVICING

Valve guides are integral with head. If valve stem to guide clearance is excessive, ream guide to proper size to accommodate oversize valve stems. Valves are available in .003" oversize. Valve seat must be refaced after reaming valve guide.

VALVE STEM OIL SEALS

Valve stem seals are installed in the 2nd groove (from end of stem). Special valve seal installer and tester tools are available. Where necessary, install new umbrella type seal, using plastic protector over end of valve stem.

VALVE SPRINGS

Removal — Remove rocker arm cover, spark plug, and distributor cap. Crank engine until distributor rotor is in position to fire on cylinder being serviced. Install suitable air fitting (J-22278) in spark plug hole and attach air line. Remove rocker arm. Thread valve spring compressor stud (J-8929) on rocker arm stud and compress valve spring, using compressor and nut. Remove valve spring retainer cup locks, compressor, valve spring and seal.

Installation — Install new parts and compress valve spring. Install seal and retainer cup locks. Remove compressor. Install rocker arm and tighten rocker arm ball retaining nut.

ROCKER ARM STUDS

Removal & Installation — 1) Drain radiator (301" only). Remove rocker arm cover. Remove rocker arm and nut. Using a deep well socket, remove rocker stud.

NOTE — On 301" engine only, coat lower stud threads with thread sealer.

2) Install new stud and tighten to specifications.

HYDRAULIC VALVE LIFTER ASSEMBLIES

NOTE — Lifters are serviced as complete assemblies only. Parts are not interchangeable between lifters. If any component of lifter is worn or damaged, complete lifter must be replaced.

If lifters are disassembled for cleaning and inspection, after reassembly they should be tested using a suitable leak-down tester. Leak-down rate for 301" engine is 12-65 seconds. Leakdown rate for 400" engine is 12-90 seconds. Lifters must be replaced if they do not fall within limits.

301" & 400" V8 ENGINES (Cont.)

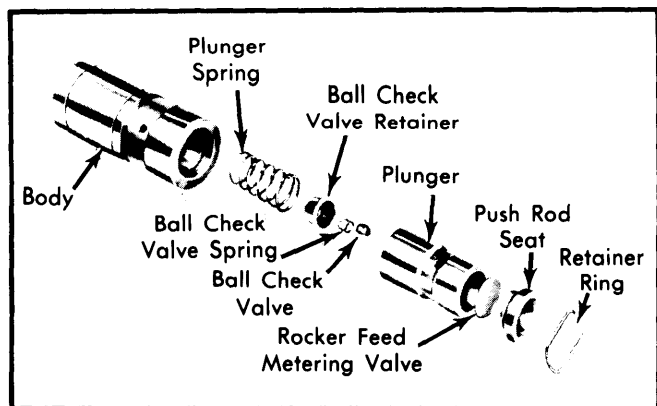


Fig. 2 Hydraulic Valve Lifter Assembly

PISTONS, PINS & RINGS

OIL PAN

See oil pan removal at end of ENGINE Section.

PISTON & ROD ASSEMBLY

Removal – 1) Remove oil pan, oil pump, intake manifold and cylinder head(s). Use 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.

2) Inspect connecting rods and caps for cylinder identification and mark as necessary. Remove rod cap and push rubber hose onto connecting rod bolts (to protect cylinder walls). Push piston and rod assembly out top of cylinder block. Install cap on mating rod.

Installation – When installing piston rings, make sure markings on compression rings face up (top of piston). Lightly coat pistons, rings and cylinder bores with motor oil. Compress piston rings using suitable ring compressor. Install piston and rod assembly in cylinder bore, making sure notch in top of piston faces front of engine. Lubricate bearing, install rod cap and tighten nuts.

FITTING PISTONS

Measure piston fit by measuring inside diameter of cylinder bore and outside diameter of piston. Clearance is .0025-.0033".

NOTE – Measure piston and bore at room temperature when fitting pistons. Higher or lower temperatures will result in improper fit.

PISTON PINS

Removal – Using a suitable removal tool and a press, press piston pin out of piston and rod assembly. Separate piston from connecting rod.

