CONDITION

Difficulty in trouble shooting UHV Ignition System by Dealership personnel.

CARS AFFECTED

All 1967 equipped with UHV Ignition System Option K-66.

INFORMATION

In cases where Dealers request UHV parts from Zone Offices and find that the Zone does not have parts, the necessary parts should be ordered through normal G. M. P. D. channels.

UHV parts from Zone Offices will not be available after their present stock is exhausted.

It will no longer be necessary to replace both the amplifier and coil. Replace only the defective part.

Any time an amplifier or coil is replaced, the Dealership is to hold the part for the Zone Service Representative. Zone Service Representatives will mail defective parts to Delco-Remy, Anderson, Indiana.

All parts must be properly tagged.

DEALER ACTION

Before replacing coil, amplifier or disassembling distributor to correct an ignition malfunction on UHV equipped cars, refer to illustrations and check the following procedure:

PROCEDURE

1. Make sure connectors 1, 2, 3 and 4 (illustration) are properly connected and locked. A loose connection may cause the engine to stop or run intermittently only.

2. Visually check purple tachometer feed wire at insulated terminal on coil mounting bracket to see if it is partially or completely grounded. Loosen screw and position purple wire and tachometer wire (if car has a tachometer) so that they are NOT
grounded to coil clamp. Tighten screw carefully making certain wires do not twist and touch the coil clamp. If this wire is grounded, the engine will not run or will run intermittently if the ground is intermittent.

3. Visually check color of wires at all four connectors shown in illustration to make certain Ignition System is wired as follows:

a. Braided shield connects to ignition coil negative (-).

b. Black wire connected to ignition coil negative (-) connects to ground at coil mounting bracket.

c. Black wire (out of braided shield) connects to ignition coil positive (+).

d. Purple wire connects to plastic insulator on coil bracket. (Tachometer wire also connects here if car has a tachometer.)

e. Check wiring at connector #1 (distributor wiring).

1. White wire connects to white wire.

2. Green wire connects to white wire with green stripe.

4. If the car performs satisfactorily under full throttle or high speed conditions but misses or surges at low speed coast, float or very light throttle, proceed as follows:

a. Adjust ignition timing to 7-1/2° BTDC except 425 H.C. 2-barrel which is 5° BTDC (with engine at 850 rpm and vacuum line to distributor disconnected). Timing advanced beyond specification will aggravate the misfiring (surging).

b. Adjust spark plug gap to .040" - .045".

NOTE: A plug gap of more than .045" may result in "cutout" at high speed.

5. If engine will not run at all and steps 1, 2 and 3 have been performed, check ignition coil as follows:

a. Hold one spark plug wire 1/4" from block and watch for spark as engine is cranked. If spark is occurring, the problems is other than ignition. Check for other causes for engine not running in the same manner as for standard ignition.

b. If no spark is observed, check distributor cap, rotor and wiring in the same manner as for standard ignition.

c. Check ignition coil primary and secondary winding as follows:
1. Disconnect coil (+) and (-) wires and remove secondary cable from coil tower.

2. Connect ohmmeter to the coil (+) and (-) terminals. There should be continuity indicated through the primary winding. If ohmmeter pointer does not move, the winding is open. Replace coil if test does not indicate continuity.

3. Check coil secondary with ohmmeter in the middle or high range. Connect ohmmeter leads to the center tower and coil case. If continuity is not indicated, replace the coil.

4. If coil tests good, reconnect all wiring as shown in the illustration and test amplifier.

6. Test amplifier as follows:

a. Connect a 12 volt 2 CP (No. 1895) bulb to the ignition coil (+) and (-) terminals. (Do not disconnect coil wires.)

b. Bulb should flicker as engine is being cranked. If not, replace the amplifier.

Service Department
Oldsmobile Division