

IHC V8 Engines

1965-74 266", 304", 345", 392" V8 ENGINES

GENERAL SPECIFICATIONS							
Year	Displ. Cu. Ins.	Carburetor	HP at RPM	Torque (Ft. Lbs. at RPM)	Compr. Ratio	Bore	Stroke
1965	266	2-Bbl.	155@4400	227@2800	8.4-1	3.625"	3.219"
1965	304	2-Bbl.	193@4400	273@2800	8.2-1	3.875"	3.219"
1966	266	2-Bbl.	155@4400	227@2800	8.4-1	3.625"	3.219"
1966	304	2-Bbl.	193@4400	273@2800	8.2-1	3.875"	3.219"
1967	266	2-Bbl.	155@4400	227@2800	8.4-1	3.625"	3.219"
1967	304	2-Bbl.	193@4400	273@2800	8.2-1	3.875"	3.219"
1967	345	2-Bbl.	197@4000	309@2300	8.0-1	3.875"	3.656"
1968	266	2-Bbl.	155@4400	227@2800	8.4-1	3.625"	3.219"
1968	304	2-Bbl.	193@4400	273@2800	8.2-1	3.875"	3.219"
1968	345	2-Bbl.	197@4000	309@2300	8.0-1	3.875"	3.656"
1969	304	2-Bbl.	193@4400	273@2800	8.2-1	3.875"	3.219"
1969	345	2-Bbl.	197@4000	309@2300	8.0-1	3.875"	3.656"
1969	392	4-Bbl.	236@4000	357@2800	8.0-1	4.125"	3.656"
1970	304	2-Bbl.	193@4400	273@2800	8.2-1	3.875"	3.219"
1970	345	2-Bbl.	197@4000	309@2300	8.0-1	3.875"	3.656"
1970	392	4-Bbl.	236@4000	357@2800	8.0-1	4.125"	3.656"
1971	304	2-Bbl.	193@4400	273@2800	8.2-1	3.875"	3.219"
1971	345	2-Bbl.	197@4000	309@2300	8.0-1	3.875"	3.656"
1971	392	4-Bbl.	236@4000	357@2800	8.0-1	4.125"	3.656"
1972	304	2-Bbl.	180@4400	262@2500	8.2-1	3.875"	3.219"
1972	345	2-Bbl.	182@3800	303@2000	8.0-1	3.875"	3.656"
1972	392	4-Bbl.	218@3600	343@2400	8.0-1	4.125"	3.656"
1973	304	2-Bbl.	180@4400	262@2500	8.2-1	3.875"	3.219"
1973	345	2-Bbl.	182@3800	303@2000	8.0-1	3.875"	3.656"
1973	392	4-Bbl.	218@3600	343@2400	8.0-1	4.125"	3.656"
1974	304	2-Bbl.	180@4400	262@2500	8.2-1	3.875"	3.219"
1974	345	2-Bbl.	182@3800	303@2000	8.0-1	3.875"	3.656"
1974	392	4-Bbl.	218@3600	343@2400	8.0-1	4.125"	3.656"

► **NET HORSEPOWER & TORQUE NOTE** — Horsepower and Torque figures given for 1972 and later are NET. NET Horsepower and Torque represent power at the flywheel when the engine is installed in the vehicle, with wide open throttle and all systems operating such as; air cleaner, exhaust system, water pump, generator, oil pump and air conditioning.

ENGINE IDENTIFICATION

Engine Identification Number is located on right bank, upper front corner. The first four digits indicate displacement.

Application	Code
266"	V-266
304"	V-304
345"	V-345

① — Suffix "E" if present, indicates an emission controlled engine.

ENGINE REMOVAL

See Engine Removal at end of ENGINE Section.

INTAKE MANIFOLD

Removal — 1) Drain cooling system, and remove air cleaner. Disconnect battery. Remove upper radiator hose, and heater hoses from intake manifold. Remove A.I.R. hoses (if equipped) and PCV hose. Disconnect fuel line and accelerator linkage.

2) If equipped with air conditioning, remove compressor support brace. Disconnect coil wires. Remove distributor cap and

wires at plugs. Remove manifold bolts and remove intake manifold.

Installation — To install intake manifold, clean all gasket surfaces and apply sealer at all water passages. Install intake manifold and tighten bolts. To complete installation of components reverse removal procedure.

