TUNE-UP

ENGINE IDENTIFICATION

VEHICLE IDENTIFICATION NUMBER CODE

Engine can be identified by the seventh digit of the Vehicle Identification Number, which is stamped on a plate attached to top left corner of instrument panel.

VIN Engine Code

Application	Code
151" (2.5L) 2-Bbl.	B

ENGINE IDENTIFICATION NUMBER CODE

Engine code is stamped into a pad on the left front upper corner of the engine block. On engines built for sale in Georgia and Tennessee, a second code number is stamped in the left rear flange.

Engine Code

Application	Man. Trans.	Auto. Trans.
Federal with A/C	WS	WP
Federal without A/C	WR	WN
Calif.	W7	WT

TUNE-UP NOTES

NOTE — *In order to comply with emission standards, specifications shown on engine compartment emission control tune-up decal must be used in all instances.*

CAUTION — *When performing tune-up on vehicles equipped with catalytic converters, do not allow or create a condition of engine misfire in more than 1 cylinder for an extended period of time. Damage to converter may occur due to loading converter with unburned air/fuel mixture.*

ENGINE COMPRESSION

Compression Ratio	8.3:1
Recommended Fuel	Unleaded (87 AKI Minimum)
Compression Pressure	140 psi
Maximum Variation Between Cylinders	20 psi

Check compression pressure with engine at normal operating temperature, all spark plugs removed, and throttle and choke valves wide open.

VALVE TAPPET CLEARANCE

Hydraulic Lifters	Zero Lash

VALVE ARRANGEMENT

I-E-I-E-E-I-E-I

SPARK PLUGS

Gap	.060"
Torque	15 ft. lbs.

Spark Plug Type

Application	AC No.
151" 2-Bbl.	R44TSX

HIGH TENSION WIRE RESISTANCE

Do not puncture spark plug wires with any type of probe. Remove spark plug wire and check resistance using an ohmmeter.

Resistance (Ohms)

Wire Length	Minimum	Maximum
0-15"	3000	10,000
15-25"	4000	15,000
25-35"	6000	20,000
Over 35"	8000	25,000

DISTRIBUTOR

All models are equipped with a Delco High Energy Ignition system distributor and no adjustments are necessary.

IGNITION TIMING

NOTE — *Engines are equipped with a receptacle for a magnetic probe timing light, located at 10° ATDC. Do not use this location for timing with a conventional light.*

Check or adjust ignition timing with engine at normal operating temperature, distributor vacuum hose disconnected and plugged, and engine at curb idle speed.

Ignition Timing Specifications (Degrees BTDC@RPM)

Application	Man. Trans.	Auto. Trans.
151" (2.5L) 2-Bbl.		
Federal	10@900	12@700
Calif.	12@900	10@700

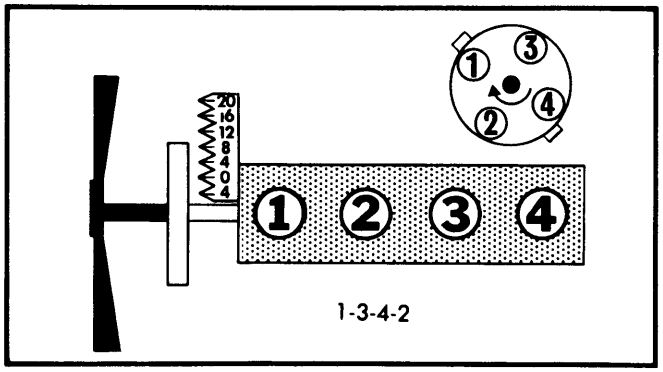

Fig. 1 Firing Order and Timing Marks

TUNE-UP (Cont.)

HOT (SLOW) IDLE RPM

NOTE – *Do not idle engine for over 3 minutes at a time. If idle adjustment is not completed within 3 minutes, run engine at 2000 RPM for 1 minute before continuing, repeat as necessary.*

1) Warm engine to normal operating temperature. Disconnect and plug purge hose at canister and decelertion valve supply hose. On models with feedback carburetor, connect a dwell meter to the light blue wire taped to carburetor mixture solenoid. Set dwell meter to 6-cylinder scale.

