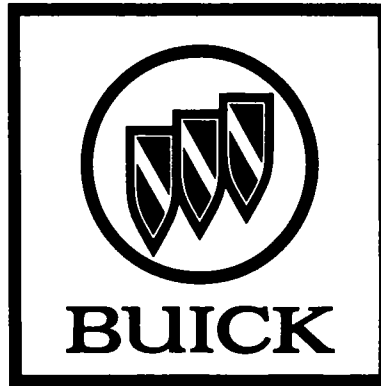


1987
CHASSIS SERVICE MANUAL

Volume I





**1987
BUICK
CHASSIS
SERVICE MANUAL
REVISION**

This package contains new and revised pages to be inserted into the 1987 Buick Chassis Service Manual.

Before inserting these pages and or sections, check to make sure that the 1987 SERVICE MANUAL SUPPLEMENT mailed out after the initial Service Manual printing has been incorporated into the Service Manual.

1987 BUICK CHASSIS SERVICE MANUAL

This manual includes procedures for diagnosis, maintenance, adjustments and service operations of components and systems. All information, illustrations and specifications contained in this publication are based on the latest product information available at the time of publication approval.

Summaries of Special Tools and specifications, where required, may be found at the end of major sections.

Any reference to brand names in this manual is intended merely as an example of the types of tools, lubricants, materials, etc. recommended for use. Equivalents if available may be used. The right is reserved to make changes at any time without notice.

CAUTION

Buick vehicles contain many parts dimensioned in the metric system as well as in the customary system. Many fasteners are metric and are very close in dimension to familiar customary fasteners in the inch system. It is important to note that, during any vehicle maintenance procedures, replacement fasteners must have the same measurements and strength as those removed, whether metric or customary. (Numbers on the heads of metric bolts and on surfaces of metric nuts indicate their strength. Customary bolts use radial lines for this purpose, while most customary nuts do not have strength markings.) Mismatched or incorrect fasteners can result in vehicle damage or malfunction, or possibly personal injury. Therefore, fasteners removed from the vehicle should be saved for re-use in the same locations whenever possible. Where the fasteners are not satisfactory for re-use, care should be taken to select a replacement that matches the original.

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4	DRIVE AXLE AND PROP SHAFT
5	BRAKES
6	ENGINE
7	TRANSMISSION/TRANSAXLE
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GROUP	SUBJECT	CONTENTS	
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4	DRIVE AXLE AND PROP SHAFT	4A 4B	PROPELLER SHAFT REAR AXLE
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9	ACCESSORIES	9A 9B 9C	RADIO AND TAPE PLAYER RESUME CRUISE CONTROL TWILIGHT SENTINEL
		1C4 1D1 1D2 1D3	TOUCH CLIMATE CONTROL "G" SERIES R-4 A/C COMPRESSOR OVERHAUL DA-6 A/C COMPRESSOR OVERHAUL VARIABLE DISPLACEMENT COMPRESSOR O/H
		2C	CHASSIS SHEET METAL
		3B6 3B7 3C1 3C2 3D1 3D2 3D3 3E	STEERING LINKAGE B-G POWER STEERING GEAR AND PUMP FRONT SUSPENSION A-C-E-H-J-N FRONT SUSPENSION B-G REAR SUSPENSION A-C-H-J-N REAR SUSPENSION B-G REAR SUSPENSION E WHEELS AND TIRES
		4D	DRIVE AXLES
		5C1 5C2 5C3 5C4	DRUM BRAKE-CONVENTIONAL DRUM BRAKE-ANCHOR PLATE DRUM BRAKE-DIRECT TORQUE DRUM BRAKE-LEADING TRAILING
		5D2 5D4 5E 5F	BOOSTER ASSEMBLY-DUAL DIAPHRAGM POWER MASTER ANTILOCK SYSTEM SPECIFICATIONS AND SPECIAL TOOLS
		6D	ENGINE ELECTRICAL BATTERY CHARGING SYSTEM IGNITION SYSTEM
		6E 6E1	CRANKING SYSTEM DRIVEABILITY AND EMISSIONS DRIVEABILITY AND EMISSIONS (CARBURETED)
		6E2 6E3 6E3 6F	THROTTLE BODY INJECTION MULTI-PORT AND SEQUENTIAL FUEL INJECTION FUEL INJECTION PORT (RIVIERA ONLY) EXHAUST SYSTEM
		6J	TURBO CHARGER-MECHANICAL
		440-T4 7B1 7B2 7B2A 7B3 7B3A 7C	4 SPEED MANUAL TRANSAXLE 5 SPEED ISUZU TRANSAXLE 5 SPEED ISUZU UNIT REPAIR 5 SPEED MUNCIE 5 SPEED MUNCIE UNIT REPAIR CLUTCH
		8C2 8C3 8C4 8C5 8C7 8C8	I/P AND GAUGES "B" I/P AND GAUGES "C-H" I/P AND GAUGES "E" I/P AND GAUGES "G" I/P AND GAUGES "J" I/P AND GAUGES "N"
		8D 8D1 8D2 8E 8F	COMPUTER SYSTEM DIAGNOSIS-RIVIERA ECM TROUBLE CODE DIAGNOSIS-RIVIERA BCM TROUBLE CODE DIAGNOSIS-RIVIERA WINDSHIELD WIPER SYSTEMS QUARTZ ELECTRONIC SPEEDOMETER
		9D 9E	THEFT DETERRENT MISC. ACCESSORIES

Pages from 1987 Buick Chassis Service Manual relating to Turbocharged Regals

NO COPY OF:

REASON

0B	Maintenance-Covered in Owner's Manual
1B-19 • 1B-46	Non "G" Carline
1C-1 • 1D3	Riveria A/C & A/C Compressor Overhaul
3B2	Manual Rack & Pinion
3B4	Non "G" Carline
3D1	Non "G" Carline
3D3	Non "G" Carline
4C	Does Not Exist
4D	Front Wheel Drive only
5A1 • 5C2	Non "G" Carline
5C4	Non "G" Carline
5D1	Does Not Exist
5D2	Non "G" Carline
5E	Anti-Lock Brakes
6A1 • 6A4	Non-VIN "7" engine data
6A5A • 6A6	Non-VIN "7" engine data
6C1	Carburetor info
6C2	Carburetor info
6E1 • 6E3-A3	Non-VIN "7" engine data
6E3-C2B	Non-VIN "7" engine data
6E3-C3	Non-VIN "7" engine data, EECS
6E3-C4	Non-VIN "7" engine data, Ignition
6E3-C4C	Non-VIN "7" engine data, Ignition
6E3-C5B	Non-VIN "7" engine data, ESC
6E3-C6	Non-VIN "7" engine data, AIR pump
6E3-C7	Non-VIN "7" engine data, EGR
6E3-C7B	Non-VIN "7" engine data, EGR
6E3-C8-9 • 20	Non-VIN "7" engine data, TCC
6E3-C8A	Non-VIN "7" engine data, TCC
6E3-C8B	Non-VIN "7" engine data, TCC
6E3-C8C	Non-VIN "7" engine data, TCC
6E3-C9	<i>Does not exist</i>
6E3-C11	<i>Does not exist</i>
6E3-C12-3 • 36	Non-VIN "7" engine data, Fans
6F-5 • 8	Non-VIN "7" engine data, Exhaust
6F-11 • 21	Non-VIN "7" engine data, Exhaust
6G, 6H, & 6I	Do not exist
7A1	Front Wheel Drive Transaxle

1987 BUICK SERVICE MANUAL SUPPLEMENT

THE ENCLOSED SECTIONS ARE TO BE ADDED TO THE 1987 BUICK SERVICE MANUAL.

- 1B - Air Conditioning
- 1C1 - Electronic Touch Climate Control (A Carline)
- 1C2 - Electronic Touch Climate Control (C-H Carline)
- 1C3 - Climate Control (E Carline)
- 3B1 - Power Rack and Pinion
- 3B3 - Power Steering Pumps
- 3B4 - Steering Wheel and Columns (A-C-E-H-J-N Carlines)
- 3C1 - Front Suspension (A-C-E-H-J-N Carlines)
- 3D1 - Rear Suspension (A-C-H-J-N Carlines)
- 4A - Propeller Shaft
- 4B - Rear Axle
- 5E - Antilock Brake System
- 6A - General Engine Mechanical
- 6A1 - 2.0 Litre, L4 VIN M & K
- 6A3 - 2.5 Litre, L4 VIN R & U
- 6B - Cooling System
- 6D - Engine Electrical
- 6J - Turbo Charger
- 7A1 - Auto-Transaxle On-Car Service
- 200C - Unit Repair
- 7B3A - Muncie 5 Speed Transaxle Unit Repair
- 8B - Lighting Systems
- 8C1 - Instrument Panel, Console, and Gages (A Carline)
- 8C3 - Instrument Panel, Console, and Gages (C-H Carline)
- 8C8 - Instrument Panel, Console, and Gages (N Carline)
- 8E1 - D.P. Pulse and Standard Wiper-Washer System
- 8E2 - Non-Depressed Positive Park Pulse Wiper-Washer System (J Carline)
- 8E3 - D.P. Multiplex Pulse and Standard Wiper-Washer System (B Carline)
- 8E5 - Rear Window Wiper-Washer System J35 (Wagon)
- 8E7 - Rear Window Wiper-Washer System J77 (Hatchback)
- 8F - Quartz Electronic Speedometer (C and H Carline)
- 9A - Radio-Tape Player
- 9B - Resume Cruise Control
- 9C - Twilight Sentinel
- 9D - Theft Deterrent
- 9E - Miscellaneous Accessories
- 6E1 - Driveability and Emissions-Carbureted
- 6E2 - Driveability and Emissions-Fuel Injection (TBI)
- 6E3 - Driveability and Emissions-Fuel Injection (Port)

CAUTION

To reduce the chance of personal injury and/or property damage, the following instructions must be carefully observed:

Proper service and repair are important to the safety of the service technician and the safe, reliable operation of all motor vehicles. If part replacement is necessary, the part must be replaced with one of the same part number or with an equivalent part. Do not use a replacement part of lesser quality.

The service procedures recommended and described in this service manual are effective methods of performing service and repair. Some of these procedures require the use of tools specially designed for the purpose.

Accordingly, anyone who intends to use a replacement part, service procedure or tool, which is not recommended by the vehicle manufacturer, must first determine that neither his safety or safe operation of the vehicle will be jeopardized by the replacement part, service procedure or tool selected.

It is important to note that this manual contains various 'Cautions' and 'Notices' that must be carefully observed in order to reduce the risk of personal injury during service or repair, or the possibility that improper service or repair may damage the vehicle or render it unsafe. It is also important to understand that these 'Cautions' and 'Notices' are not exhaustive, because it is impossible to warn of all the possible hazardous consequences that might result from failure to follow these instructions.

INTRODUCTION

This Chassis Service Manual contains information on all 1987 Buick vehicles and is organized to correspond with current servicing techniques.

The various chassis components and systems have been classified into nine (9) GROUPS.

Every Group contains one or more SECTIONS. Each SECTION deals with a specific version of a component or system.

The service information included in a SECTION is divided into five (5) basic DIVISIONS. The titles of each DIVISION are:

General Description

Diagnosis

On-Car Service

Unit Repair

Specifications

A DIVISION contains one or more PARAGRAPHS which can be identified by their specific headings.

SUB-PARAGRAPHS are used when necessary for clarity or to provide distinction between component procedures.


SPECIAL TOOLS

References are made throughout the manual to special tool numbers, designated by the prefix letters "J" or "BT".

ACTION SYMBOL USAGE

A new writing style is being utilized in portions of this manual.

The general narrative has been replaced with step by step procedures. To improve readability and to provide emphasis where needed, the following symbols are used in the text:

 Remove or Disconnect

 Install or Connect

 Disassemble

 Assemble

 Clean

 Inspect

 Measure

 Tighten

 Important

 Adjust

GROUP 0

GENERAL INFORMATION, MAINTENANCE AND LUBRICATION

CONTENTS

General Information	0A-
Maintenance and Lubrication	0B-

SECTION 0A

GENERAL INFORMATION

CONTENTS

Body Number Plates	0A-2
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GENERAL INFORMATION

BODY NUMBER PLATE

The body number plate identifies the model year, car division, series, style, body assembly plant, body number, trim combination, modular seat code, paint code and date build code. See Figure 1 and 2.