CYLINDER HEAD

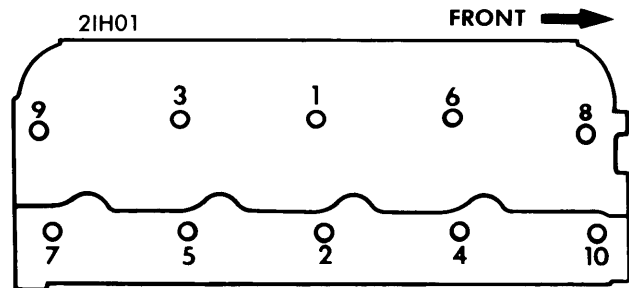
Removal — 1) Remove intake manifold as previously outlined. If equipped with air conditioning, remove compressor mounting bolts and set compressor aside. Remove alternator, and compressor and alternator mounting bracket. Remove power steering pump and bracket.

2) Remove air injection manifolds (if equipped), and remove exhaust manifolds. Remove water pump-to-cylinder head pipe. Remove rocker cover and tappet cover. Remove rocker arm assembly. **NOTE** — Special bolts with nylon plugs are used to hold rocker arm assembly in place. In no case should a standard bolt be used in this application. This type bolt provides a seal for the threads in the cylinder head, and prevents oil from entering the intake port, as these holes are drilled directly into the intake port.

1965-74 266", 304", 345", 392" V8 ENGINES (Cont.)

3) Remove push rods. Remove dipstick tube mounting bracket. Drain engine block of all coolant. Remove cylinder head bolts and remove cylinder head. Take care to avoid damaging sealing surfaces on cylinder head and engine block.

Installation — Reverse removal procedure to install cylinder head. Be sure that gasket surfaces on head and cylinder block are clean and that cylinder head bolt threads and threads in block are clean. Tighten cylinder head bolts in sequence shown in illustration.



CYLINDER HEAD TIGHTENING SEQUENCE

VALVES							
Engine & Valve	Head Diam.	Face Angle	Seat Angle	Seat Width	Stem Diameter	Stem Clearance	Valve Lift
1965-68 266"	Int.	45°	45°	.063-.094"	.372-.373"	.001-.0035"
		Exh.	45°	45°	.078-.109"	.3715-.3725"	.0015-.004"
1965-74 304"	Int.	45°	45°	.063-.094"	.372-.373"	.001-.0035"
		Exh.	45°	45°	.078-.109"	.3715-.3725"	.0015-.004"
1967-74 345"	Int.	45°	45°	.063-.094"	.372-.373"	.001-.0035"
		Exh.	45°	45°	.078-.109"	.3715-.3725"	.0015-.004"
1969-74 392"	Int.	30°	30°	.063-.094"	.372-.373"	.001-.0035"
		Exh.	45°	45°	.078-.109"	.414-.415"	.0015-.004"

VALVE ARRANGEMENT

E-I-E-I-E-I-E-I (Left bank, front to rear.)
I-E-I-E-I-E-I-E (Right bank, front to rear.)

VALVE GUIDE SERVICING

If valve stem clearance is excessive, over .0035", valve guides should be replaced. Remove valve guides using a suitable removal tool (SE-1722). Guides must be driven out from the combustion chamber side through the top of the head. Install valve guides from the top of the cylinder head using a suitable installation tool (SE-1943). Press guides in until specified installed height is obtained.

Valve Guide Installed Height (In.)

Application	Intake	Exhaust
266"	31/32	31/32
304"	31/32	31/32
345"	31/32	1 1/32
392"	31/32	1 1/64

VALVE STEM OIL SEALS

An "O" ring type oil seal is installed on valve stem before valve spring is installed. See *Valve Springs*.

VALVE SPRINGS

Engine	Free Length	PRESSURE (LBS.)	
		Valve Closed	Valve Open
1965-74 266", 304" 345", 392"	2.065"

