

Tune-Up Specification Notes

1968 OLDSMOBILE CARBURETOR ADJUSTMENTS

250" 6 Cyl.

- 1) Adjust solenoid slow idle screw to obtain approx. 575 RPM.
- 2) With solenoid energized open throttle slightly to allow plunger to come out of solenoid. Measure distance between end of solenoid body and end of solenoid screw. Distance must be 7/8" ± 1/16". If distance is not correct adjustment is necessary.
- 3) Adjust solenoid slow idle screw and mixture screw alternately to obtain best idle at following idle speeds.

	1968
Auto. Trans.	575
Manual Trans.	725

NOTE - Auto. Trans. idle speed set in "Drive", Manual Trans. set in "Neutral". Hot idle compensator hole must be plugged with eraser end of pencil.

- 4) For final setting, turn idle mixture screw in until idle speed drops off 20-25 RPM. This is final setting (CAUTION - Do not readjust solenoid screw).
- 5) Turn throttle stopscrew in until it contacts throttle lever, then disconnect solenoid lead to de-energize solenoid and adjust throttle stopscrew for idle speed of 400 RPM in Drive (Auto. Trans.) or Neutral (Manual Trans.).
- 6) Reconnect solenoid lead, reinstall air cleaner and reconnect vacuum line.

350" V8

- 1) Adjust solenoid slow idle screw to obtain approx. 575 RPM.
- 2) With solenoid energized open throttle slightly to allow plunger to come out of solenoid. Measure distance between end of solenoid body and end of solenoid screw. Distance must be 7/8" ± 1/16". If distance is not correct adjustment is necessary.
- 3) Adjust solenoid idle stopscrew and both idle mixture screws alternately for best idle at following idle speeds:

	1968
Auto. Trans.	575
Manual Trans.	675

NOTE - Auto. Trans. idle speed set in Drive, Manual Trans. set in Neutral. On air conditioned cars, hold hot idle compensator closed.

- 4) Turn each idle mixture screw in until idle speed drops off 10-15 RPM for final idle speed of 20-30 RPM (both screws) less than speed specified above (CAUTION - Do not readjust solenoid screw).
- 5) Turn throttle stopscrew in until it contacts throttle lever, then disconnect solenoid lead to de-energize solenoid and adjust throttle stopscrew for idle speed of 400 RPM in Drive (Auto. Trans.), or Neutral (Manual Trans.).
- 6) Reconnect solenoid lead, reinstall air cleaner and reconnect vacuum line. Recheck idle speed with air cleaner installed.

1968 PONTIAC CARBURETOR ADJUSTMENTS

6 Cyl. Hot Idle RPM - Set with choke fully open (all models) and hot idle compensator closed (1-Bbl. carburetors with Air Cond., and all 4-Bbl. carburetors). With carburetor mixture screws backed out 5 turns and idle stop solenoid active, set idle stop solenoid screw to obtain RPM listed in "Preliminary" column in table. Turn mixture screws clockwise to RPM in "Active" column (idle stop solenoid active). DO NOT readjust idle stop solenoid screw. With idle stop solenoid inactive, adjust idle speed screw to RPM in "Inactive" column (solenoid inactive speed). DO NOT readjust mixture or solenoid screws.

Engine	Solenoid		
	Preliminary	Active	Inactive
250" 1-Bbl. Synchro-mesh	730	700	500
Auto. Trans.	610	600	500
1968 4-Bbl. Synchro-mesh....	830	800	600

V8 Hot Idle RPM (1968 Ram Air) - See chart below for specifications. Back out idle mixture screws four turns (2-Bbl.), six turns (4-Bbl.) from lightly seated position. With idle solenoid energized, adjust mixture screws and solenoid stop screw to obtain best lean idle setting at specified RPM (high speed in chart). With idle stop solenoid disconnected, adjust idle speed screw on carburetor to obtain lower solenoid inactive speed (lower speed in chart). DO NOT readjust mixture screws.

V8 Hot Idle RPM (1968 Except Ram Air) - See chart below for specifications. Back out idle mixture screws four turns (2-Bbl.), six turns (4-Bbl.) from lightly seated position. Adjust mixture screws and idle speed screw to obtain lean best carburetor setting at specified idle RPM.

Engine	S.M.	A.T.
350" V8 2-Bbl.	700/500	650/575
350" V8 4-Bbl.	850/650	650/500
400" V8 2-Bbl.	800/500	650/500
400" V8 4-Bbl.	850/650	650/500
Ram Air	1000/650	650/500
428" V8 4-Bbl.		650/500

S.M. - Synchro-mesh Trans.
A.T. - Automatic Trans.

1968-69 FORD MOTOR CO. AIR/FUEL RATIO SETTINGS

1968 Models			1969 Models		
Engine	S.M.	A.T.	Engine	S.M.	A.T.
170"	12.8	14.0	170"	13.8	13.6
200"	14.1	14.2	200"	14.0	14.5
240"	12.1	13.7	240"	13.9	13.9
289"	13.3	14.0	250"	14.0	13.5
302" 2 Bbl	13.3	14.0	302"	14.0	13.8
4 Bbl	13.9	14.1	351" 2 Bbl	14.0	14.0
390" 2 Bbl	13.1	14.0	4 Bbl	14.0	14.3
Prem. Fuel.....		14.5	390" 2 Bbl	14.1	14.4
390" 4 Bbl	13.9	14.3	Prem Fuel.....		14.4
GT		14.0	390" 4 Bbl	14.0	14.8
427" 4 Bbl	13.9		428" 4 Bbl	14.2	14.3
428" 4 Bbl	13.9	14.3	Police		14.1
Police		13.9	429" 2 Bbl		13.5
429" 4 Bbl		13.8	4 Bbl		14.0
460" 4 Bbl		13.8	460" 4 Bbl		14.3
462" 4 Bbl		14.5			

S.M. - Synchro-mesh Trans.
A.T. - Automatic Trans.