This plate is located on the upper horizontal surface of the shroud on B and G series or on the upper radiator support assembly on A, C, E, H, J and N Series. See Figure 3.

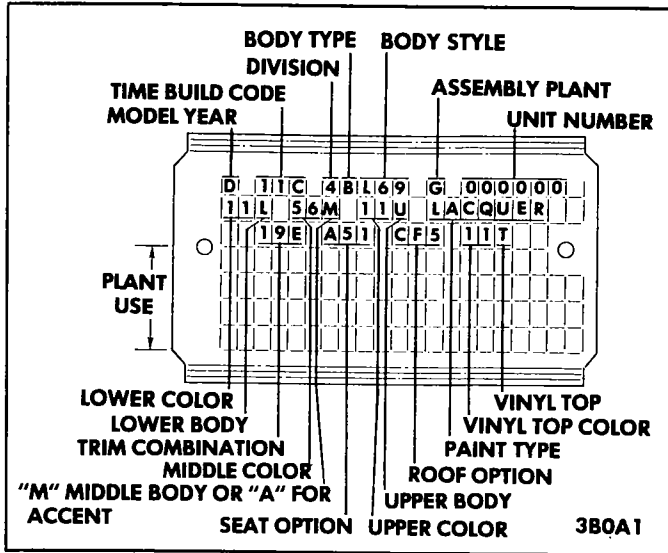


Figure 1 Body Number Plate - U. S. Models

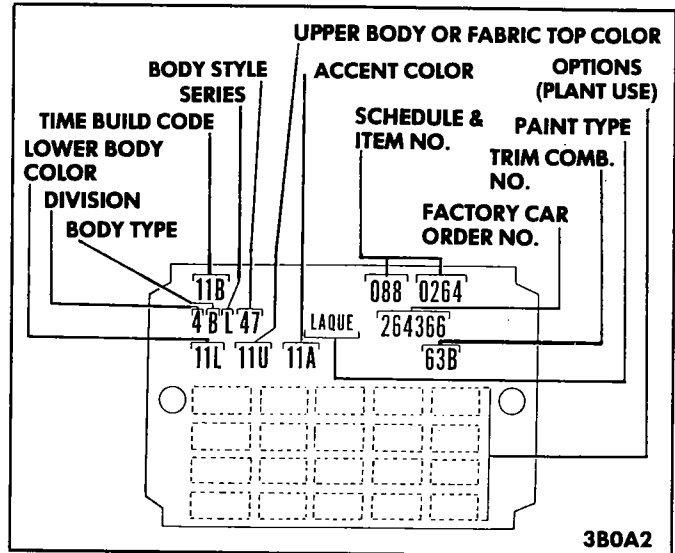


Figure 2 Body Number Plate - Canadian Models

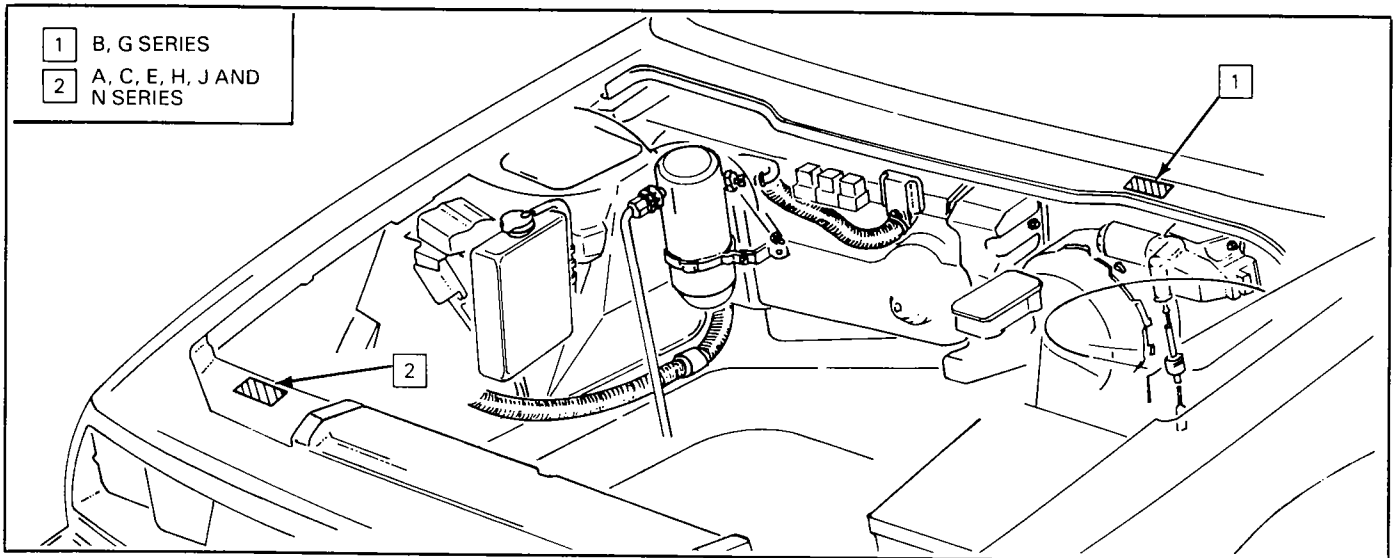


Figure 3 Body Number Plate Location

FEDERAL VEHICLE THEFT PREVENTION STANDARD:

Theft Deterrent Labeling

Beginning with 1987, federal law requires General Motors to place a VIN label on certain parts on selected cars. The Buick models affected are the LeSabre, Electra and Riviera.

The purpose of the standard is to reduce motor vehicle thefts by helping in the tracing and recovery of parts removed from stolen vehicles.

The label will be permanently affixed to an interior surface of the part and will contain the complete VIN. The label on replacement parts will contain the letter R, the manufacturers logo, and the symbol "DOT".

The parts involved:

- Front and rear bumper assemblies
- Hood

- Right and left front doors (Certification label on driver's door qualifies as a theft deterrent label.)
- Right and left rear doors
- Right and left quarter panel assemblies
- Rear compartment lid/hatch
- Right and left front fenders

THESE LABELS ARE NOT TO BE DEFACED, REMOVED, OR COVERED OVER.

NOTICE: The theft deterrent label found on some major sheet metal, engines, and transmissions must be masked prior to painting, rustproofing, undercoating, etc. The mask must be removed following the above operations. Failure to keep the label clean and readable may result in liability for violation of Federal Vehicle Theft Prevention Standard, and subject the vehicle owner to possible suspicion that the part was stolen.

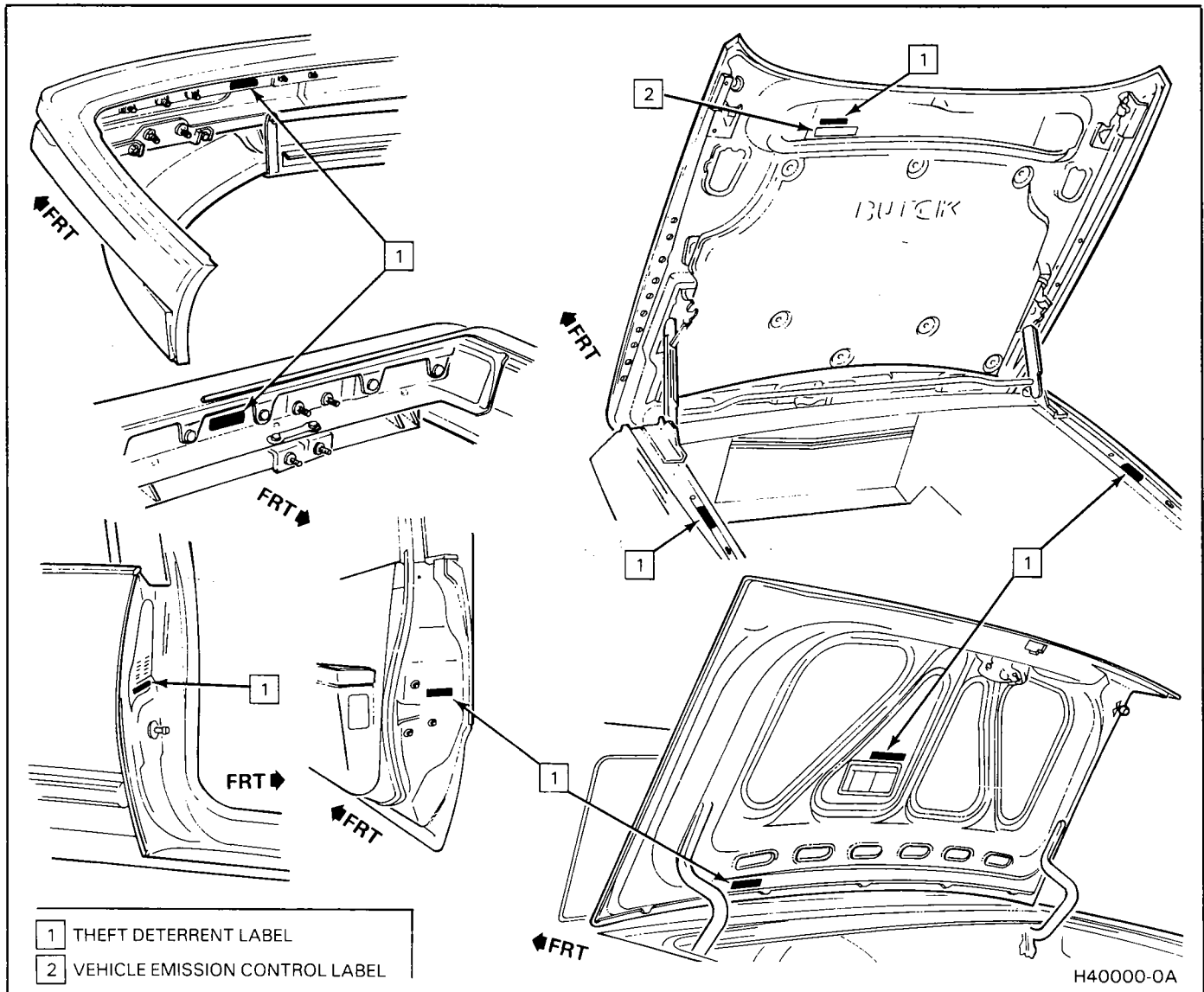


Figure 3A Theft Deterrent Label Location

0A-4 GENERAL INFORMATION

- 1 VEHICLE IDENTIFICATION NUMBER
- 2 REGULAR PRODUCTION OPTIONS IN ALPHA NUMERIC SEQUENCE
- 3 LABEL LOCATION—TRUNK LID—C, E, G, H, N SERIES
- 4 LABEL LOCATION—REAR COMPARTMENT COVER—B SERIES WAGON
- 5 LABEL LOCATION—SPARE TIRE COVER—A-EXCEPT WAGON, J SERIES
- 6 LABEL LOCATION—A SERIES WAGON—