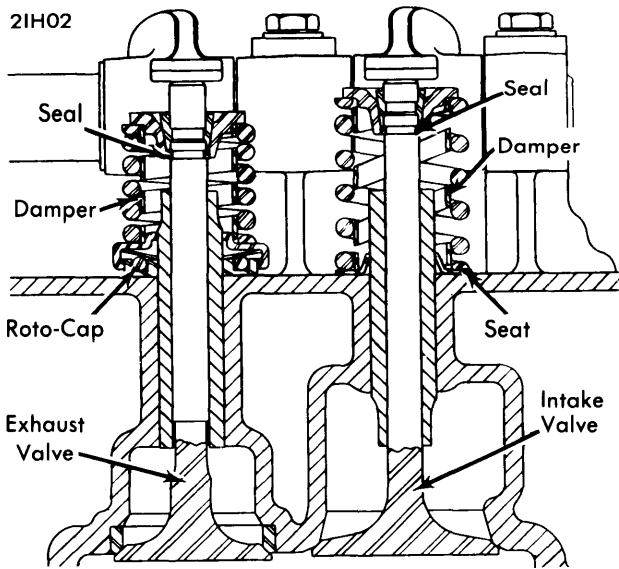
VALVE SPRINGS

Removal — With cylinder head removed, compress valve spring with a valve spring compressor, and remove valve keepers. Release spring compressor and remove valve spring retainer, damper, spring, stem seal and Roto-Cap assemblies. All 304A engines will have a slow rotating device on exhaust valves (see illustration).

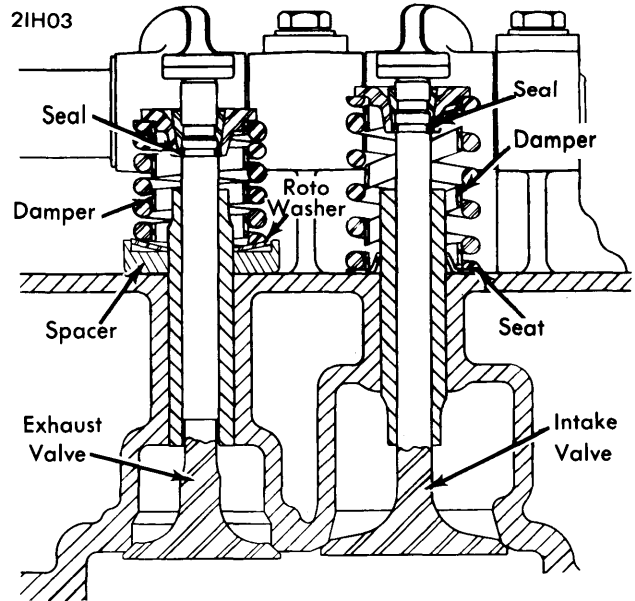
Installation — To install valve springs, reverse removal procedure. Check Roto-Cap assemblies for wear, gritty feel, or bound up condition. On 304A engines check slow Roto washer for excessive wear or cracks.

IHC V8 Engines

1965-74 266", 304", 345", 392" V8 ENGINES (Cont.)



VALVE ASSEMBLIES 266", 304", 345", & 392" ENGINES



VALVE ASSEMBLIES 304A ENGINE

VALVE SPRING INSTALLED HEIGHT

Valve springs are checked in valve spring tension tester. At a test height of 1.429" test pressure should be 188.1 ± 8 lbs. Free length of valve springs is 2.065".

ROCKER ARM ASSEMBLY

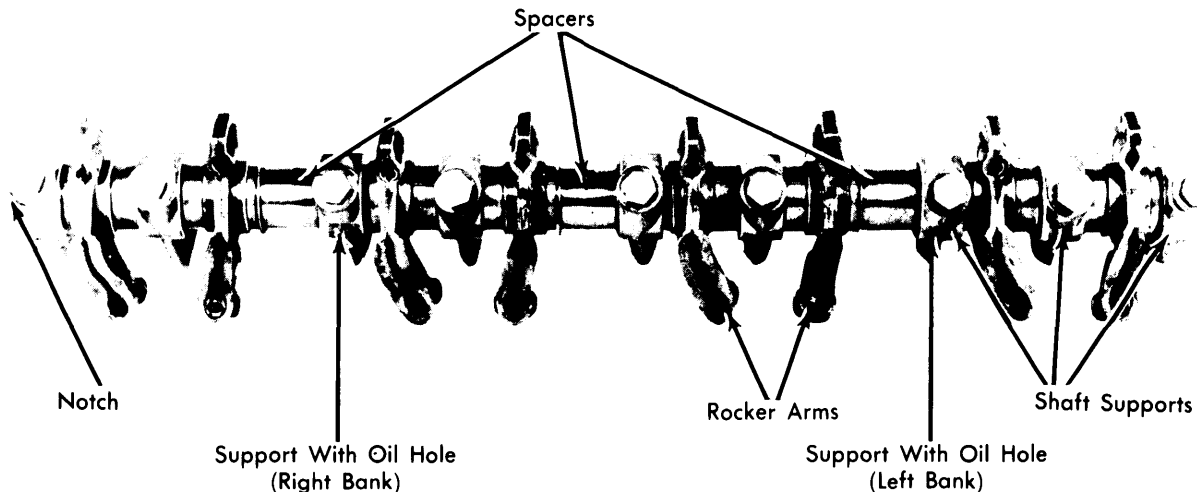
Removal & Disassembly - Remove rocker arm assemblies from engine as a unit. On bench, remove rocker arm mounting bolts from supports, and remove supports, rocker arms, and spacers. Keep parts in order. Remove plugs from end of shaft. Clean all parts thoroughly, making sure all oil passages are open. Inspect rocker arm shaft, check for wear or bent condi-

tion. Check valve stem contact-pad surface of rocker arm and resurface if necessary. Do not remove more than .010" of material. Check rocker arm bushings for proper clearance on shaft. Clearance should be from .0005-.007", replace rocker arm if excessive wear is indicated.

