

Fig. 2 Vehicle Identification Number Plate Location

marking indicating the strength of the material in the fastener as outlined below. Metric cross recess screws are identified by a Posidriv or Type 1A cross recess as shown in Figure 8. Either a Phillips head or Type 1A cross recess screwdriver can be used in Posidriv recess screw heads, but Type 1A cross recess screwdrivers will perform better.

NOTICE: Most metric fasteners have a blue color coating. However, this should not be used as a positive way of identifying as some metric fasteners are not color coated.

General Motors Engineering Standards, along with other North American Industries, have adopted a portion of the standard metric fastener sizes defined by ISO (International Standards Organization). This was done to reduce the number of fastener sizes used and yet retain the best strength qualities 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 shown in Figure 9.

## FASTENER STRENGTH IDENTIFICATION

Most commonly used metric fastener strength properly 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 radial line identification embossed on each bolt head (i.e., grade 7 bolt will exhibit 5 embossed radial lines on the bolt head). Some metric nuts will be marked with single digit strength identification numbers on the nut face. Figure 12 shows the different strength markings.

When replacing metric fasteners, be careful to use bolts and nuts of the same strength or greater than the original fasteners (the same number marking or higher). It is also important to select replacement fasteners of the correct size. Correct replacement bolts and nuts are available through the parts division. Many metric fasteners available in the after-market parts channels were designed to metric standards of countries other than the United States. These fasteners may be of a lower strength, different thread pitch and may not have the numbered head marking system. The metric fasteners used on GM products are designed to new, international standards that may not be used by some nondomestic bolt and nut suppliers. In general, except for special applications, the common sizes and pitches are:

M 6.0 X 1 M 10 X 1.5 M 8 x 1.25 M 12 X 1.75 M 14 X 2

## PREVAILING TORQUE FASTENERS

A prevailing torque nut is designed to develop an interference between the nut and bolt threads. This is most often accomplished by distortion of the top of an all-metal nut or by using a nylon patch on the threads in the middle of the hex flat. A nylon insert may also be used as a method of interference between nut and bolt threads (Fig. 11).

A prevailing torque bolt is designed to develop an interference between bolt and nut threads, or the threads of a tapped hole. This is accomplished by distorting some of the threads or by using a nylon patch or adhesive (Fig. 11).

#### RECOMMENDATIONS FOR FASTENER REUSE:

- Clean, unrusted prevailing torque nuts and bolts may be reused as follows:
  - Clean dirt and other foreign material off nut or bolt.
  - b. Inspect nut or bolt to insure there are no cracks, elongation, or other signs of abuse or overtightening. (If there is any doubt, replace with a new prevailing torque fastener of equal or greater strength.)
  - Lightly cost bolt & nut with engine oil. Assemble parts and hand start nut or bolt.
  - d. Observe that before fastener seats, it develops torque per the chart in Figure 10. (If there is any doubt, replace with a new prevailing torque fastener of equal or greater strength.)
  - Tighten fastener to torque specified in appropriate section of this manual.
- Bolts and nuts which are rusty or damaged should be replaced with new parts of equal or greater strength.

## VEHICLE LIFTING PROCEDURES

NOTICE: When jacking or lifting vehicle from frame side rails, be certain lift pads do not contact catalytic converter as damage to converter will result.

Many dealer service facilities and service stations are equipped with a type of automotive hoist which must bear upon some part of the frame in order to lift the vehicle. Figures 14 and 15 indicate the recommended areas for hoist contact for Pontiac Sunbird models.

If any other hoist methods are used, special care must be used not to damage the fuel tank, filler neck, exhaust system or underbody.

# **Repair Manual For 1986 Firebird**

**G Psacharopoulos** 

Repair Manual For 1986 Firebird:

The book delves into Repair Manual For 1986 Firebird. Repair Manual For 1986 Firebird is a crucial topic that must be grasped by everyone, from students and scholars to the general public. This book will furnish comprehensive and in-depth insights into Repair Manual For 1986 Firebird, encompassing both the fundamentals and more intricate discussions.

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