Installation – If piston pin fit is not to specifications, pin bores must be honed and oversized pins installed. When assembling piston and connecting rod, notch in top of piston must face front of engine. On 400" engines, dimpled side

(thrust side) of connecting rod must face forward for right bank and rearward for left bank. On 301" engines dimpled side of connecting rod must face rearward on both banks. Lubricate piston pin and install using a suitable tool and press.

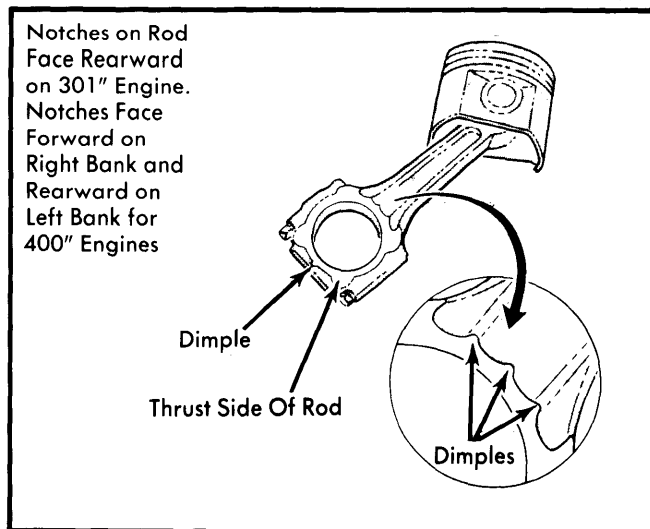


Fig. 3 Connecting Rod Thrust Side Identification

CRANKSHAFT & ROD BEARINGS

MAIN AND CONNECTING ROD BEARINGS

NOTE – Following procedures are performed with oil pan, oil baffle and oil pump removed.

Connecting Rod Bearings – After ensuring rod caps are marked for cylinder identification, remove rod caps (with crankshaft journal of cylinder to be checked at bottom of throw). Use Plastigage method to check for proper bearing clearances. New bearings are available in standard, .001" and .002" undersize. Selective fitting is required on each connecting rod. A standard bearing half may be used in combination with a .001" undersize or a .002" undersize in combination with a .001" undersize. Coat bearing surfaces with oil, install rod cap and tighten nuts. Rotate crankshaft after bearing replacement to ensure that bearings are not tight.

Main Bearing – 1) When checking main bearing clearance with engine in vehicle, place a .002" brass shim between crankshaft journal and lower bearing in each bearing cap next to bearing being checked. Ensure that all cap bolts are tight and remove bearing cap of bearing to be checked. Use Plastigage method to check clearances. New bearings are available in standard, .001" and .002" undersize.

2) Remove upper main bearing by inserting suitable tool in oil hole of crankshaft journal and rotating crankshaft clockwise to roll bearing from engine. Oil new upper bearing and insert plain end of bearing at indented side of bearing seal and rotate crankshaft to install. Install lower bearing in cap so indentation in bearing and cap coincide. Install bearing cap and tighten bolts.

3) During production some main bearing journals may have been ground .009" undersize. Engines assembled with these crankshafts will be identified by a "9" stamped on undersize

301" & 400" V8 ENGINES (Cont.)

journal along with a spot of light green paint. Main bearing caps will be painted light green on each side of affected journals.

THRUST BEARING

With all main caps and connecting rods installed and torqued, tap end of crankshaft at rear until tight against front of thrust bearing. Measure clearance between crankshaft counterweight and thrust bearing. If clearance is outside limits, (.003" to .009"), install new thrust bearing.

REAR MAIN BEARING OIL SEAL

1) Remove oil pan and oil pump. Remove rear main bearing cap and use suitable tool (see Fig. 4) made from brass bar stock to pack upper seal. Insert tool against one end of oil seal in block and drive seal gently into groove until tool bottoms. Remove tool and repeat at other end of seal in cylinder block. Clean block and bearing cap parting line thoroughly.