Reassembly & Installation - To assemble, reverse disassembly procedures, making sure the notches at the end of the rocker arm shaft are facing upward. Also make sure the rocker arm shaft support with the oil feed hole is located third from the rear on the right bank, and third from the front on the left bank. Rocker arm shaft assemblies are interchangeable with this in mind. Reinstall rocker arm assembly on engine.

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FRONT OF ENGINE



ROCKER ARM ASSEMBLY

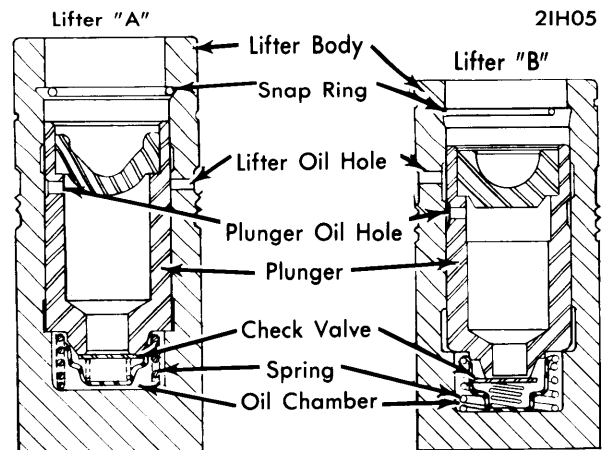
1965-74 266", 304", 345", 392" V8 ENGINES (Cont.)

HYDRAULIC VALVE LIFTER ASSEMBLY

NOTE — Two types of valve lifters are used. Lifters operate in the same manner and are serviced basically the same.

Disassembly — Depress plunger in lifter using a push rod, and remove snap ring. Now remove plunger, check valve, and spring.

Reassembly — Thoroughly clean and inspect all lifter components. Inspect plunger and inside bore for scratches. Inspect for nicks on valve seat and for wear on lifter face. Try plunger for free fit in lifter bore. Reassemble all parts in proper sequence, filling lifter body $\frac{1}{3}$ full with clean kerosene for initial running period.



HYDRAULIC VALVE LIFTER ASSEMBLIES

Engine	PISTONS, PINS, RINGS					
	PISTONS Clearance	PINS Piston Fit Rod Fit		RINGS Rings End Gap Side Clearance		
1965-68 266"	.0025"	.0005-.0009"	.0006-.0012"	No. 1	.010-.020"	.0015-.003"
				No. 2	.010-.020"	.0015-.003"
				No. 3	.015-.055"	.000-.008"
1965-74 304"	.0025"	.0005-.0009"	.0006-.0012"	No. 1	.010-.020"	.0015-.003"
				No. 2	.010-.020"	.0015-.003"
				No. 3	.015-.055"	.000-.008"
1967-74 345"	.0025"	.0005-.0009"	.0006-.0012"	No. 1	.010-.020"	.0015-.003"
				No. 2	.010-.020"	.0015-.003"
				No. 3	.015-.055"	.000-.008"
1969-74 392"	.0025"	.0005-.0009"	.0006-.0012"	No. 1	.013-.023"	.0015-.003"
				No. 2	.013-.023"	.0015-.003"
				No. 3	.013-.028"	.002-.0035"

OIL PAN REMOVAL

See *Oil Pan Removal* at end of ENGINE Section.

PISTON & ROD ASSEMBLY

Removal — With oil pan, oil pump, and cylinder heads removed, remove any ridge in top of cylinder bore with a ridge reamer. Check connecting rod and cap for identification marks or numbers. Identify if necessary. Remove connecting rod cap nuts and rod cap. Push piston and rod assembly up and out of cylinder block. It will be necessary to rotate crankshaft to various positions to facilitate removal of piston and rod assemblies.

