

► **STARTING CAR BY PUSHING CAUTION:** Car CANNOT be started by pushing because rear oil pump has been eliminated in 1959 Hydra-Matic transmission

MODEL IDENTIFICATION

Series	Designation	Engine
Dynamic 88	32	371"
Super 88	35	394"
98	38	394"

① - First two digits of series and body style designation following ("59" year number) under STYLE on body identification plate

SERIAL NUMBER: On left front door pillar NOTE - Number (example below) includes identification data

① ② ③ ④
59 7 M 01001

- ① - Year (1959)
- ② - Series 7 - 88, 8 - Super 88, 9 - 98
- ③ - Assembly Plant M Lansing, A Atlanta, B Framingham, K Kansas City, Kan, L Linden, C South Gate, W Wilmington, T Arlington
- ④ - Beginning vehicle number

ENGINE NUMBER: Stamped on pad located on top of center exhaust port of left cylinder head

► **NOTE** Two engines used 371" Engine painted gold and has letter "C" prefixed to engine unit number 394" Engine painted green and has letter "D" prefixed to engine unit number

Starting Engine Number - 001001 (following code letter)
NOTE - Export engines identified by "E" after engine number

TUNE-UP

► **HARD STARTING IN COLD WEATHER** If failure to start is caused by breaker contact points being burned blue (at relatively low mileage), recurrence of this condition can be prevented as follows 1) Set voltage regulator to specifications 2) Install new higher resistance Ignition Coil Resistor Unit, No 1933400 (1.8 ohms - identified by blue color insulator) **NOTE -** Original resistor (1.5 ohms) can be identified by white color insulator

COMPRESSION PRESSURE: 100 lbs minimum at cranking speed Reading on low cylinder must not be less than 80% of reading on high cylinder

VALVE TAPPET CLEARANCE: Zero lash, hydraulic lifters

MANIFOLD HEAT CONTROL: Thermostatic coil type located on left side between exhaust manifold and exhaust pipe Install with inner end of coil pointing toward spring pin

IGNITION

FIRING ORDER: 1-8-7-3-6-5-4-2

Cylinders - RIGHT BANK 2-4-6-8, LEFT BANK 1-3-5-7
SPARK PLUG GAP: .030"

Spark Plugs - AC No 44 14 mm Torque to 23-28 lbs
COIL: Delco-Remy 1115112.

Ignition Current - 2.0 amps idling, 4.5 amps stopped
Resistor - Delco-Remy 1942491 1.40-1.62 ohms at 80°F

► **RESISTOR CHANGE TO CORRECT HARD STARTING IN COLD WEATHER** See "Hard Starting in Cold Weather" correction above

► **COIL RESISTOR NOTE** Resistor is connected in lead from ignition switch to coil This resistor is bypassed during cranking by second lead from ignition switch

DISTRIBUTOR: Delco-Remy No. 1110931. "Window" type with external adjustments See "Delco-Remy (Window Type) Distributor" in Electrical Section

Condenser - Delco-Remy 1932004 Capacity 18-23 mfd
Contact Point Set - Delco-Remy 1931988

Breaker Gap - .016"
Cam Angle - 28-32" (set at 30°)
Breaker Arm Spring Tension - 19-23 ozs
Rotation - Counterclockwise viewed from above

Automatic Advance			
Degrees	Distr	RPM	Degrees Eng.
Start		400	0-4
6 5-8 5		975	13-17
8-10		1200	16-20
11-13		2200	22-26

Vacuum Spark Control: Delco-Remy 1116144

Vacuum Advance			
Distr	Degrees	Eng	Degrees Vacuum (" of Hg)
Start		.0	8-10
5 5-9		11-18	16
10-12		20-24	19-21

IGNITION TIMING

Setting - 5° BTDC with engine idling at 850 RPM and vacuum line to distributor disconnected and vacuum fitting line taped closed

► **DETONATION NOTE** If engine detonates due to low octane fuel or carbon build-up, set timing to 2½° BTDC
Timing Mark - Two slots in rim of crankshaft balancer and pointer on upper left side of front cover First slot is 5° BTDC, second slot is TDC