2) Form a new seal in cap using suitable tool (J-7588). Remove new seal and cut four pieces approximately $\frac{3}{8}$ " long from this seal. Work two $\frac{3}{8}$ " pieces into each gap which has been made at end of seal in block. Without cutting ends, work seal pieces in until flush with parting line and no fibers are protruding over metal next to groove.

3) Form another new seal in cap using suitable tool (J-7588). Assemble cap to block and tighten. Remove cap and inspect parting line to insure that no seal material has been compressed between block and cap. Clean as necessary. Apply a $\frac{1}{16}$ " bead of sealer from center of seal to outer gasket groove. Reassemble cap and tighten.

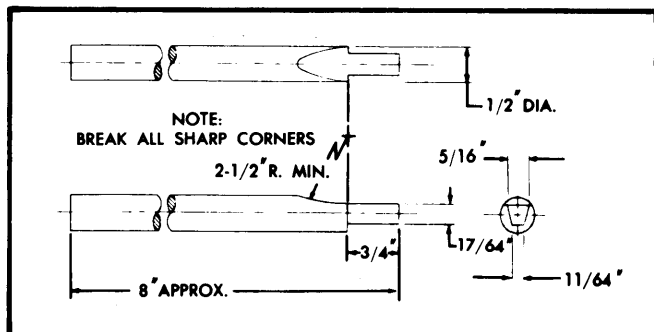


Fig. 4 Oil Seal Installation Tool

CAMSHAFT**ENGINE FRONT COVER**

Removal – Drain radiator and cylinder block. Remove fan belt and drive belt(s). Remove fan and pulley. Disconnect lower radiator hose. Remove fuel pump and harmonic balancer. Remove bolts attaching oil pan to cover, cover to block, and cover to intake manifold. Remove cover.

Installation – Thoroughly clean gasket surfaces on block and cover, inspect oil pan gasket and replace if damaged. Use new "O" ring seal in water passage in intake manifold. Install and tighten cover-to-block and intake manifold bolts first, then install oil pan screws.

FRONT COVER OIL SEAL

To replace seal, remove fan and accessory drive belts. Remove harmonic balancer. Remove seal by prying out of bore with pry bar. Using suitable tool, install new seal with lip of seal facing rear of engine.

TIMING CHAIN

Removal – Remove timing chain cover, fuel pump eccentric and bushing. Remove timing chain cover oil seal. Align timing marks (see Fig. 5) to simplify reassembly. Slide timing chain and sprockets off crankshaft and camshaft at the same time.

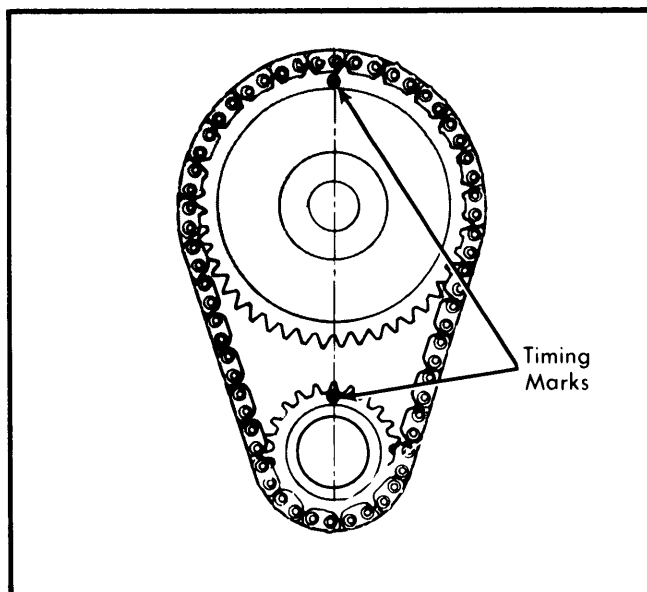


Fig. 5 Timing Chain Sprocket Alignment

Installation – Install new timing chain and/or sprockets, ensuring that marks on timing sprockets are aligned exactly on a straight line passing through shaft centers. Camshaft should extend through sprocket so hole in fuel pump eccentric will locate on shaft.