Installation — Before installing piston and rod assemblies, be sure to stagger ring gaps. Place connecting rod in bore with the large chamfer side of the rod and cap toward the fillet side of the connecting rod journal. Compress piston rings with ring compressor. With rod bearings and crankshaft journal lubricated, push piston and rod assembly into position and install rod cap, being sure numbers match. Install and tighten rod nuts.

FITTING PISTONS

With piston and rod assemblies removed, wipe cylinder bores clean and measure each bore diameter at top and bottom of ring travel at both parallel and at right angles to the crankshaft. If cylinder bore exceeds the limits of .002" out-of-round and .005" taper it must be bored for oversize pistons. Oversize pistons are available in the following sizes: .010", .020", .030", & .040".

To check fit of rings in cylinder bore, push ring in cylinder bore making sure ring is square with bore. Measure ring gap with feeler gauge. Before installing rings on piston, be sure ring grooves are clean. Also check piston ring side clearance.

PISTON PINS

Removal — With piston and rod assembly removed, press out piston pin using a suitable removing and installing tool set (SE-1946-1,-2,-3), and an arbor press. Separate piston from connecting rod.

Installation — Check clearance of pin in piston, it should be within .0005-.0009". Position piston on rod so that bearing tangs will be toward the side marked "UP" on the piston. Lubricate piston pin and press in using same tools as were used during removal. Check piston for free movement on piston pin.

1965-74 266", 304", 345", 392" V8 ENGINES (Cont.)

CRANKSHAFT MAIN & CONNECTING ROD BEARINGS							
Engine	MAIN BEARINGS				CONNECTING ROD BEARINGS		
	Journal Diam.	Clearance	Thrust Bearing	Crankshaft Endplay	Journal Diam.	Clearance	Sideplay
1965-68 266"	2.7484-2.7494"	.001-.004"	No. 3	.0044-.0094"	2.373-2.374"	.0011-.0036"	.008-.016"
1965-74 304"	2.7484-2.7494"	.001-.004"	No. 3	.0044-.0094"	2.373-2.374"	.0011-.0036"	.008-.016"
1967-74 345"	2.7484-2.7494"	.001-.004"	No. 3	.0044-.0094"	2.373-2.374"	.0011-.0036"	.008-.016"
1969-74 392"	2.7484-2.7494"	.001-.004"	No. 3	.003-.008"	2.373-2.374"	.0011-.0036"	.008-.016"

MAIN & CONNECTING ROD BEARINGS

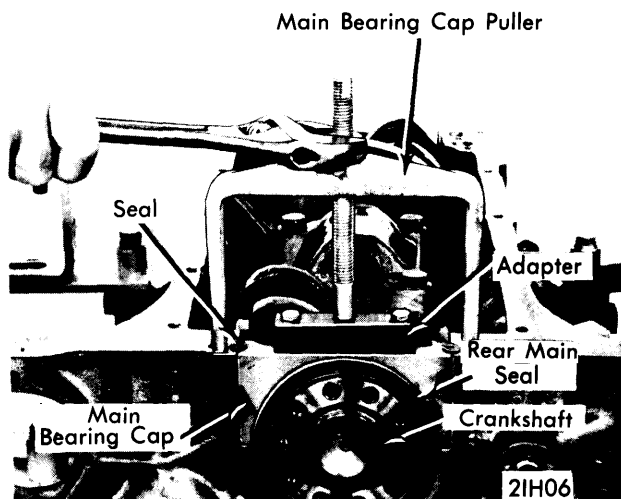
NOTE — The following procedures are performed with oil pan and oil pump removed.

Connecting Rod Bearing — 1) Mark or identify rod cap to rod (if unmarked), and remove connecting rod cap bolts. With rod bolts removed, remove connecting rod cap and bearing. Push up on piston and rod assembly and remove bearing shell from rod. Inspect bearings for wear or damage and replace as necessary.

2) Check crankshaft clearance using the Plastigage method. If clearance exceeds specifications, crankshaft must be removed and ground for undersize bearings. Connecting rod bearings are available in .010", .020", .030", & .040" undersize.

3) To install bearings, clean crankshaft journal and bearing surface in rod. Insert bearing in rod and cap. Lubricate journal and pull piston and rod assembly down, aligning bearing on journal. Install rod cap noting identification marks and evenly tighten rod bolts.

Main Bearings — 1) The crankshaft bearing caps are numbered to identify their position. The number three main bearing cap accommodates a thrust flange. To replace bearings, remove main bearing cap. To remove No. 5 main bearing cap a suitable puller and adapter must be used (SE-1719,-3).