CARBURETOR

► **CARBURETOR APPLICATION** Rochester carburetors are used Series 88 has one 2-barrel carburetor, Series S88 & 98 have one 4-barrel carburetor 4-barrel carburetor optional on Series 88

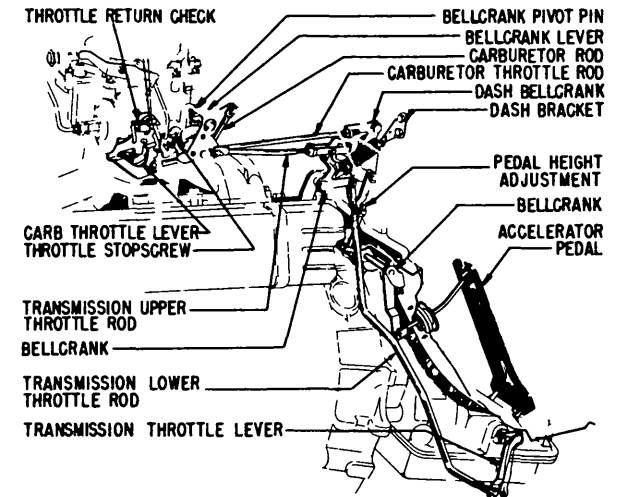
► **CARBURETORS RUNNING OUT OF FUEL UNDER NORMAL DRIVING CONDITIONS** May be caused by internal collapse of fuel line hose connecting fuel line to fuel pump inlet When installing new hose, check hose by connecting one end to fuel pump inlet and running engine (on fuel in carburetor bowl) while plugging other end of the hose with a thumb Examine hose for collapsed areas

► **ENGINE NOT RETURNING TO NORMAL IDLE SPEED (EARLY CARS)** May be caused by windshield washer pump relay wire interfering with transmission throttle rod or bellcrank and preventing normal travel of the linkage Correct by rerouting of the wire and taping it up out of the way

Throttle Return Check Adjustment (88): With transmission in "N" (Neutral) and engine at normal operating temperature, set carburetor on fast idle and adjust to

1900 RPM Turn off engine Rotate fast idle cam so fast idle screw rests on highest step of fast idle cam Clearance between contact screw and contact on throttle lever should be .050" To adjust, turn contact screw using two wrenches so that diaphragm is not permitted to turn This setting supersedes previous recommendation of .020"

Throttle Return Check Adjustment (S88 & 98): With transmission in "N" (Neutral) and engine at normal operating temperature, set carburetor on fast idle and adjust to 1600 RPM Turn off engine Rotate fast idle cam so fast idle screw rests on highest step of fast idle cam Clearance between contact screw and contact on throttle lever should be .020" To adjust, turn contact screw using two wrenches so that diaphragm is not permitted to turn



OLDSMOBILE V8 THROTTLE LINKAGE

THROTTLE LINKAGE ADJUSTMENT: Install Throttle Return Check Holding Tool J-6342 to hold plunger away from throttle lever **NOTE -** It may be necessary to revise tool by bending to reduce distance between arms 1/16" Proceed as follows

- 1) Raise car Remove throttle rod from transmission throttle lever Place Throttle Lever Gauge J-6344 against machined surface of rear of transmission (do not touch serial number plate). With throttle lever held at end of its rearward travel, gauge rod should align vertically with hole in throttle lever **CAUTION -** Do not insert gauge pointer into hole as gauge will be misaligned If gauge pointer does not align, bend throttle lever with Tool J-6373-01 or J-6373 modified by cutting 5/8" from top of tool Attach throttle rod to lever Lower car
- 2) Make sure carburetor throttle valves are completely closed by starting engine, removing air cleaner and blocking choke valve open Then turn off engine and back out slow idle adjusting screw until carburetor throttle valves are closed **NOTE -** When valves are closed there will be clearance at end of fast idle screw, slow idle screw, and throttle return check plunger

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