FOR MORE DETAILED INFORMATION—SEE PARTS BOOK

Service Parts Identification **DO NOT REMOVE**

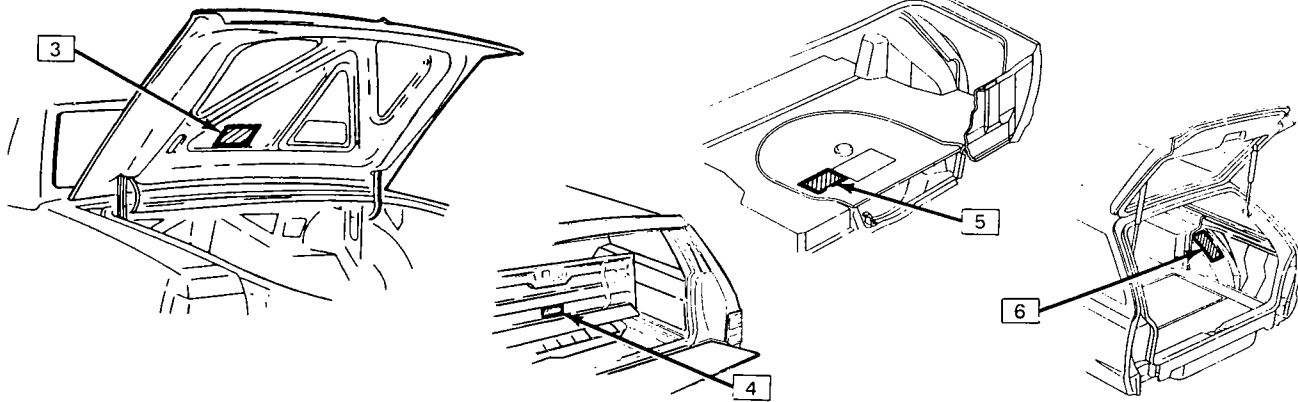
1 → 101AN69HSEX123456

2 → AG9 A90 B48 C09 D33 E92 LC3 NB1 TR9 UF7 U26 U81 ZX5 42T 609
 AUE BMD B84 C49 D64 F40 MX1 NN1 TT5 UN3 U29 VE5 41A 6PA 7PB
 A01 BS1 B93 C60 DB5 GU2 M31 PU1 T63 UN9 U35 N30 42L 60B 8XY
 A42 B32 B96 DF3 E52 K19 NAS OJW TB7 UP8 U76 YT9 420 60I 9XY
 A52 B33 CD4 D1C E4E K64
 WAB35B SILVER LOWER
 WA7686 DARK BLUE UPPER
 PAINT ATLANTIC PROMOTION TWO TONE

“Example”

Identification Des Pieces De Rechange **NE PAS ENLEVER**

PRINTED IN U.S.A. PART NO. 14065989



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Figure 4 Service Parts Label and Location

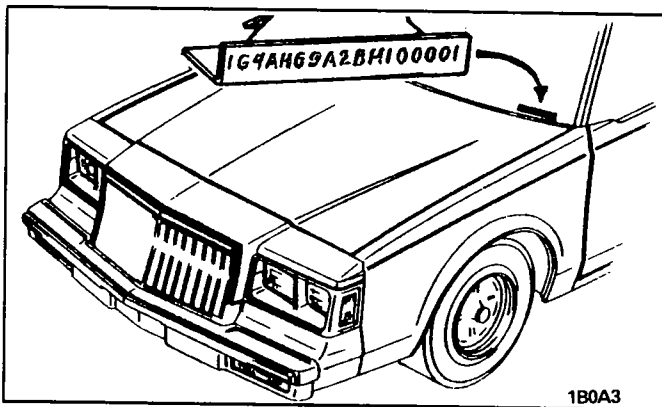


Figure 5 VIN Plate Location

SERVICE PARTS LABEL

The Service Parts Identification Label provides identification of vehicle equipment to assist in servicing and determining replacement parts. Included on this label will be regular production options (RPO's) as well as standard and mandatory options. The label will be affixed to the inside of each passenger car vehicle at the assembly plant. See Figure 4.

VEHICLE IDENTIFICATION NUMBER

All vehicles are required by law to display a seventeen (17) digit identification number.

This is the legal identification of the vehicle. It is stamped on a plate which is attached to the left top of the instrument panel and can be seen through the windshield from outside the car. See Figure 5. A brief description of each digit is shown in Figure 6. The VIN also appears on the vehicle certificates of Title and Registration.

GENERAL VEHICLE LIFTING

For lifting a vehicle with equipment other than the original equipment jack, various lift points have been established and are recommended for the different car lines.

NOTICE: When jacking or lifting a vehicle at the frame side rails or other prescribed lift points, be certain that lift pads do not contact the catalytic converter, brake pipes or gas lines. Such contact may result in damage or unsatisfactory vehicle performance.

The centerline of gravity on front wheel drive vehicles is further forward than on rear wheel drive vehicles. Therefore, whenever removing major components from the rear of a front wheel drive vehicle, while supported on a hoist, it is mandatory to support the vehicle in a manner to prevent the possibility of the vehicle tipping forward.

CAUTION: Failure to follow the preventive measures outlined may result in personal injury and/or vehicle damage.

The following figures show the recommended lifting points for each body series.

Series	Figure
A	10
B, G	11
C, H	12
E	13
J, N	14

DIVISION	MANUFACTURING COUNTRY (U.S.A.)	MANUFACTURER (GM)	1G4AL57XXH6400001		MODEL YEAR	CHECK DIGIT										
			SALES & VIN CODE	BODY TYPE			BODY VIN CODE	RESTRAINT SYSTEM	RESTRAINT VIN CODE	ENGINE DESCRIPTION	ENGINE OPTION	ENGINE VIN CODE	PLANT CODE	PLANT	STARTING VIN	
1. CHEVROLET	J	S	2-DOOR COUPE	1	AS8	1	2.0L 121 L4 TBI	LT2	K			400001				
2. PONTIAC			4-DOOR SEDAN	5	MANUAL BELTS		2.0L HO L4 TBI	LL8	1							
3. OLDSMOBILE			4-DOOR WAGON	8			2.0L MFI TURBO	LT3	M							
4. BUICK			3-DOOR HATCHBACK	2												
5. GMC			2-DOOR COUPE	1												
6. CADILLAC			4-DOOR SEDAN	5												
			4-DOOR WAGON	8												
			4-DOOR SEDAN	5	AR4	2	2.5L L4 TBI	L68	U	M	LANSING (A)	400001				
			4-DOOR SEDAN	5	MANUAL BELTS WITH BUILT-IN SAFETY		3.0L V6 MFI	LN7	L							
			2-DOOR COUPE	1												
			2-DOOR COUPE	1												
			2-DOOR COUPE	1												
			2-DOOR COUPE	1	AS8	1	2.5L 151 L4 EFI	LR8	R	D	DORAVILLE	400001				
			4-DOOR SEDAN	5	MANUAL BELTS		2.8L 173 V6 2	LB6	W	T	TARRYTOWN					
			4-DOOR SEDAN	5			3.8L V6 SFI	LG3	3	6	OKLAHOMA CITY					
			4-DOOR WAGON	8												
			2-DOOR COUPE	1	AS8	1	3.8L 231 V6 2	LD5	A	P	PONTIAC MOTOR	400001				
			2-DOOR COUPE	1	MANUAL BELTS		3.8L V6 SFI	LC2	7							
			2-DOOR COUPE	1			5.0L 307 V84	LV2	Y							
			2-DOOR COUPE	1	AR4	2										
			4-DOOR SEDAN	5	MANUAL BELTS WITH BUILT-IN SAFETY											
			2-DOOR COUPE	1			3.8L V6 SFI	LG3	3	H	FLINT	400001				
			4-DOOR SEDAN	5												
			2-DOOR COUPE	1	AS8	1	5.0L/307 V8 4	LV2	Y	X	FAIRFAX	400001				
			4-DOOR WAGON	8	MANUAL BELTS											
			4-DOOR WAGON	8												
			4-DOOR SEDAN	5	AS8	1										
			2-DOOR SEDAN	1	MANUAL BELTS		3.8L V6 SFI	LG3	3	1	WENTZVILLE	400001				
			4-DOOR SEDAN	5												
			4-DOOR SEDAN	5												
			2-DOOR COUPE	1	AS8	1										
			2-DOOR COUPE	1	MANUAL BELTS		3.8L V6 SFI	LG3	3	U	HAMTRAMCK	400001				
			2-DOOR COUPE	1												
			2-DOOR COUPE	1												