CAMSHAFT

NOTE – Camshaft may be removed without removing engine from vehicle. It may be necessary to raise front of engine to permit removal of camshaft.

Removal – 1) Remove transmission and flywheel. Drain cooling system. Remove hood latch brace and radiator. Remove rocker arm covers, distributor, intake manifold, push rod cover, push rods and lifters.

2) Remove harmonic balancer, fuel pump, timing chain cover, fuel pump eccentric and bushing. Align timing marks on timing chain sprockets and remove timing chain and sprockets. Remove camshaft thrust plate and carefully pull camshaft from engine.

Installation – To install, reverse removal procedures.

NOTE – Before installation, coat camshaft lobes and inner diameters of bearings with heavy oil. Rotate camshaft several revolutions to ensure that it is free.

301" & 400" V8 ENGINES (Cont.)

CAMSHAFT BEARING REPLACEMENT

Use suitable tool (J-6173) and note the following:

1) To replace rear bearing (without removing and disassembling engine) propeller shaft, transmission and clutch housing must be removed to get at camshaft rear plug. If front bearing is being replaced, insert remover adapter in center bearing to support shaft.

2) Outside of new bearing should be coated with oil before installation. Notch in edge of bearing is used to properly position bearing with respect to oil holes when installing. Index notch in edge of bearing with pin on replacer adapter. When bearings are installed in production, notches all face front except on rear bearing. In field service, all bearings should be installed with notches facing rear.

3) Rear bearing should be pulled in until front edge is flush with block to leave room for camshaft rear plug. Other bearings should be flush with both sides of bearing web.

ENGINE OILING

Crankcase Capacity — All engines hold 5 quarts. Add 1 quart with filter change.

Oil Filter — Replace at first oil change, then every second oil change after that.

Normal Oil Pressure — 301" engine, 38-42@2600 RPM. 400" engine, 35-40@2600 RPM.

Pressure Regulator Valve — In oil pump body. Not adjustable.

ENGINE OILING SYSTEM

See Fig. 6. Force feed type with oil supplied under full pressure to all crankshaft, connecting rod, and camshaft bearings and to valve train parts. Spray from main and connecting rod

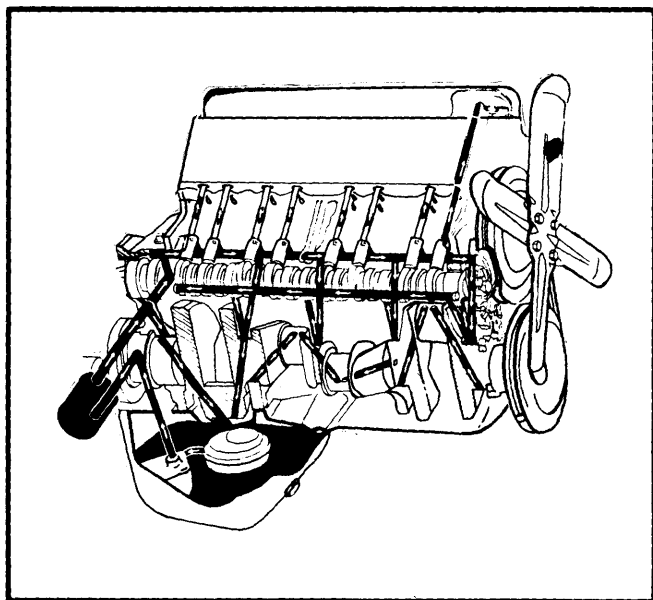


Fig. 6 Engine Oiling System

bearings lubricates cylinder walls, piston pins and bushings. Timing chain and sprockets receive metered jet lubrication as do fuel pump eccentric and rocker arm. A hole in the block from the push rod gallery through distributor boss lubricates distributor shaft and bushings.