2) Connect tachometer to green wire above heater fan motor on firewall. Start engine. Dwell meter should show needle vibration across 10 to 15 degrees of movement. Set brake and place transmission in Drive. Disconnect air conditioning clutch wire. Turn on air conditioning (if equipped) and open throttle momentarily to allow solenoid to extend.

3) Turn solenoid idle screw to obtain idle RPM. Turn off air conditioning and disconnect solenoid wire. Adjust to curb idle speed using curb idle screw. Connect all wiring and hoses and remove test equipment.

Idle Speed (RPM)

Application	Curb Idle	Solenoid Energized
151" (2.5L) 2-Bbl.		
Man. Trans.		
Federal	900	.....
Calif.		
With A/C	900	1250
Without A/C	500	900
Auto. Trans.		
Federal	700	.....
Calif.		
With A/C	700	950
Without A/C	500	700

IDLE MIXTURE

NOTE – *Do not idle engine for over 3 minutes at a time. If idle mixture adjustment is not completed within 3 minutes, run engine at 2000 RPM for 1 minute before continuing, repeat as necessary.*

MIXTURE SCREW PLUG REMOVAL

1) Remove carburetor and drain fuel. Place upside down on holding fixture. Place a punch in locator point in throttle body (beneath mixture plug).

2) Drive punch through locator until plug breaks, then drive out loose pieces by holding punch at a 45° angle. Reinstall carburetor and make adjustments using a thin wall 3/16"deep socket.

LEAN DROP PROCEDURE (FEDERAL VEHICLES ONLY)

1) Connect an accurate tachometer, start engine, and warm to normal operating temperature.

2) Place manual transmission in neutral and automatic transmission in "D". Starting from full rich position, turn mixture screw leaner (clockwise) until a noticeable RPM loss is indicated.

3) Turn mixture screw richer (counterclockwise) until highest RPM reading is obtained. Do not turn screw any further than point at which highest RPM is first obtained.

4) As final adjustment, turn mixture screw clockwise to obtain specified drop in engine RPM. If final RPM differs more than ±30 RPM from specified curb idle speed, reset curb idle to specification and repeat mixture adjustment.

Specified RPM Drop

Application	RPM Drop
151" (2.5L) 2-Bbl.	
Federal	
Man. Trans.	100
Auto. Trans.	50

DWELL METER PROCEDURE (CALIFORNIA VEHICLES ONLY)

1) Remove mixture screw plug. With carburetor removed from vehicle, turn mixture screw in until it lightly seats, then back out 3 turns (automatic) or 2½ turns (manual). If the plug in air horn covering idle air bleed is removed, seat screw and turn out 1¼ turns. If plug is in place, do not adjust.

2) Remove vent stack screen to reach lean mixture screw. Turn lean mixture screw in until seated and back out 3 turns. Install carburetor on engine.

3) Disconnect bowl vent line at carburetor. Disconnect and plug vacuum hose at "T" fitting in vent line (if used). Disconnect EGR and canister purge at carburetor and plug carburetor port. Connect dwell meter to mixture control solenoid test lead and tachometer to green lead above heater motor.

4) Place transmission in Park or Neutral and start engine. Operate at fast idle for at least 3 minutes to allow system to shift to Closed Loop operation.

5) Operate engine at 3000 RPM and adjust lean mixture screw (below vent stack screen) carefully to obtain 35° dwell reading. Back screw out to raise dwell; turn screw in to lower dwell reading. Allow engine to operate between adjustments to stabilize readings. Return engine to idle and adjust to 700 RPM.

6) Adjust idle mixture screw to obtain average dwell of 25°. Back screw out slowly to raise dwell reading; turn screw in to lower reading. Allow engine to stabilize between adjustments.