G40004-0A

Figure 6 Vehicle Identification Plate Data

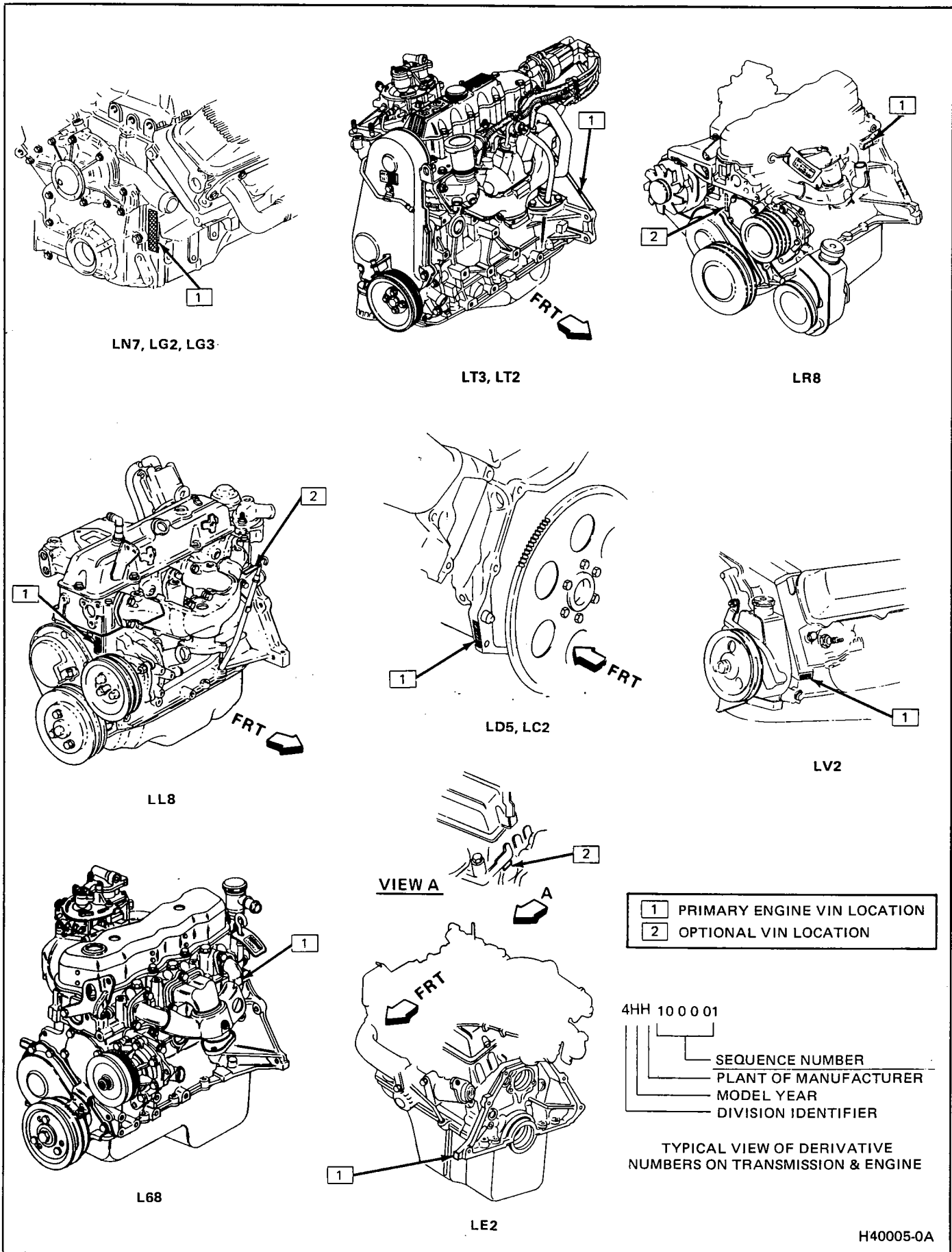


Figure 7 Engine VIN Location

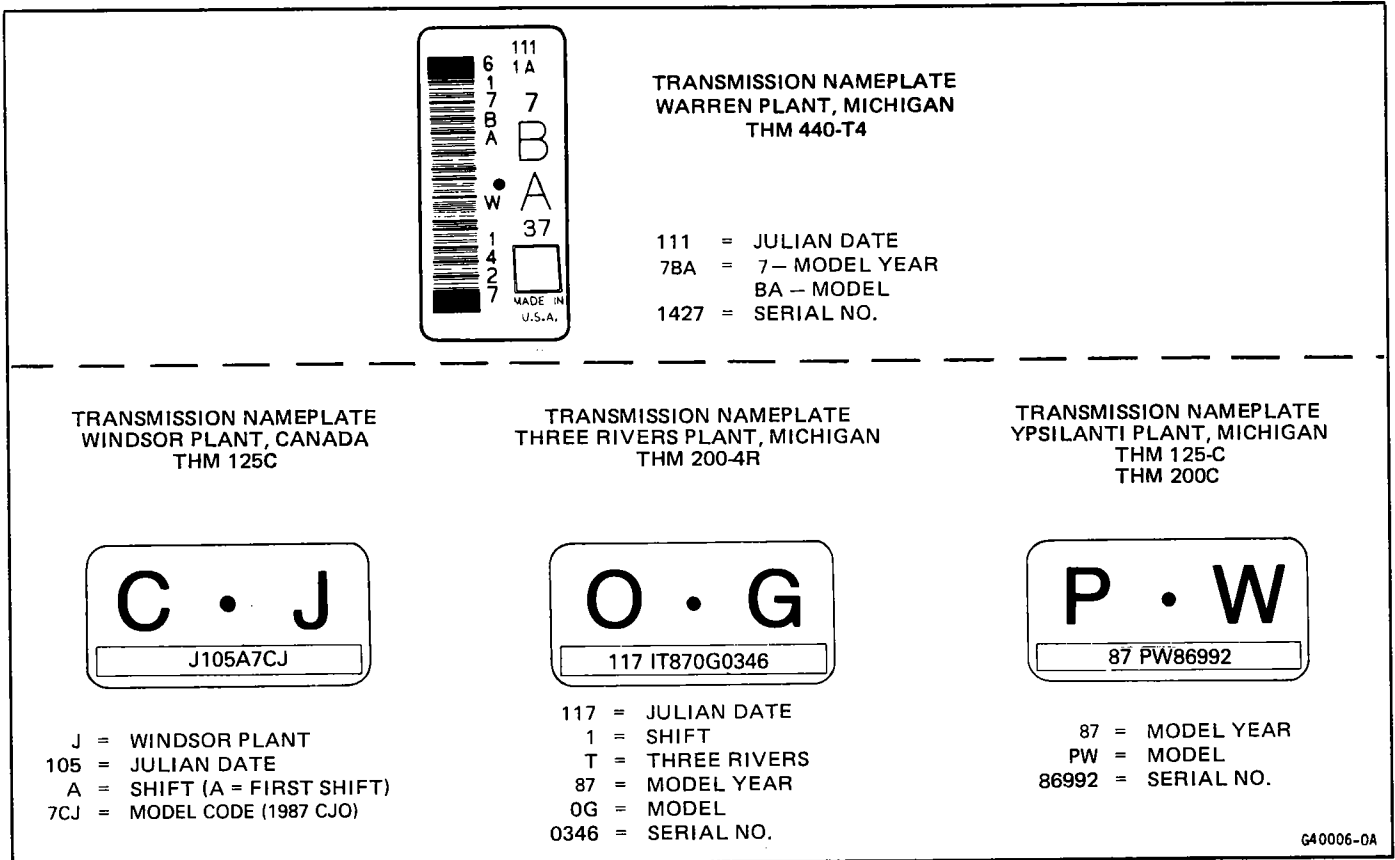


Figure 8 Transmission Identification

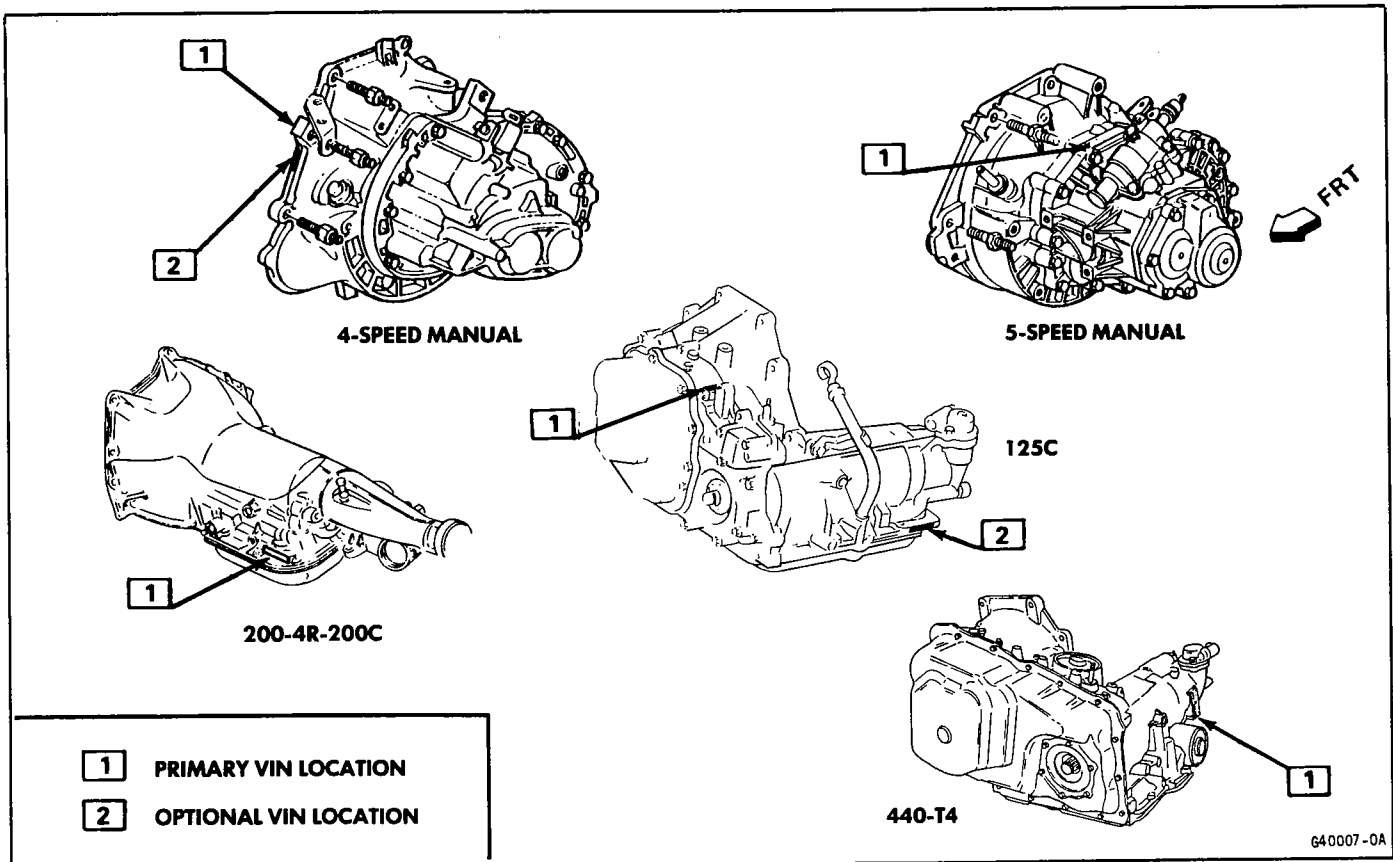


Figure 9 Transmission VIN Location

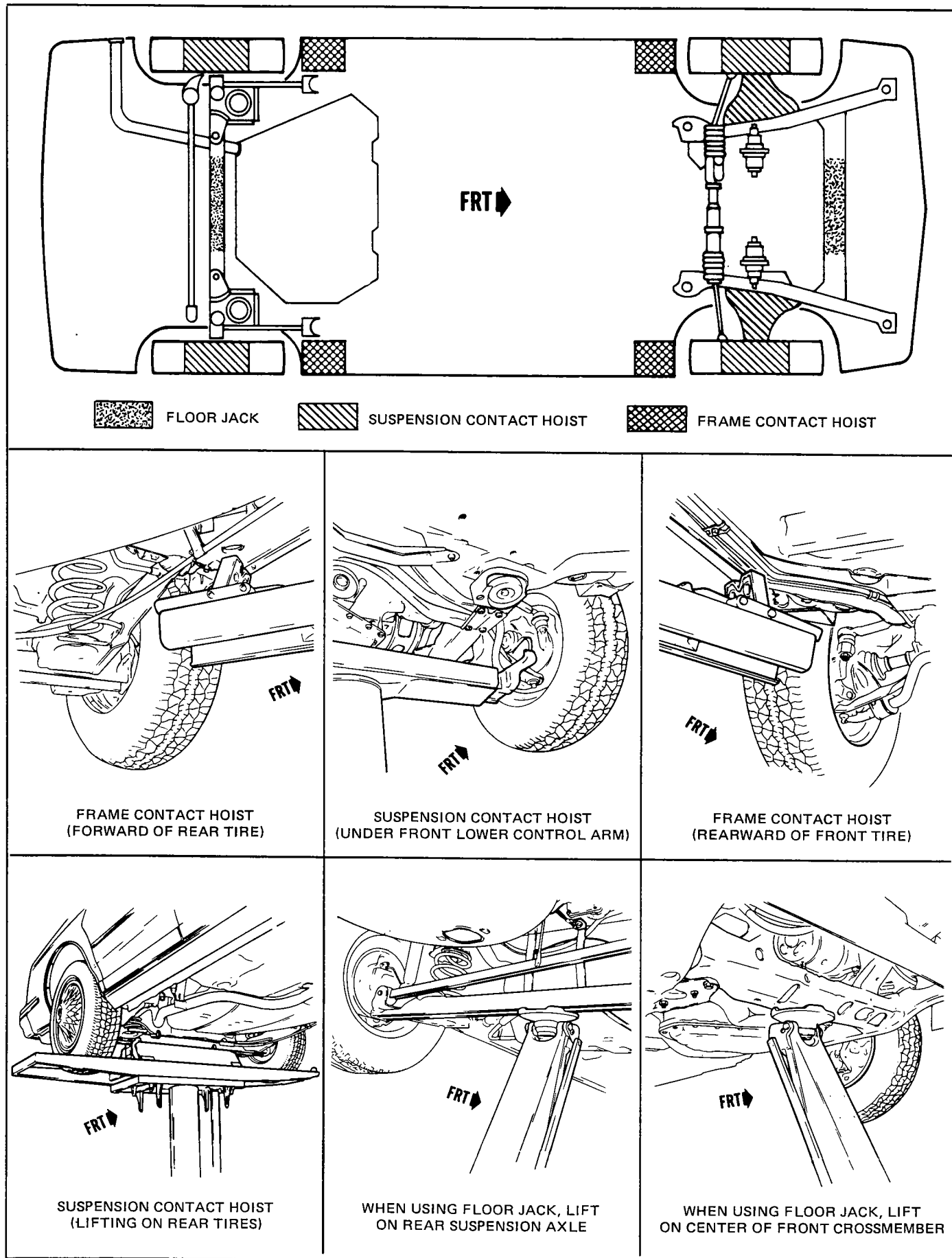


Figure 10 A Series Lifting Points

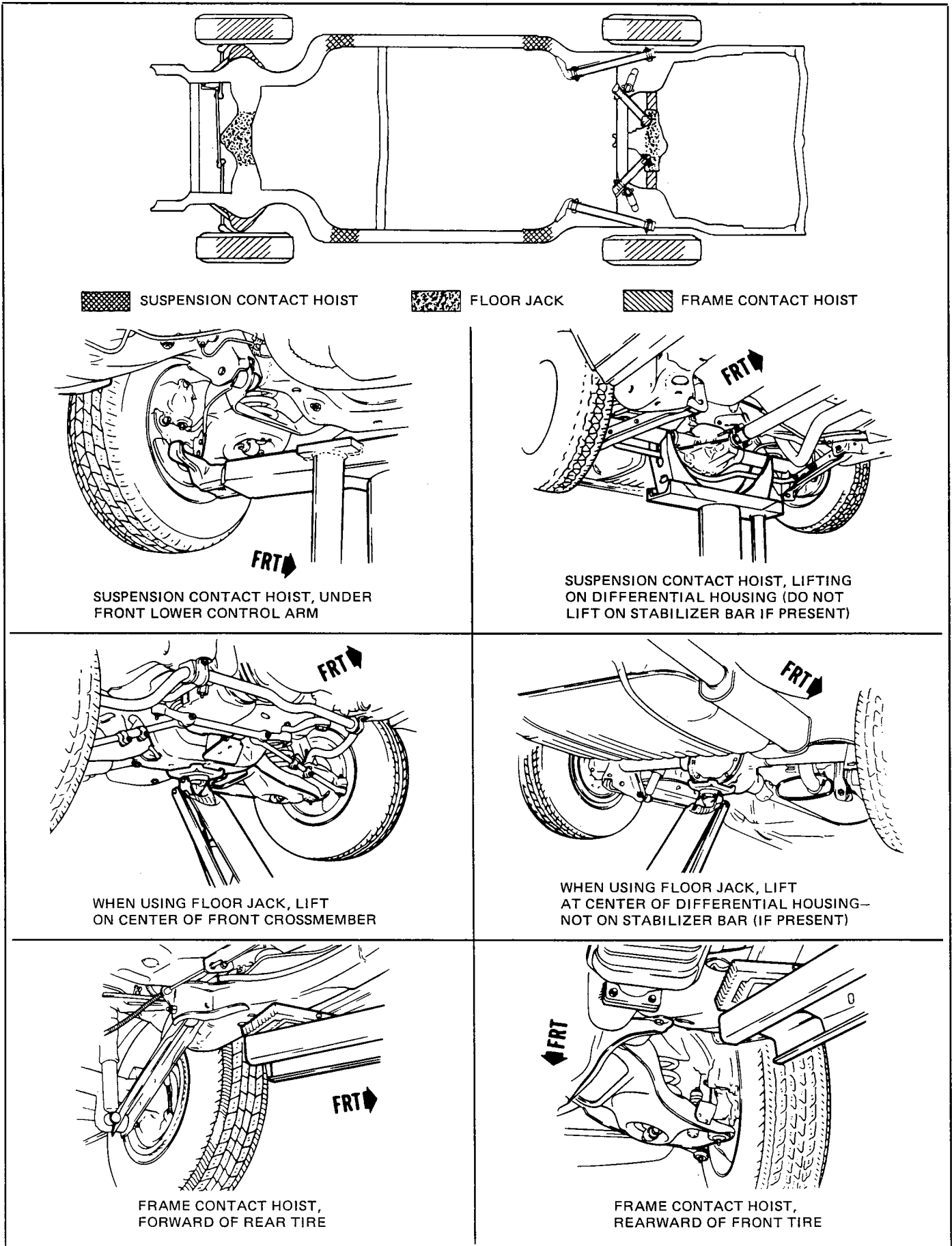


Figure 11 B-G Series Lifting Points