Push Rods and Rocker Arms — Oil from each lifter is directed up through hollow push rods to rocker arms. Oil then passes through a hole in push rod contact area of rocker arm and fills it. This supply lubricates rocker arm ball and overflow lubricates top of valve stem and other valve train surfaces.

OIL PUMP

Removal — 1) Remove oil pan splash baffle. Hold oil pump while removing attaching bolts. Lower oil pump carefully while removing pump drive shaft.

NOTE — Removal and installation of pump does not affect engine timing.

2) If pump is disassembled for cleaning and inspection, do not loosen or remove oil pump screen from pump body. Do not attempt to change oil pressure by varying length of pressure regulator spring.

Installation — Position drive shaft in distributor and oil pump drive gears. Use new gasket between pump and block. Index drive shaft with pump drive gear shaft and install attaching bolts.

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Cylinder Head Bolts	95
Intake Manifold Bolts	35
Exhaust Manifold Bolts	40
Oil Pan	12
Main Bearing Cap Bolts	
301"	70
400"	100
Rear Main Bearing Cap Bolts	
301"	100
400"	120
Connecting Rod Bearing Cap Bolts	
301"	30
400"	40
Flywheel	95
Harmonic Balancer	160
Camshaft Sprocket	40
Engine Front Cover	30
Oil Pump	30
Rocker Arm Stud	15
Rocker Arm Stud Nut	20

General Motors V8 Engines

301" & 400" V8 ENGINES (Cont.)

ENGINE SPECIFICATIONS

GENERAL SPECIFICATIONS						
Engine	Net HP At RPM	Torque (Ft. Lbs. at RPM)	Compr. Ratio	Bore	Stroke	Displ. Cu. Ins.
301" 2-Bbl. 400" 4-Bbl.	140@3600 180@3600	235@2000 325@1600	8.2-1 7.7-1	4.00" 4.12"	3.00" 3.75"	301 400

VALVES							
Engine & Valve	Head Diam.	Face Angle	Seat Angle	Seat Width	Stem Diameter	Stem Clearance	Valve Lift
301" Int.	1.72"	45°	46°	.....	.3425"	.0010-.0027"	.364"
Exh.	1.50"	45°	46°	.....	.3425"	.0010-.0027"	.364"
400" Int.	2.10"	29°	30°	.....	.3425"	.0016-.0033"	.364"
Exh.	1.60"	44°	45°	.....	.3425"	.0021-.0038"	.364"

PISTONS, PINS, RINGS						
Engine	PISTONS	PINS		RINGS		
	Clearance	Piston Fit	Rod Fit	Rings	End Gap	Side Clearance
301"	.0025-.0033"	.0002-.0004"	Press	1 2 3	.010-.020" .010-.020" .035"	.0015-.0035" .0015-.0035" .0015-.0035"
400"	.0025-.0033"	.0003-.0005"	Press	1 2 3	.010-.020" .010-.020" .035"	.0015-.0035" .0015-.0035" .0015-.0035"

CRANKSHAFT MAIN & CONNECTING ROD BEARINGS							
Engine	MAIN BEARINGS				CONNECTING ROD BEARINGS		
	Journal Diam.	Clearance	Thrust Bearing	Crankshaft End Play	Journal Diam.	Clearance	Side Play
301"	3.00"	.0004-.0020"	No.4	.006-.022"	2.25"	.0005-.0025"	.006-.022"
400"	3.00"	.0002-.0020"	No.4	.003-.009"	2.25"	.0005-.0025"	.006-.022"

CAMSHAFT			
Engine	Journal Diam.	Clearance	Lobe Lift
All	1.900"	.....	.....

VALVE SPRINGS			
Engine	Free Length	PRESSURE (LBS.)	
		Valve Closed	Valve Open
301"	⓪1.66"	78-86@1.66"	162-170@1.29"
400"	⓪1.54"	68-73@1.55"	131-136@1.19"

⓪ — Installed height.

305", & 350" VIN CODE L V8 ENGINES

IDENTIFICATION CODING

ENGINE IDENTIFICATION

Engine code is stamped on front right side of cylinder block.