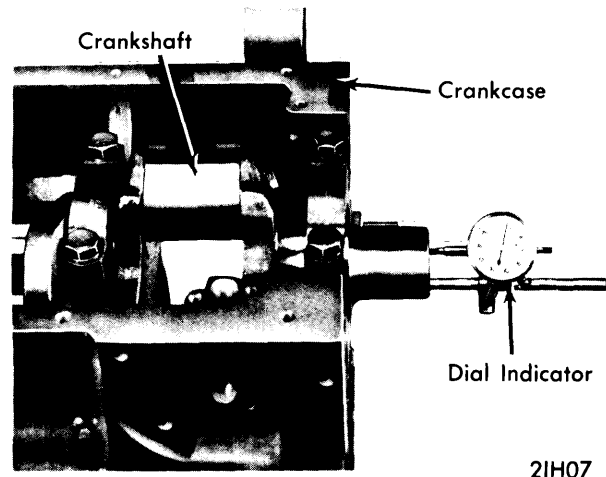


REMOVING REAR (NO. 5) MAIN BEARING CAP

2) Check crankshaft clearance using the Plastigage method. If clearance exceeds specifications, crankshaft must be removed and ground for undersize bearings. Undersize main bearings are available in .010", .020", .030", & .040" undersize.

THRUST BEARING ALIGNMENT

The No. 3 main bearing controls crankshaft thrust. Pry crankshaft as far forward as possible and check crankshaft end play using a dial indicator. Replace No. 3 main bearing if end play is not to specifications.



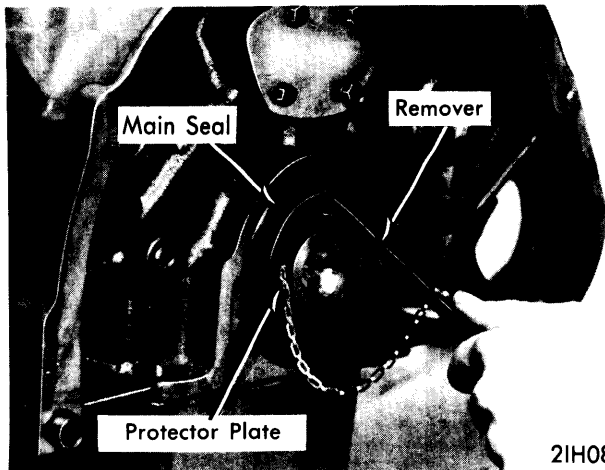
CHECKING CRANKSHAFT END PLAY

REAR MAIN BEARING OIL SEAL

Removal — Transmission, clutch, and flywheel must be removed in order to gain access to oil seal. Pry out seal using a suitable seal removal tool (SE-1941). Position protector plate on crankshaft flange. Insert prying tool in long notch of protector plate and pry on seal in various positions around seal. Now with seal partially removed, insert prying tool in short notch and pry out seal.

Installation — Position rear main seal on a suitable pilot tool (SE-1942-2). Position pilot on suitable installer tool (SE-1942-1). Place installer and pilot over end of crankshaft and drive seal into position. Seal should now be flush with rear face of cylinder block.

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REMOVING REAR MAIN OIL SEAL

ENGINE FRONT COVER

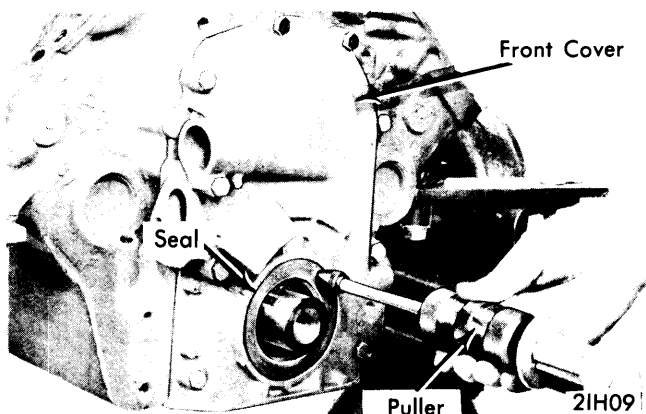
Removal — Drain cooling system and remove radiator. Remove fan, water pump pulley, and belts. Remove water pump and both water pipes. Remove fuel pump and fuel line. Remove crankshaft pulley, support engine and remove front motor mount. Remove engine front cover bolts and remove cover.

Installation — Position cover and new gasket on cylinder block. Install cover retaining bolts, but do not tighten. Align front cover to crankshaft with a suitable aligning tool (SE-1949) and tighten bolts. To install remaining components, reverse removal procedure.