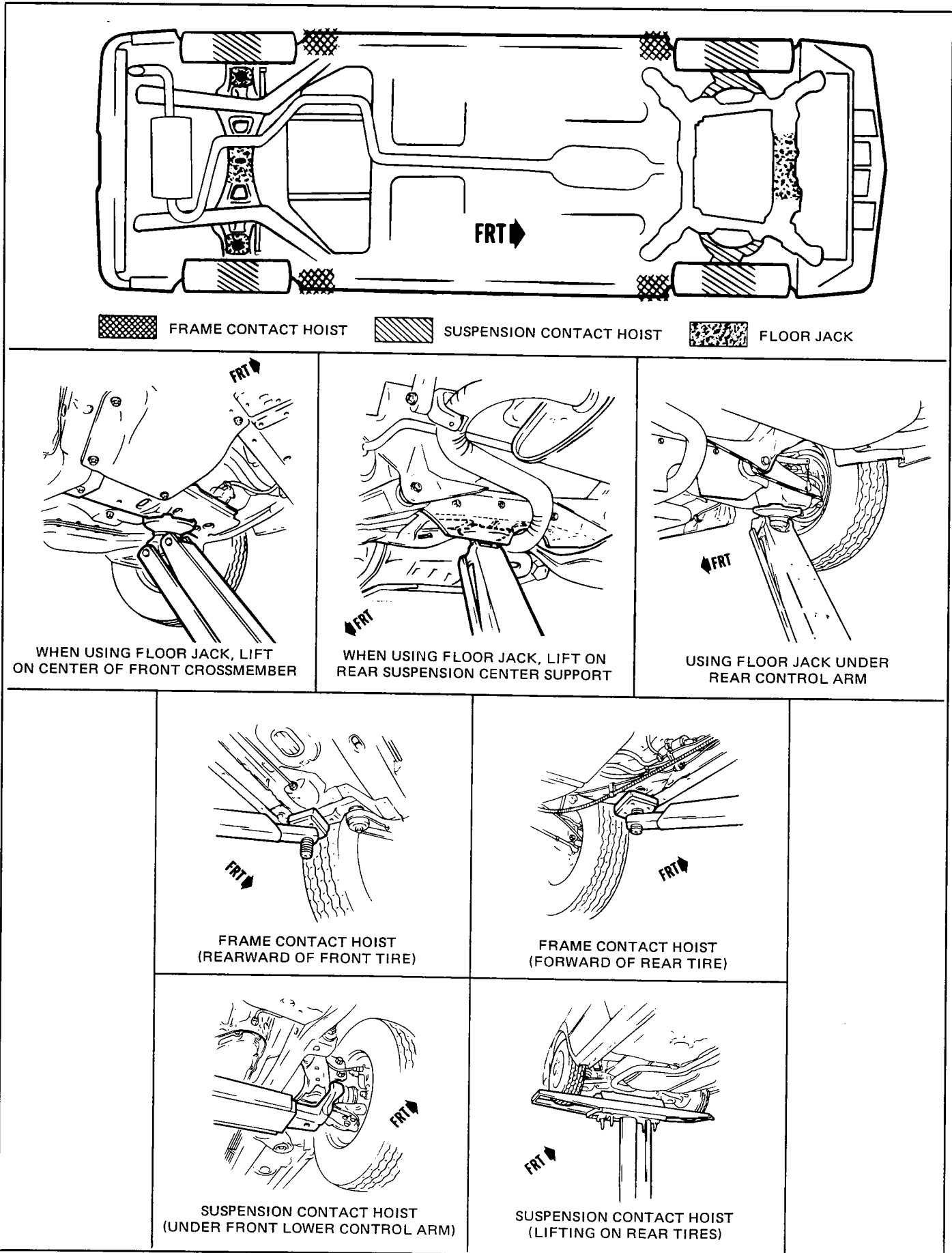
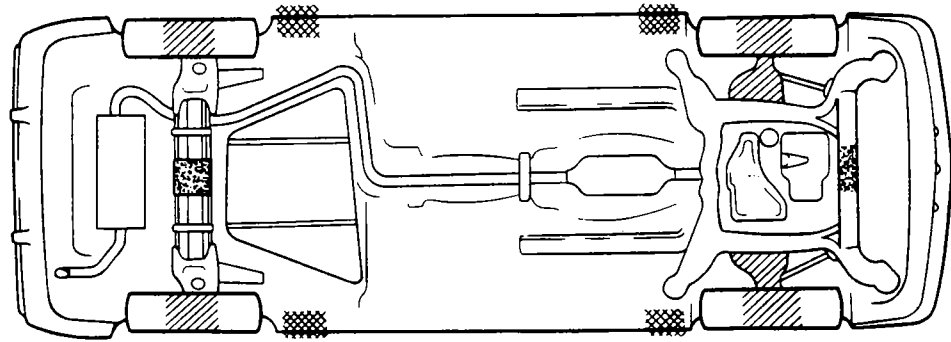


Figure 12 C-H Series Lifting Points



FRAME CONTACT HOIST



FLOOR JACK



SUSPENSION CONTACT HOIST

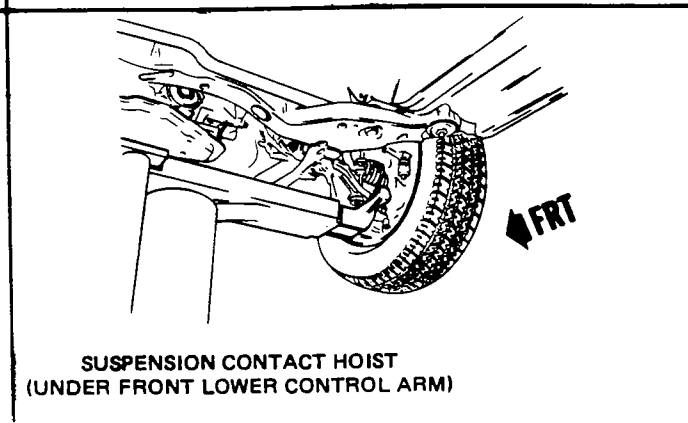
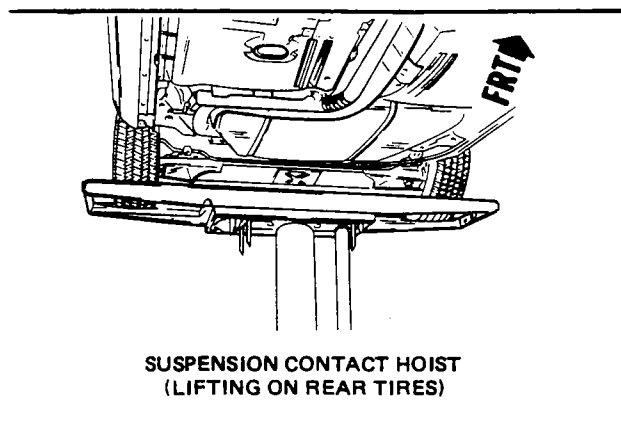
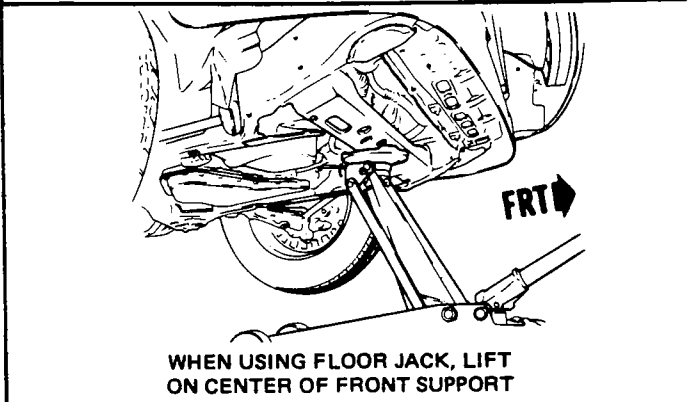
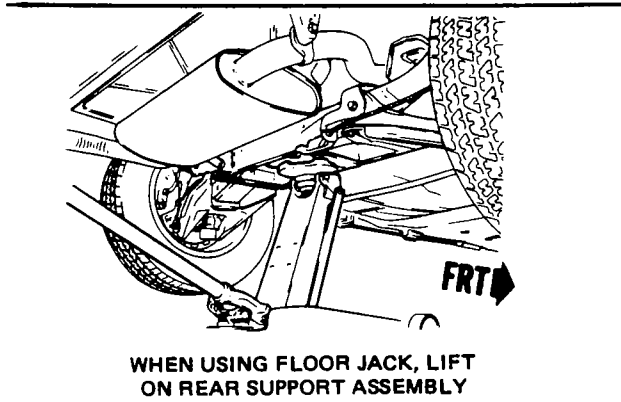
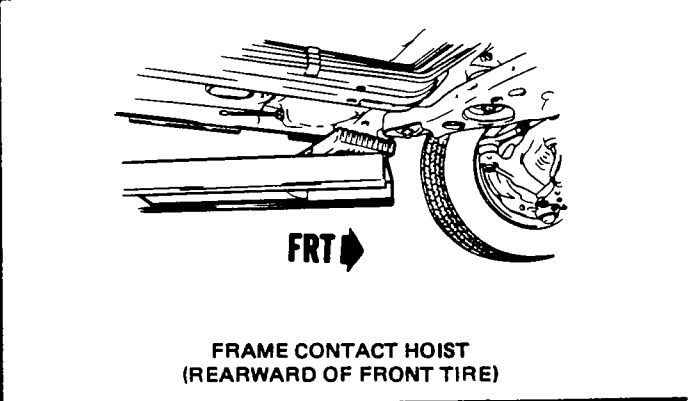
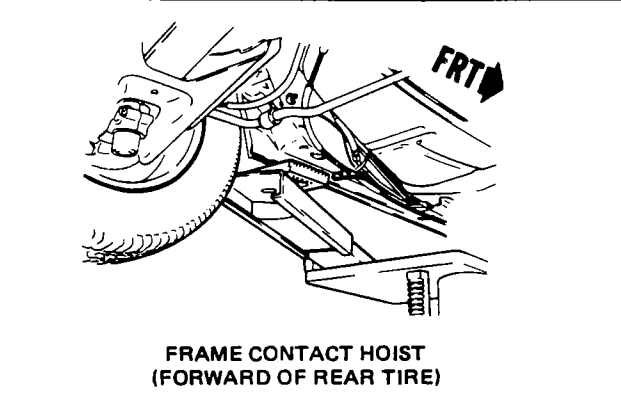