Application	Code
Buick	
305" 2-Bbl. (LG-3)	U
305" 4-Bbl. (LG-4)	H
350" 4-Bbl. (LM-1)	L
Chevrolet	
305" 2-Bbl. (LG-3)	U
350" 4-Bbl. (LM-1)	L
Oldsmobile	
305" 2-Bbl. (LG-3)	U
305" 4-Bbl. (LG-4)	H
350" 4-Bbl. (LM-1)	L
Pontiac	
305" 2-Bbl. (LG-3)	U
305" 4-Bbl. (LG-4)	H
350" 4-Bbl. (LM-1)	L

ENGINE REMOVAL

See Engine Removal at end of ENGINE Section.

CYLINDER HEAD & MANIFOLDS

INTAKE MANIFOLD

Removal - 1) Drain radiator and remove air cleaner. Disconnect negative battery cable, upper radiator hose, heater hose at manifold, accelerator linkage at carburetor, and fuel line at carburetor. Disconnect crankcase ventilation lines and spark advance hose at distributor. Remove distributor cap and mark rotor position with chalk, then remove distributor.

2) Remove (as required) oil filler and air cleaner brackets, air compressor and bracket, accelerator return spring and bracket, and accelerator bellcrank. Remove alternator upper mounting bracket. Remove manifold attaching bolts, then remove manifold and carburetor as an assembly.

Installation - Clean gasket and seal surfaces on manifold, cylinder heads and block. Install end seals on block. Install side gaskets on cylinder heads, using sealing compound around water passages. Install manifold being careful not to displace gaskets and seals. Install manifold bolts and tighten in sequence. See Fig. 1.

NOTE - If crankshaft has been rotated while distributor was removed, time distributor to No. 1 cylinder.

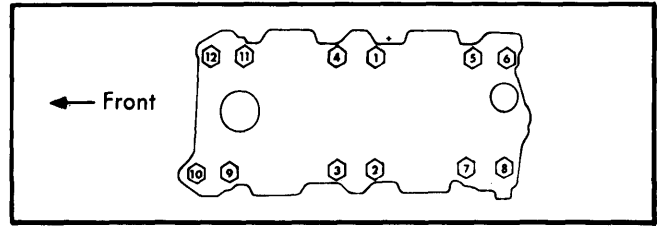


Fig. 1 Intake Manifold Tightening Sequence

CYLINDER HEAD

Removal - 1) Remove intake manifold and carburetor as an assembly. Remove alternator lower mounting bolt and set unit aside. Remove A/C compressor and forward mounting bracket (if equipped).

NOTE - If equipped with A.I.R., disconnect hoses at injection tubing check valve.

2) Remove exhaust manifolds. Remove rocker arm cover, nuts, balls and rocker arms. Remove push rods.

NOTE - Valve mechanism components must be reinstalled in same location.

3) - Drain cooling system and remove cylinder head bolts. Remove cylinder head and gaskets.

Installation - Clean gasket surfaces on block and cylinder heads. Clean head bolt threads in block (dirt will affect torque). Use sealer on both sides of steel gaskets. Place gaskets in position on block with bead up. Install cylinder heads and bolts (with sealing compound on threads). Tighten in sequence See Fig. 2.

NOTE - Do not apply sealer to composition steel asbestos gaskets.

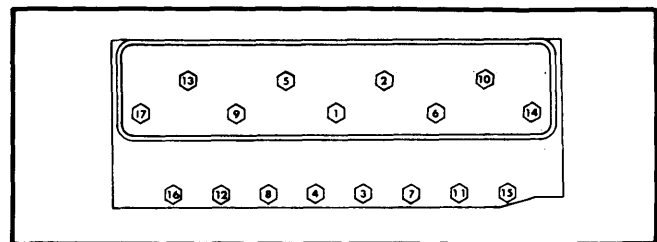


Fig. 2 Cylinder Head Tightening Sequence

VALVES

VALVE ARRANGEMENT

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

VALVE GUIDE SERVICING

Integral with cylinder head. If valve stem clearance excessive ream to next oversize.