FRONT COVER OIL SEAL

Removal — Drain cooling system and remove radiator. Remove drive belts and crankshaft pulley. Use suitable puller (SE-2091) and a slide hammer to remove seal.

Installation — Coat outside diameter of seal with motor oil, drive seal into place with a suitable driver (SE-1949). To install remaining components, reverse removal procedure.



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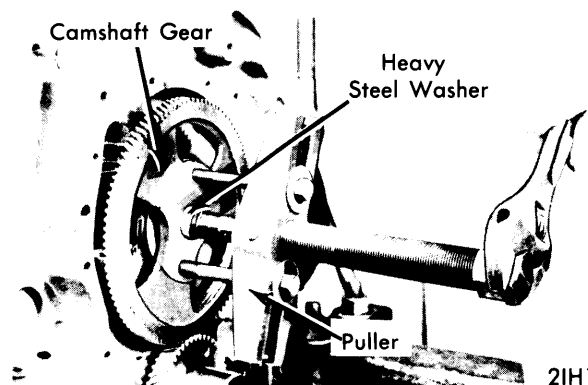
REMOVING FRONT COVER OIL SEAL

CAMSHAFT			
Engine	Journal Diam.	Clearance	Lobe Lift
1965-74 266", 304" 345", 392"			
No. 1	2.099-2.100"	.0015-.0035"
No. 2	2.089-2.090"		
No. 3	2.079-2.080"		
No. 4	2.069-2.070"		
No. 5	2.059-2.060"		

TIMING GEARS

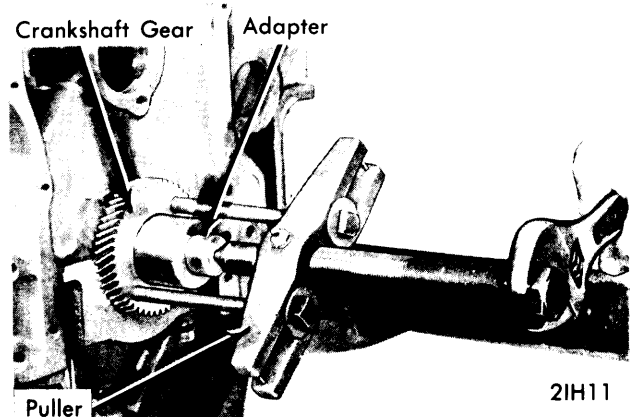
Removal — Remove front engine cover as previously outlined. Rotate engine until timing marks on gears are aligned. Remove fuel cam bolt and fuel pump cam. Pull off camshaft gear with a suitable puller (SE-1368) and a heavy steel washer. To remove crankshaft gear use a suitable puller (SE-1368) and an adapter and remove crankshaft gear.

Installation — To install camshaft gear, lubricate inside of gear and position on camshaft, aligning gear keyway with key. Press gear into position using a suitable installation tool (SE-1900-16). Install fuel pump cam and tighten retaining bolt. To install crankshaft gear, lubricate inside of gear and position on crankshaft, aligning gear keyway with key. Press gear into position using a suitable installation tool (SE-1900). Be sure timing marks are aligned.



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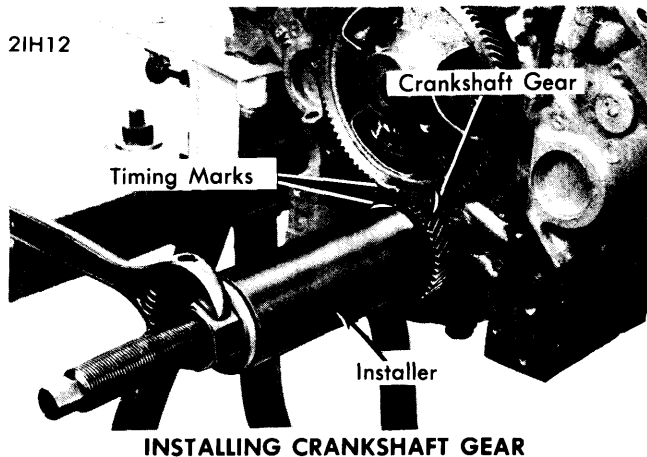
REMOVING CAMSHAFT GEAR



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REMOVING CRANKSHAFT GEAR

1965-74 266", 304", 345", 392" V8 ENGINES (Cont.)