Figure 13 E Series Lifting Points

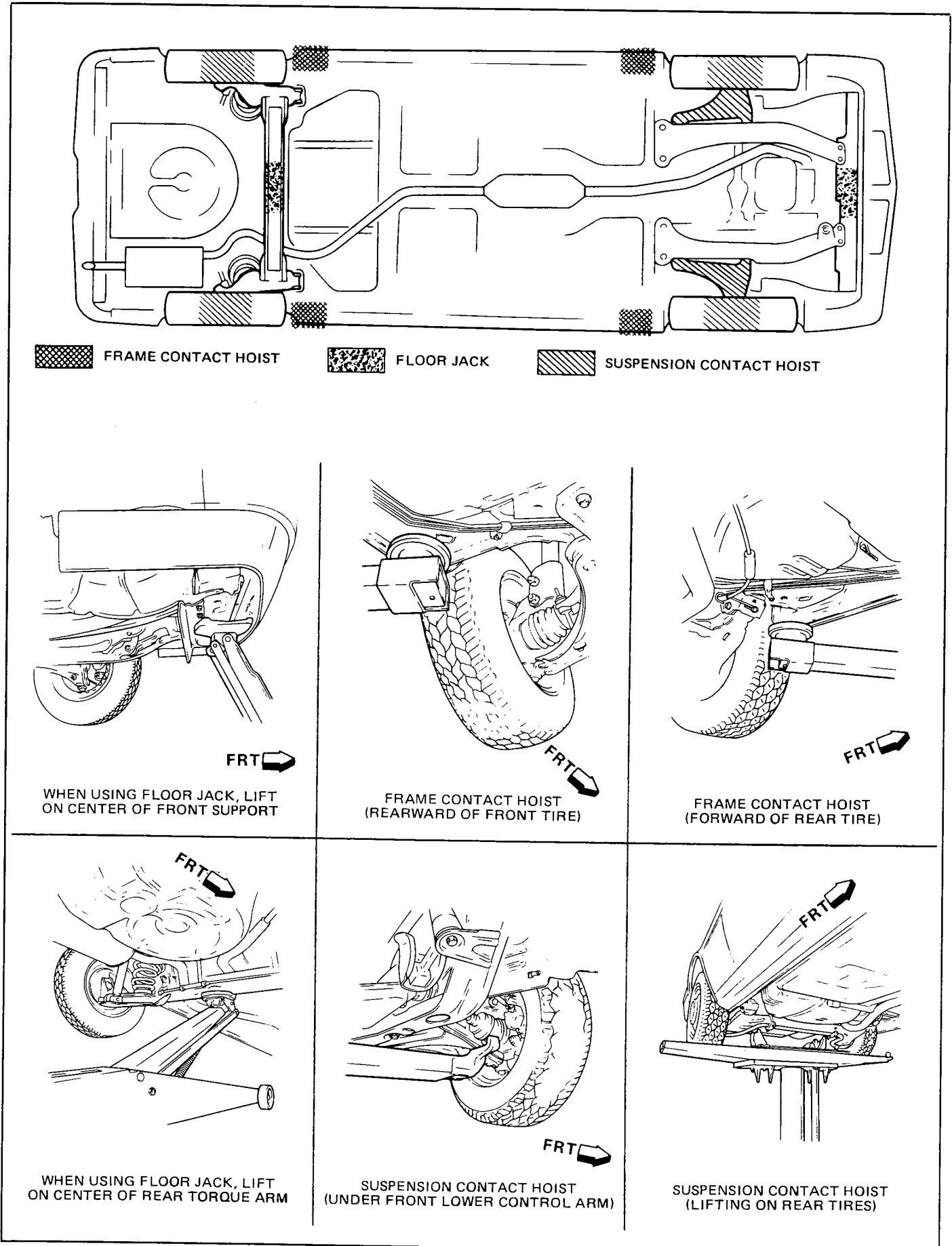


Figure 14 J-N Series Lifting Points

Acc.	– Accessory	EPR-DV	– Exhaust Pressure Regulator Delay Valve	NO	– Normally open
A/C	– Air Conditioning	ESC	– Electronic Spark Control	NOx	– Nitrogen, Oxides of
ADJ	– Adjust	ESC	– Electrostatic Discharge	OD	– Outside Diameter
ADL	– Automatic Doorlock	EST	– Electronic Spark Timing	OHC	– Overhead Camshaft
ADRC	– Adaptive Ride Control	ETR	– Electronically Tuned Receiver	OL	– Open Loop
A/F	– Air Fuel Ratio	EVRV	– Electronic Vacuum Regulator Valve	O ₂	– Oxygen
AIR	– Air Injection Reaction System	EXH	– Exhaust	PAIR	– Pulse Air Injection System
ALCL	– Assembly Line Communication Link	OF	– Degrees Fahrenheit	P/B	– Power Brakes
Alt.	– Altitude	FED	– Federal (All States Except Calif)	PCB	– Printed Circuit Board
AM	– Amplitude Modulation	FL	– Fusible Link	POS	– Positive
AMP	– Amperes(s)	FM	– Frequency Modulation	Pri	– Primary
ANT	– Antenna	ft. lb.	– foot pounds	PROM	– Programmable Read Only Memory
APS	– Absolute Pressure Sensor	FWD	– Front Wheel Drive	P/S	– Power Steering
AT	– Automatic Transmission/Teansaxle	FWL	– Forward Lamps	PSI	– Pounds per Square Inch
ATDC	– After Top Dead Center	g	– grams	Pt.	– Pint
Auth	– Authority	GND	– Ground	PWM	– Pulse Width Modulated
BARO	– Barometric Pressure Sensor	Harn	– Harness	Qt.	– Quart
Bat.	– Battery	HC	– Hydrocarbons	QTU	– Quick Take Up
Bat+	– Battery Positive Terminal	HD	– Heavy Duty	QVR	– Quick Vacuum Response
B+	– Battery Voltage	HEI	– High Energy Ignition	R-12	– Refrigerant -12
Bbl	– Barrel	HG	– Mercury	RAP	– Retained Accessory Power
BCM	– Body Computer Module	HiAlt	– High Altitude	REF	– Reference
BP	– Back Pressure	HP	– Horsepower	RF	– Right Front
Brk	– Brake	HPAA	– Housing Pressure Altitude Advance	RH	– Right Hand
BTDC	– Before Top Dead Center	HPCS	– Housing Pressure Cold Advance	Rly	– Relay
°C	– Degrees Celsius	Htd	– Heated	RPM	– Revolutions per minute
Calif	– California	HTR	– Heater	RPO	– Regular Production Option
CALPAK	– Prom (Engine Calibrator)	HVAC	– Heating Ventilation Air Conditioning	RR	– Right rear
Cat. Conv.	– Catalytic Converter	IAC	– Idle Air Control	RS	– Right side
CCC	– Computer Command Control	IC	– Integrated Circuit	RTV	– Room Temperature Vulcanizing
CCOT	– Cycling Clutch Orifice Tube	ID	– Identification	RVB	– Rear Vacuum Break
CCP	– Controlled Canister Purge	IGN	– Ignition	RVR	– Response Vacuum Reducer
CDVR	– Crankcase Depression Regulator Valve	ILC	– Idle Load Compensator	RWD	– Rear Wheel Drive
CID	– Cubic Inch Displacement	in. lbs.	– inch pounds	SAE	– Society of Automotive Engineers
CKT	– Circuit	INJ	– Injection	Sec	– Secondary
CL	– Closed Loop	IP	– Instrument Control Panel	SFI	– Sequential Fuel Injection
CLCC	– Closed Loop Carburetor Control	IPC	– Instrument Panel Cluster	SI	– System International
CNS	– Console	ISC	– Idle Speed Control	Sol	– Solenoid
CO	– Carbon Monoxide	ISS	– Idle Speed Solenoid	Spkr	– Speaker
Conn.	– Connector	KAM	– Keep Alive Memory	Spl	– Splice
Conv.	– Converter	km	– kilometer	Stg	– Steering
CP	– Canister Purge	km/h	– kilometer per hour	Sync	– Synchronization
CPS	– Central Power Supply	kPa	– Kilopascals	Sw	– Switch
CRT	– Cathode Ray Tube	KV	– Kilovolts (thousands of volts)	TAC	– Thermostatic Air Cleaner
CRTC	– Cathode Ray Tube Controller	L	– Liter	Tach	– Tachometer
CTR	– Center	LED	– Light Emitting Diode	TBI	– Throttle Body Injection
CTS	– Coolant Temperature Signal	LF	– Left Front	TCC	– Transmission/Transaxle Converter Clutch
CTS	– Coolant Temperature Sensor	LH	– Left Hand	TDC	– Top Dead Center
CTSY	– Courtesy	LR	– Left Rear	Temp	– Temperature
CV	– Constant Velocity	LS	– Left Side	Term	– Terminal
Cyl	– Cylinder(s)	Ltr	– Lighter	Thermo	– Thermostatic Air Cleaner
Da	– Dash	L4	– In-Line four cylinder	TPS	– Throttle Position Sensor
DBM	– Dual Bed Monolith	MAF	– Mass Air Flow	TT	– Telltail
DECS	– Diesel Electronic Control System	MAP	– Manifold Absolute Pressure	TV	– Throttle Valve
Diff	– Differential	Max	– Maximum	TVRS	– Television & Radio Suppression
Dist	– Distributor	M/C	– Mixture Control	TVS	– Thermal Vacuum Switch
DVM	– Digital Voltmeter (10 meg)	Mm	– Minimum	Twl	– Twilight
DVDV	– Differential Vacuum Delay Valve	ml	– Millilitres	U-Joint	– Universal Joint
EAC	– Electric Air Control	mm	– millimeter	V	– Volt(s)
EAS	– Electric Air Switching	MFI	– Multi-Port Fuel Injection	VAC	– Vacuum
ECM	– Electronic Control Module	MPG	– Miles Per Gallon	VF	– Vacuum Fluorescent
ECU	– Engine Calibration Unit (PROM)	MPH	– Miles Per Hour	VIN	– Vehicle Identification Number
EE	– Electronically Erasable	MT	– Manual Transaxle/Transmission	V-ref	– Reference Voltage
EECS	– Evaporative Emission Control System	Mtr	– Motor	VSS	– Vehicle Speed Sensor
EFE	– Early Fuel Evaporation	MUX	– Multiplexing	V6	– Six Cylinder "V" Engine
EFI	– Electronic Fuel Injection	MVS	– Metering Valve Sensor	V8	– Eight Cylinder "V" Engine
EGR	– Exhaust Gas Recirculation	NC	– Normally closed	w/	– With
EGR/TVS	– Exhaust Gas Recirculation/Thermostatic Vacuum Switch	NEG	– Negative	w/b	– Wheel Base
EL	– Electroluminescent	N-m	– Newton Meters	wdo	– Window
ELC	– Electronic Level Control			w/o	– without
ENG	– Engine			wot	– Wide Open Throttle
EPR	– Exhaust Pressure Regulator				

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Figure 15 Abbreviations Chart

METRIC AND FASTENER INFORMATION

USE OF METRIC AND CUSTOMARY NUTS, BOLTS AND SCREWS

Some of the 1987 model cars present special service requirements to the technician due to the use of both metric and customary (inch) type nuts, bolts and screws on the same car. Many are metric and some are very close in dimension to customary nuts, bolts and screws in the inch system. Mismatched or incorrect nuts, bolts and screws can result in damage, malfunction or possible personal injury. Nuts, bolts and screws removed from the car should be saved for re-use whenever possible. If they are not re-usable, care should be taken to select a replacement that matches the original.

