It's All About the NUMBERS……
By Judy Badgley

The season is here for getting our cars out and driving. Something to consider is making sure your H/O is ready for the drive. You may think that because you don't drive your H/O often or for a big NUMBER of miles, that they don't need much maintenance. Not true.

The older cars with points and condensers (1968-1974) can develop corrosion that will give you fits on start up and running. Even if these parts have only a few hundred miles on them, time can still cause a problem. The newer H/O's have similar problems with corrosion. Additionally, plug wire ends, wire connectors, PCV valve, fluids, filters, etc. all need a once over to make sure they are good to go. Several items contribute to getting optimum gas mileage and a good tune up is at the top of the list.

The table below shows the information you need to give your H/O a basic tune up. All years of H/O (except the 1968) have a decal on them under the hood that provides information needed for a tune up. However, over the years the Oldsmobile dealerships received "service bulletins" with recommended updates to those decals. The information listed in this table reflects those updates. Additionally over time various part numbers have been changed by AC-Delco and GM. The part NUMBERS listed are the converted 2010 numbers for your use. They are the same parts, just new numbers.

One other item to watch for when you select the specs from the table. You will notice 4 choices for 1974. This was a transition year for GM as they were changing the ignition systems from the old points/condenser system to the HEI system. Be sure you have the correct engine choice when selecting which parts and specs to use.

Now let's get those Olds rockets tuned up!

Doug Emmons and Calvin Badgley working on Doug's 83 H/O, Wisconsin Nationals, 1992

Remember, this information is intended for <u>current</u> use on Hurst/Olds cars. The part NUMBERS I list are GM or Delco.

YEAR	*LABEL CODE	ENGINE	SPARK PLUG/GAP	POINTS/GAP	CONDENSER	DWELL	**TIMING @ rpm's
1968	na	455	R43S / .030"	D106P /.016	D204	30°	15° @ 1000 rpm's
1968	na	455 w/ac	R43S / .030"	D106P /.016	D204	30°	10° @ 850 rpm's
1969	6	455	R45S / .030"	D106P /.016	D204	30°	8° @ 850 rpm's
1972	SH	455	R45S / .035"	D106P /.016	D204	30°	8° @ 1100 rpm's
1972	SG	455 W-30	R45S / .035"	D106P /.016	D204	30°	10° @ 850 rpm's
1973	SF	455 wo/ac	R45S / .040"	D106P /.016	D204	30°	10° @ 1100 rpm's
1973	SF	455 w/ac	R45S / .040"	D106P /.016	D204	30°	8° @ 850 rpm's
1974	OC	350 W-25	R45S / .040"	D106P /.016	D204	30°	12° @ 1100 rpm's
1974	OC	350 W-25	R46SZ /.060"	na	na	na	12° @ 1100 rpm's
1974	OR	455 W-30	R45S / .040"	D106P /.016	D204	30°	14° @ 1100 rpm's
1974	OR	455 W-30	R46SZ /.060"	na	na	na	14° @ 1100 rpm's
1975	SR	350 W-25	R46SZ /.060"	na	na	na	20° @ 1100 rpm's
1975	ST	455 W-30	R46SZ /.060"	na	na	na	16° @ 1100 rpm's
1979	OH	350 W-30	R46SZ / .060"	na	na	na	18° @ 1100 rpm's
1983	SAT	307 W-40	R46SZ / .060"	na	na	na	20° @ 1100 rpm's
1984	HBK	307 W-40	R46SZ / .060"	na	na	na	20° @ 1100 rpm's
1988	HAG	307	41-630 / .060"	na	na	na	20° @ 1100 rpm's

* Label code is on the emission label located on the radiator holddown or inner fender well in the engine compartment.
**All timing should be set with the vehicle in Park and the distributor vacuum hose disconnected.
<u>NOTE</u>- Items **n**ot **a**pplicable to the vehicle are listed as "na". <u>NOTE</u>- California specs have not been included