**CAMSHAFT**

Removal — Remove rocker arm covers, intake manifold, tappet cover, rocker arm assemblies, and front engine cover as

previously outlined. Remove two screws securing camshaft thrust plate to cylinder block. Carefully pull camshaft toward front to remove. Use care not to damage camshaft lobes or camshaft bearings.

Installation — Thoroughly clean camshaft and inspect lobes and journals for wear or scoring. To install camshaft, reverse removal procedure.

CAMSHAFT BEARINGS

With camshaft removed, check clearance of camshaft and bearings. If clearance is excessive and camshaft journals are within specifications, bearings must be replaced. Bearings are removed and replaced using a suitable camshaft bearing removal and installation tool set (SE-1897) and a slide hammer. Make sure all holes in camshaft bearings align with holes in cylinder block. Also make sure that none of the bearings interfere with lifter travel.

CAMSHAFT END THRUST

Camshaft end play is controlled by a camshaft thrust plate. If camshaft end play exceeds .014", camshaft thrust plate must be replaced.

ENGINE OILING

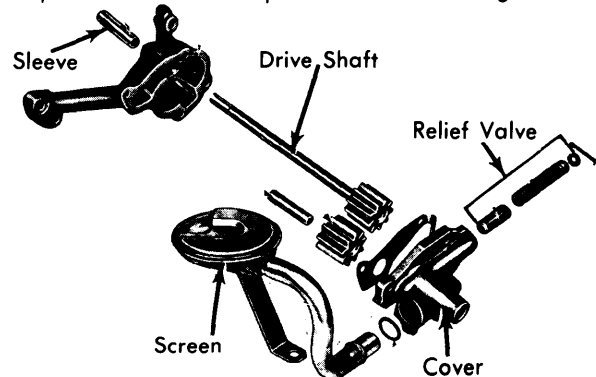
Crankcase Capacity — All engines 5 quarts, add 1 quart with filter change.

Oil Filter — Full-flow, disposable element type. Replace every oil change.

Normal Oil Pressure — Minimum at normal idle, 10 to 20 psi. Maximum at 1800 RPM, 40 to 50 psi.

Pressure Regulator Valve — Mounted in oil pump cover, limits oil pressure to 43 to 51 psi. See *Oil Pump*.

shaft so that the sleeve extends .2" from end of shaft. Now crimp sleeve on shaft to prevent it from moving.

**OIL PUMP****Oil Pump Specifications**

Application	Specification
Gear End Play.....	.0015-.006"
Gear Side Clearance.....	.0007-.0027"
Shaft Clearance.....	.001-.0025"
Gear Backlash.....	.0107"
Pressure Regulator Spring.....	1.812" @ 13.33 Lbs.

ENGINE OILING SYSTEM

Oil pump, driven by distributor, provides full pressure lubrication to camshaft, crankshaft, and connecting rod bearings. Full pressure lubrication is also provided to valve lifters, push rods, and rocker arm assemblies. Cylinder walls and piston pins are lubricated by splash oil from connecting rod journals. The spring loaded pressure regulator valve limits maximum oil pressure in the system.

OIL PUMP

Disassembly — With oil pump removed, thoroughly clean outside of pump before disassembling. Remove cover retaining bolts and remove cover. Pull pickup tube out of cover. Place pump in press and press drive gear shaft out of sleeve. Remove drive gear and idler gear. Remove cotter pin from cover and withdraw washer, spring, and pressure regulator valve.

Inspection — With pump cover removed and gears and shaft in place, exert thumb pressure against the gears so as to push them away from the outlet side of the pump. While holding gears in this manner measure clearance between outside diameter of gear and bore of housing. Also check backlash between pump gears. If clearance is not to specifications, replace gears or pump assembly. Also check to be sure pressure regulator valve is not nicked or burred.

Assembly — Coat gears and shaft with oil and install in pump. Check gear end play in pump body. Clearance is determined by gasket between cover and pump body. Add or remove gaskets to obtain correct gear play. Install cover and tighten bolts. Install oil pickup tube and tighten bolt. Lubricate pressure regulator valve and install in cover with chamfered end first. Install spring, washer and cotter pin. Install sleeve on

TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Main Bearing Bolts.....	75-85
Connecting Rod Bolts.....	① 45-55
Cylinder Head Bolts.....	90-100
Intake Manifold Bolts.....	25-30
Camshaft Gear Nut.....	55-65
Camshaft Thrust Flange.....	14-16
Flywheel Bolts.....	45-55
Crankshaft Pulley Bolt.....	100-110
Rocker Arm Shaft Bolts.....	25-30

① — 392" Engine 40-45 Ft. Lbs.