General Motors Engineering Standards have adopted a portion of the standard metric fastener sizes defined by SI (Systeme International). This was done to reduce the number of sizes used and yet retain the best strength characteristics in each thread size. For example, the customary 1/4-20 and 1/4-28 screws are replaced by the metric M6.0 x 1 screw which has nearly the same diameter and 25.4 threads per inch. The thread pitch is in between the customary coarse and fine thread pitches.

Metric and customary thread notation differ slightly. The difference is illustrated below.

METRIC	CUSTOMARY
M6.0	1/4
Thread Major Diameter in Millimetres	Thread Major Diameter in Inches
1	20
Distance Between Threads in Millimetres	Number of Threads per Inch

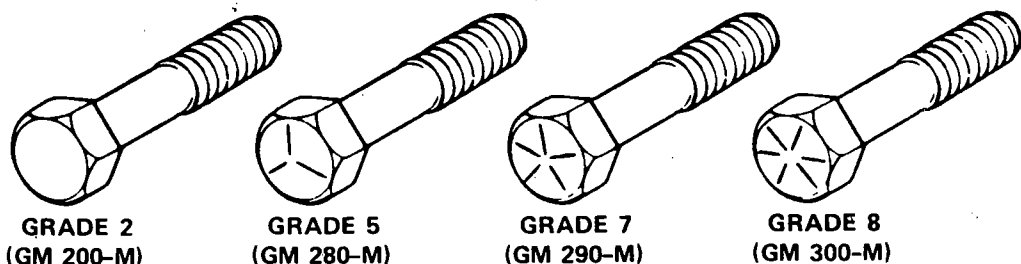
Care should be taken when servicing the car to guard against cross threading or improper retention due to interchanged metric and inch nuts and bolts.

When obtaining metric or customary nuts, bolts, and screws locally for servicing the car, care must be exercised in selecting parts that are equivalent to the original parts in dimensions, strength, and pitch of threads.

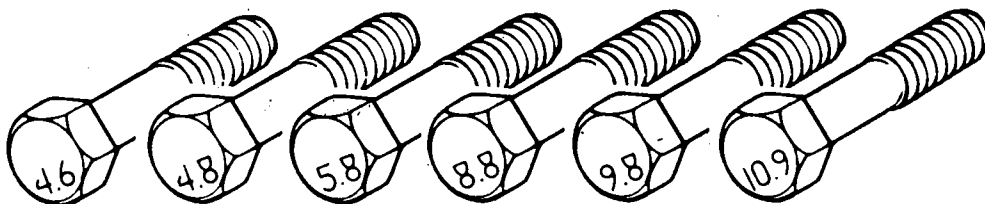
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METRIC BOLT AND NUT IDENTIFICATION

Common metric fastener strength property classes are 9.8 and 10.9 with the class identification embossed on the head of each bolt. Customary (inch) strength classes range from grade 2 to 8 with line identification embossed on each bolt head. Markings correspond to two lines less than the actual grade (i.e. grade 7 bolt will exhibit 5 embossed lines on the bolt head). Some metric nuts will be marked with single digit strength identification numbers on the nut face. The following figure illustrates the different strength markings.



Customary (inch) bolts - Identification marks correspond to bolt strength - Increasing numbers represent increasing strength.

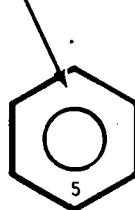


Metric Bolts - Identification class numbers correspond to bolt strength - Increasing numbers represent increasing strength.

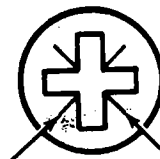
MANUFACTURERS IDENTIFICATION



NUT STRENGTH IDENTIFICATION



CROSS RECESS SCREW HEAD IDENTIFICATION MARKS (4)



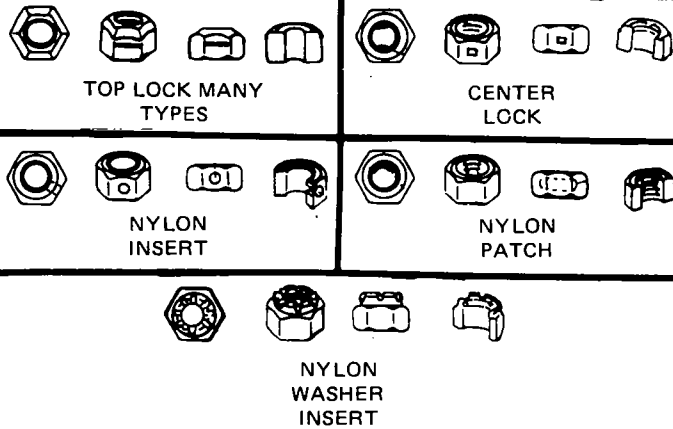
IDENTIFICATION MARKS (4)

REUSE OF PREVAILING TORQUE NUT(S) AND BOLT(S)

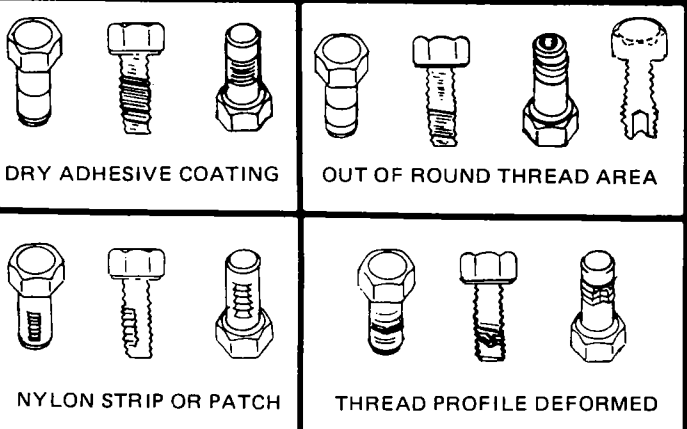
PREVAILING TORQUE NUTS ARE THOSE NUTS WHICH INCORPORATE A SYSTEM TO DEVELOP AN INTERFERENCE BETWEEN NUT AND BOLT THREADS INTERFERENCE IS MOST COMMONLY ACHIEVED BY DISTORTING TOP OF ALL-METAL NUT, BUT ALSO MAY BE ACHIEVED BY DISTORTING AT MIDDLE OF HEX FLAT, BY NYLON PATCH ON THREADS, BY NYLON WASHER INSERT AT TOP OF NUT AND BY NYLON INSERT THROUGH NUT.

PREVAILING TORQUE BOLTS ARE THOSE BOLTS WHICH INCORPORATE A SYSTEM TO DEVELOP AN INTERFERENCE BETWEEN BOLT AND NUT OR TAPPED HOLE THREADS. INTERFERENCE IS ACHIEVED BY DISTORTING SOME OF THE THREADS (SEVERAL METHODS EXIST), BY APPLYING A NYLON PATCH OR STRIP OR BY ADHESIVE COATING ON THREADS.

PREVAILING TORQUE NUTS



PREVAILING TORQUE BOLTS



RECOMMENDATIONS FOR REUSE

- A. CLEAN, UNRUSTED PREVAILING TORQUE BOLTS AND NUTS MAY BE REUSED AS FOLLOWS:
1. CLEAN DIRT AND OTHER FOREIGN MATERIAL OFF NUT AND BOLT.
 2. INSPECT BOLT AND NUT TO ASSURE THERE ARE NO CRACKS, ELONGATION OR OTHER SIGNS OF ABUSE OR OVERTIGHTENING. LIGHTLY LUBRICATE THREADS. (IF ANY DOUBT, REPLACE WITH NEW PREVAILING TORQUE FASTENER OF EQUAL OR GREATER STRENGTH.)
 3. ASSEMBLE PARTS AND START BOLT OR NUT.
 4. OBSERVE THAT BEFORE FASTENER SEATS, IT DEVELOPS PREVAILING TORQUE PER CHART BELOW. (IF ANY DOUBT, INSTALL NEW PREVAILING TORQUE FASTENER OF EQUAL OR GREATER STRENGTH.)
 5. TIGHTEN TO TORQUE SPECIFIED IN SERVICE MANUAL.
- B. BOLTS AND NUTS WHICH ARE RUSTY OR DAMAGED SHOULD BE REPLACED WITH NEW PARTS OF EQUAL OR GREATER STRENGTH.

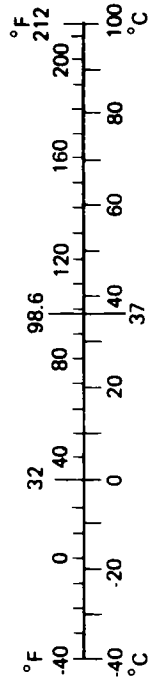
		METRIC SIZES							
		6 & 6.3	8	10	12	14	16	20	
NUTS AND ALL METAL BOLTS	N·m	0.4	0.8	1.4	2.2	3.0	4.2	7.0	
	In. Lbs.	4.0	7.0	12	18	25	35	57	
ADHESIVE OR NYLON COATED BOLTS	N·m	0.4	0.6	1.2	1.6	2.4	3.4	5.6	
	In. Lbs.	4.0	5.0	10	14	20	28	46	
		INCH SIZES							
		.250	.312	.375	.437	.500	.562	.625	.750
NUTS AND ALL METAL BOLTS	N·m	0.4	0.6	1.4	1.8	2.4	3.2	4.2	6.2
	In. Lbs.	4.0	5.0	12	15	20	27	35	51
ADHESIVE OR NYLON COATED BOLTS	N·m	0.4	0.6	1.0	1.4	1.8	2.6	3.4	5.2
	In. Lbs.	4.0	5.0	9.0	12	15	22	28	43

0B103

Metric Chart 3

SI METRIC-CUSTOMARY CONVERSION TABLE

Multiply	by	to get equivalent number of:	Multiply	by	to get equivalent number of:
LENGTH					
Inch	25.4	millimetres (mm)	Foot/sec ²	0.304 8	metre/sec ² (m/s ²)
Foot	0.304 8	metres (m)	Inch/sec ²	0.025 4	metre/sec ²
Yard	0.914 4	metres	TORQUE		
Mile	1.609	kilometres (km)	Pound-inch	0.112 98	newton-metres (N-m)
AREA					
Inch ²	645.2	millimetres ² (mm ²)	Pound-foot	1.355 8	newton-metres
Foot ²	6.45	centimetres ² (cm ²)	POWER		
Yard ²	0.092 9	metres ² (m ²)	Horsepower	0.746	kilowatts (kW)
VOLUME					
Inch ³	16 387	mm ³	PRESSURE OR STRESS		
Quart	0.016 4	litres (l)	Inches of mercury	3.377	kilopascals (kPa)
Gallon	0.946 4	litres	Pounds/sq. in.	6.895	kilopascals
Yard ³	3.785 4	metres ³ (m ³)	ENERGY OR WORK		
Pound	0.764 6	metres ³ (m ³)	BTU	1 055	joules (J)
Quart	0.453 6	kilograms (kg)	Foot-pound	1.355 8	joules
Yard	907.18	kilograms (kg)	Kilowatt-hour	3 600 000	joules (J = one W's)
Quart	0.907	tonne (t)	LIGHT		
Yard	0.907	tonne (t)	Foot candle	10.764	lumens/metre ² (lm/m ²)
FORCE					
Kilogram	9.807	newtons (N)	FUEL PERFORMANCE		
Ounce	0.278 0	newtons	Miles/gal	0.425 1	kilometres/litre (km/l)
Pound	4.448	newtons	Gal/mile	2.352 7	litres/kilometre (l/km)
TEMPERATURE					
Degree Fahrenheit	(°F-32) ÷ 1.8	degree Celsius (C)	VELOCITY		
Miles/hour					
1.609 3 kilometres/hr. (km/h)					



