

'68 Dealer  
Technical  
Bulletin

Attention: Service Manager

Subject: CHANGE IN SPARK RETARD AND IDLE SPEED TO PROVIDE SMOOTH  
ENGINE OPERATION - 1968 V-8 (A.T.)

1. INFORMATION ON PRODUCTION CHANGE
2. FIELD CORRECTION PROCEDURE

1. In order to reduce exhaust noise level, improve idle characteristics and eliminate downshift clunk on two-speed automatic vehicles while continuing to comply with exhaust emission regulations, a change has been made regarding ignition retard and idle speed specifications.

The following vehicles are affected:

1968 Firebird & Tempest 350 cu. in. (2-bbl.) with automatic transmission  
1968 Pontiac 400 cu. in. (2- & 4-bbl.) with automatic transmission  
1968 GTO 400 cu. in. (2-bbl.) with automatic transmission

These changes do not apply to vehicles equipped with synchromesh transmission or 428 cu. in. engines.

Above mentioned vehicles produced after approx. 10/10/67 will incorporate the following changes:

- A. The vacuum hoses from the TVS to the retard side of the distributor and from the TVS to the carburetor port below the throttle plates have been eliminated.
- B. With these two hoses eliminated, ignition timing will remain at the initial setting after reconnecting the hose to the distributor advance unit (ignition timing specifications remain unchanged).
- C. As a result of this elimination in spark retard, an increase in idle speed is necessary. The "solenoid active" idle speed in Drive will change from 600 rpm to 650 rpm. On 2-bbl. engines, the "solenoid inactive" speed is also increased from 500 rpm to 575 rpm.
- D. Until such time that revised tune-up labels are available, the above mentioned vehicles will carry a label normally used on 4-bbl. V-8 engines. To avoid confusion, however, the top portion of the label showing engine usage has been trimmed off. This particular label shows a "solenoid active" speed of 650 rpm.

NOTE: Disregard step 4 when setting idle on 2-bbl. V-8 engines.

2. To enable these changes to be carried out on above mentioned vehicles in service where complaints occur of either irregular exhaust noise, rough idle or downshift "clunk" on 2-speed automatics, use the following procedure:

A. Remove hose from TVS-to-retard port on distributor and discard.

B. Remove yellow-striped hose from carburetor-to-TVS and discard.

NOTE: If steel tubes were removed from TVS plug during this process, remove from hoses and replace into plug.

C. Cap the two tubes using caps (9781338 (Gp. No. 3.764) [LMF]) or by utilizing a short length of previously removed hose. The hose can then be inserted over the ends of two open tubes, this will prevent the entry of foreign particles into the TVS.

D. Cap the open vacuum port on carburetor below the throttle plates with cap (Part No. 9781338). Do not cap the retard port on the distributor vacuum unit.

E. Check and adjust timing (with vacuum hose to advance side of distributor disconnected and solenoid inactive).

F. Adjust solenoid active speed to 650 rpm.

G. On 2-bbl. V-8 engines, readjust "solenoid inactive" speed to 575 rpm.

SERVICE DEPARTMENT  
PONTIAC MOTOR DIVISION  
GENERAL MOTORS CORPORATION