7) Disconnect mixture control solenoid wire and check that idle speed drops at least 50 RPM. If not, check idle air bleed circuit. Connect solenoid and recheck 3000 RPM dwell reading. If not correct, repeat adjustment procedure.

8) Replace all hoses and set idle speed to specification. Remove test equipment. Be sure vent stack screen is replaced.

TUNE-UP (Cont.)

COLD (FAST) IDLE RPM

Set fast idle with engine at normal operating temperature and EGR disconnected. Position fast idle screw on high step of fast idle cam and turn to obtain fast idle RPM.

Fast Idle (RPM)

Application	RPM
151" (2.5L) 2-Bbl.	
Man. Trans.	2300-2500
Auto. Trans.	2500-2700

AUTOMATIC CHOKE

Choke coil cover is riveted in place and no adjustment is necessary.

FUEL PUMP

Perform fuel pump test with air cleaner removed and fuel inlet line or filter disconnected at carburetor. Disconnect fuel return line at fuel filter and plug nipple or filter. Make all tests at idle speed.

Fuel Pump Specifications

Pressure	6.5-8.0 psi
Volume	1 pint in 30 seconds
Vacuum	10" minimum

EXHAUST EMISSION SYSTEMS

See EXHAUST EMISSION SYSTEMS section.

GENERAL SERVICING

IGNITION

DISTRIBUTOR

Delco High Energy Ignition System.

IGNITION COIL

Resistance	
Primary (at 75°F)	0.4-1.0 ohms
Secondary (at 75°F)	6000-30,000 ohms
Coil Output	
All Models	25-35 KV Minimum
Current Draw	
Engine Stopped	.25 amps
Engine Idling	1.0 amps

CARBURETION

CARBURETOR

Application	Model
151" (2.5L) 2-Bbl.	
Federal	Rochester 2SE
California	Rochester E2SE

Other Data & Specifications – *See Tune-Up and Rochester Carburetors in FUEL SYSTEMS Section.*

ELECTRICAL

BATTERY

12 Volt – Negative Ground.

The cranking amps. rating specifies the minimum amps. a fully charged battery will deliver for 30 seconds (at 0°F) without falling below 7.2 volts. Reserve capacity is the number of minutes a fully charged battery (at 80°F) can be discharged at a steady 25 amp. rate without falling below 10.5 volts.

Application	Reserve Capacity	Cranking Amps
Green Code	75 minutes	380
Red Code	90 minutes	450

STARTER

Delco-Remy solenoid actuated with overrunning clutch.

Free Speed Voltage	9@7000-11,900 RPM
Free Speed Amperage	45-70@7000-11,900 RPM

ALTERNATOR

Application	Rated Amp. Output
Standard	42
Optional	55

ALTERNATOR REGULATOR

Delco-Remy non-adjustable, integral with alternator.

Operating Voltage (at 50-100°F)	13.9-14.9

ENGINE

INTAKE & EXHAUST MANIFOLD TIGHTENING

Tighten manifold bolts starting at the center and working to the outside.

Application	Ft. Lbs.
Intake Manifold	25
Exhaust Manifold	37

GENERAL SERVICING (Cont.)

BELT ADJUSTMENT

Tension (lbs.) Using Strand Tension Gauge

Application	New Belt	Used Belt
All Belts	125-155	90-115

FILTERS & CLEANERS

Filter or Cleaner	Service Interval (Miles)
Oil Filter	Replace every 15,000
Air Filter	Replace every 30,000
Fuel Filter	Replace every 15,000
PCV Valve	Replace every 30,000
PCV Filter	Replace every 30,000
Charcoal Canister Filter	Replace every 30,000

CAPACITIES

Application	Quantity
Crankcase (Includes Filter)	3.0 qts.
Cooling System	6.5 qts.
Man. Trans. (SAE 80W-90)	
4-Speed	3.0 pts.
Auto. Trans. (Dexron)	4.0 qts.
Rear Axle (SAE 80W-90)	3.0 pts.
Fuel Tank	
Spirit & AMX	21.0 gals.
Concord	22.0 gals.