OB104

DECIMAL AND METRIC EQUIVALENTS

Fractions	Decimal In.	Metric MM.	Fractions	Decimal In.	Metric MM.
1/64	.015625	.39688	33/64	.515625	13.09687
1/32	.03125	.79375	17/32	.53125	13.49375
3/64	.046875	1.19062	35/64	.546875	13.89062
1/16	.0625	1.58750	9/16	.5625	14.28750
5/64	.078125	1.98437	37/64	.578125	14.68437
3/32	.09375	2.38125	19/32	.59375	15.08125
7/64	.109375	2.77812	39/64	.609375	15.47812
1/8	.125	3.1750	5/8	.625	15.87500
9/64	.140625	3.57187	41/64	.640625	16.27187
5/32	.15625	3.96875	21/32	.65625	16.66875
11/64	.171875	4.36562	43/64	.671875	17.06562
3/16	.1875	4.76250	11/16	.6875	17.46250
13/64	.203125	5.15937	45/64	.703125	17.85937
7/32	.21875	5.55625	23/32	.71875	18.25625
15/64	.234375	5.95312	47/64	.734375	18.65312
1/4	.250	6.35000	3/4	.750	19.05000
17/64	.265625	6.74687	49/64	.765625	19.44687
9/32	.28125	7.14375	25/32	.78125	19.84375
19/64	.296875	7.54062	51/64	.796875	20.24062
5/16	.3125	7.93750	13/16	.8125	20.63750
21/64	.328125	8.33437	53/64	.828125	21.03437
11/32	.34375	8.73125	27/32	.84375	21.43125
23/64	.359375	9.12812	55/64	.859375	21.82812
3/8	.375	9.52500	7/8	.875	22.22500
25/64	.390625	9.92187	57/64	.890625	22.62187
13/32	.40625	10.31875	29/32	.90625	23.01875
27/64	.421875	10.71562	59/64	.921875	23.41562
7/16	.4375	11.11250	15/16	.9375	23.81250
29/64	.453125	11.50937	61/64	.953125	24.20937
15/32	.46875	11.90625	31/32	.96875	24.60625
31/64	.484375	12.30312	63/64	.984375	25.00312
1/2	.500	12.70000	1	1.00	25.40000

OB105

	CRANKCASE* LESS FILTER	COOLING SYSTEM			FUEL TANK	TRANSAXLE	
		HEATER	WITH A/C	H. DUTY		MANUAL	AUTOMATIC**
SKYHAWK 2.0 - LT2 - K	3.8L (4.0 QTS.)	7.5L (8 QTS.)	7.5L (8 QTS.)	-	51.5L (13.6 GAL.)	4 SPD. FX126 2500 ml	125C OIL PAN R&R 3.8L (4.0 QTS.) OVERHAUL 5.7L (6 QTS.)
2.0 - LT3 - M	3.8L (4.0 QTS.)	7.5L (8 QTS.)	7.5L (8 QTS.)	-			
2.0 - LL8 - I	3.8L (4.0 QTS.)	9.0L (9.5 QTS.)	9.3L (9.75 QTS.)	-			
SKYLARK/ SOMERSET - 2.5L-L68-U AUTO	2.8L (3.0 QTS.)	7.42L (7.8 QTS.)	7.46L (7.9 QTS.)	-			
MANUAL	3.8L (4.0 QTS.)	7.42L (7.8 QTS.)	7.46L (7.9 QTS.)	-	COUPE & SEDAN 64.4L (16.6 GAL.) WAGON 59.4L (15.7 GAL.)	5 SPD 2550 ml	440T4 OIL PAN R&R 3.8L (4.0 QTS.) OVERHAUL 5.5L
3.0 - LN7 - L	3.8L (4.0 QTS.)	9.7L (10.25 QTS.)	10.36L (10.9 QTS.)	-			
CENTURY 2.5 - LR8 - R	2.8L (3.0 QTS.)	8.92L (9.4 QTS.)	9.20L (9.7 QTS.)	11.4L (12.0 QTS.)	68.1L (18.0 GAL.)	TRANSMISSION**	DIFFERENTIAL
2.8 - LB6 - W	3.8L (4.0 QTS.)	10.8L (11.4 QTS.)	11.2L (11.8 QTS.)	8.4L (8.8 QTS.)			
3.8 - LG3 - 3	3.78L (4.0 QTS.)	-	11.28L (11.9 QTS.)	11.86L (12.6 QTS.)			
LESABRE 3.8 - LG3 - 3	3.78L (4.0 QTS.)	-	12.52L (13.2 QTS.)	12.62L (12.3 QTS.)	68.5L (18.1 GAL.)	200C OIL PAN R&R 3.3L (3.48 QTS.) OVERHAUL 8.9L (9.40 QTS.) 200-4R OIL PAN R&R 3.3L (3.48 QTS.) OVERHAUL 10.46L (11.05 QTS.)	7 7/8" 1.66L (3.5 PTS.)
ELECTRA 3.8 - LG3 - 3	3.78L (4.0 QTS.)	-	11.70L (12.4 QTS.)	11.78L (12.4 QTS.)			
RIVIERA 3.8 - LG3 - 3	3.78L (4.0 QTS.)	-	11.32L (12.0 QTS.)	11.48L (12.1 QTS.)	83.3L (22.0 GAL.)	8 1/2" 2.0L (4.25 PTS.)	
REGAL 3.8 - LD5 - A	3.8L (4.0 QTS.)	12.28L (12.9 QTS.)	12.3L (13.0 QTS.)	12.8L (13.5 QTS.)			
3.8 - LC2 - 7	4.73L (5.0 QTS.)	12.3L (13.0 QTS.)	12.3L (13.0 QTS.)	12.8L (13.5 QTS.)			
5.0 - LV2 - Y	3.75L (4.0 QTS.)	14.1L (14.9 QTS.)	14.8L (15.6 QTS.)	14.7L (15.5 QTS.)	83.3L (22.0 GAL.)		
"B" WAGON 5.0 - LV2 - Y	3.75L (4.0 QTS.)	14.6L (15.4 QTS.)	15.4L (16.0 QTS.)	15.2L (16.0 QTS.)			

*WHEN CHANGING OIL FILTER, ADDITIONAL ENGINE OIL MAY BE REQUIRED TO BRING OIL LEVEL TO FULL MARK.
**WHEN DRAINING OR REPLACING TORQUE CONVERTER, ADDITIONAL TRANSMISSION FLUID MAY BE REQUIRED TO BRING LEVEL TO FULL MARK.

HG0008-0B

Figure 2 Capacities Chart

Carburetor Choke and Hoses

If car is equipped with a carburetor, verify that choke and vacuum break work properly and are within specifications. Correct any binding caused by damage or gum on the choke shaft. Inspect hoses for proper hook up, cracks, rubbing or decay. Correct as necessary.

Carburetor or Throttle Body Mounting Torque

- Tighten carburetor mounting bolts or nuts to 16 N·m (12 lbs. ft.)
- Tighten 2.5L TBI mounting bolts or nuts to 20 N·m (15 lbs. ft.)
- Tighten 2.0L TBI mounting bolts or nuts to 35 N·m (26 lbs. ft.)
- Tighten MFI/SFI throttle body mounting bolts or nuts to 27 N·m (20 lbs. ft.)

Engine Idle Speed Adjustment

(Engines without Idle Speed Control or Idle Air Control)- Adjust to specifications shown on the underhood label. If no specifications are shown, no adjustment is necessary. Calibrated test equipment must used.

A.I.R. Pump Drive Belt Inspection

When a separate belt is used to drive the A.I.R. pump, inspect it for cracks, fraying, wear and proper tension. Adjust or replace as needed.

Cooling System Refill

Drain, flush and refill system with new coolant. See Recommended Fluids and Lubricants, or Section 6B.

Wheel Bearing Repack

Clean and repack front-wheel bearings at each brake relining or 15,000 miles (24 000 km), whichever comes first when car is used in such service as police, taxi or door-to-door delivery. If the car is not used in such service, clean and repack bearings at each brake relining or 30,000 miles (48 000 km), whichever comes first.

Transmission/Transaxle Service

The manual transaxle fluid does not require changing. For automatic transmission/transaxle, change both the fluid and filter every 15,000 miles (25 000 km) if the car is mainly driven under one or more of these conditions.

OB-4 MAINTENANCE AND LUBRICATION

	1987								
	AIR CLEANER FILTER	FUEL FILTER	OIL FILTER	OXYGEN SENSOR	PCV FILTER	PCV VALVE	RADIATOR CAP	SPARK PLUGS	SPARK PLUG GAP
SKYHAWK									
2.0 - LT2 - K	A785C	GF 481	PF 47	AFS-16P	FB-102	CV869C	RC 27	R44XLS	.035
2.0 - LT3 - M	A905C	GF 481	PF 47	AFS-16P	—	CV873C	RC 27	R42CXLS	.035
2.0 - LL8 - I	A875C	GF 481	PF 52	AFS-16P	—	CV892C	RC 27	FR3LM	.035
SKYLARK/SOMERSET									
2.5 - L68 - U AUTO	A785C	GF 481	PF 47	AFS-16P	FB-82	CV895C	RC 27	R43TS6	.060
2.5 - L68 - U MANUAL	A785C	GF 481	PF 1072	AFS-16P	FB-82	CV895C	RC 27	R43TS6	.060
3.0 - LN7 - L	A875C	GF 431	PF 47	AFS-16P	—	CV781C	RC 27	R44LTS	.045
CENTURY									
2.5 - LRR - R	A785C	GF 431	PF 47	AFS-16P	FB-82	CV895C	RC 27	R43TS6	.060
2.8 - LB6 - W	A-1098C	GF 481	PF 47	AFS-16P	—	CV892C	RC 27	R43LTSE	.045
3.8 - LG3 - 3	A633C	GF 483	PF 47	AFS-16P	—	CV781C	RC 27	R44LTS	.045
LESABRE									
3.8 - LG3 - 3	A974C	GF 483	PF 47	AFS-16P	—	CV781C	RC 27	R44LTS	.045
ELECTRA									
3.8 - LG3 - 3	A974C	GF 483	PF 47	AFS-16P	—	CV781C	RC 27	R44LTS	.045
RIVIERA									
3.8 - LG3 - 3	A974C	GF 483	PF 47	AFS-16P	—	CV781C	RC 27	R44LTS	.045
REGAL									
3.8 - LD5 - A	A178C	GF 471	PF 47	AFS-16P	FB-73	CV770C	RC 27	R45TSX	.060
3.3 - LC2 - 7	A633C	GF 483	PF 47	AFS-16P	—	CV893C	RC 27	R44TS	.035
5.0 - LV2 - Y	A348C	GF 471	PF45 + BASE	AFS-16P	—	CV851C	RC 27	FR3LS6	.060
"B" WAGON									
5.0 - LV2 - Y	A348C	GF 471	PF 45 + BASE	AFS-16P	—	CV851C	RC 27	FR3LS6	.060

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Figure 3 Maintenance Items

	5/16" WIDE	3/8" & 13/32" WIDE	7/16" WIDE
NEW BELT	350 N Max. 80 Lbs. Max.	620 N Max. 140 Lbs. Max.	750 N Max. 165 Lbs. Max.
USED BELT	200 N Min. 50 Lbs. Min.	300 N Min. 70 Lbs. Min.	400 N Min. 90 Lbs. Min.

Figure 4 Belt Tensions

- In heavy city traffic where the outside temperature regularly reaches 90° F (32° C) or higher.
- In hilly or mountainous terrain.
- Frequent trailer pulling.
- Uses such as found in taxi, police car or delivery service.

If the car is not used under any of these conditions, change both the fluid and filter (or service the screen) every 100,000 miles (160 000 km). See Section 7A for more information.

Vacuum Advance System Inspection

Applies only to Canadian cars without Computer Command Control.

Check system for proper operation. Check hoses for proper hookup, cracks, rubbing or decay. Replace parts as needed.

Spark Plug and Wire Service

Replace spark plugs with type listed in Section OA. Clean wires and inspect for burns, cracks or other damage. Check the wire boot fit at the distributor and/or coil, and at the spark plugs. Replace the wires as needed.

Positive Crankcase Ventilation (PCV) Inspection

Inspect valve for proper function. Replace valve if necessary as well as any worn, plugged or collapsed hoses.

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