

D - ADJUSTMENTS

1998 ENGINE PERFORMANCE General Motors Corp. - On-Vehicle Adjustments - 5.7L

MODEL IDENTIFICATION

Vehicle model is identified by fourth character of Vehicle Identification Number (VIN). VIN is stamped on metal pad on top of left end of instrument panel, near windshield.

ENGINE MECHANICAL

Before performing any on-vehicle adjustments to fuel or ignition systems, ensure engine mechanical condition is okay.

CAUTION: When battery is disconnected, vehicle computer and memory systems may lose memory data. Driveability problems may exist until computer systems have completed a relearn cycle. See **COMPUTER RELEARN PROCEDURES** article in **GENERAL INFORMATION** section before disconnecting battery.

VALVE CLEARANCE

NOTE: All models use hydraulic lifters. Adjustments are not required.

IGNITION TIMING

NOTE: All engines are equipped with C(3)I, DIS or IDI ignition systems. Timing on these systems is not adjustable.

IDLE SPEED & MIXTURE

NOTE: Idle mixture is controlled by Powertrain Control Module (PCM). Adjustment is not possible.

NOTE: Incorrect idle speeds are normally caused by dirty throttle plate or vacuum leaks. Ensure all vacuum components are functioning properly.

V8 IDLE SPEED

NOTE: Idle speed is controlled by PCM and is not adjustable. Slight fluctuations in idle speed are considered normal. Start and run engine for at least 7 minutes to establish PCM control of idle.

THROTTLE POSITION (TP) SENSOR

- NOTE:** Ensure TP sensor voltage is as specified. See TP SENSOR VOLTAGE table. TP sensor is not adjustable. For further testing procedures, refer to TESTS W/CODES article.
- NOTE:** Throttle control is electronic with no mechanical link from engine to accelerator pedal. The PCM and Throttle Actuator Control (TAC) module monitor the position of accelerator pedal based on signals from a nonadjustable Accelerator Pedal Position (APP) sensor. The APP is mounted above the accelerator pedal.