

GF9813B

NOTICE: Special Technical Bulletin

Per GM Technical Service Bulletins #03-06-04-041A and #05500, the distributor cap and rotor may be subject to premature corrosion and ignition system failure due to a lack of airflow internal to the cap. GM has recommended the following corrective actions:

- 1) The distributor cap retaining screws are coated with thread-locker compound. Use care in removing them from the plastic distributor body. Inspect the thread condition and clean the threads with an appropriate thread tap if necessary before installing the new screws. Failure to do so may result in cracking the distributor housing. Tighten the distributor cap retaining screws to 21 inch-pounds.
- 2) Inspect and clean the two distributor vents located in the base of the distributor housing. Later model vehicles were equipped with a distributor base manufactured with vent screens. The screens should be removed to improve vent flow.
- 3) Some vehicles may have an Air Conditioning accumulator line near the distributor base. GM has recommended insulation of the line to prevent transfer of accumulated condensation to the distributor base vents. The required foam sleeve should be 9.0 inches in length, have an internal diameter of 1.125 inches with a thickness of .250 inches.
- 4) Visually inspect to ensure that there are no coolant leaks. Check heater hoses and areas surrounding the intake manifold.
- 5) Ensure the PCV system is operating correctly, and is drawing moisture from the crankcase. This moisture can travel up the distributor shaft into the cap. Engine oil should be changed on schedule to prevent moisture as well.
- 6) Inspect the distributor rotor condition, and replace as necessary.