

2010 ENGINE

Engine Mechanical - 4.8L, 5.3L, 6.0L, 6.2L, or 7.0L - Repair Instructions - On Vehicle - Sierra & Silverado

DRIVE BELT REPLACEMENT - ACCESSORY

REMOVAL PROCEDURE

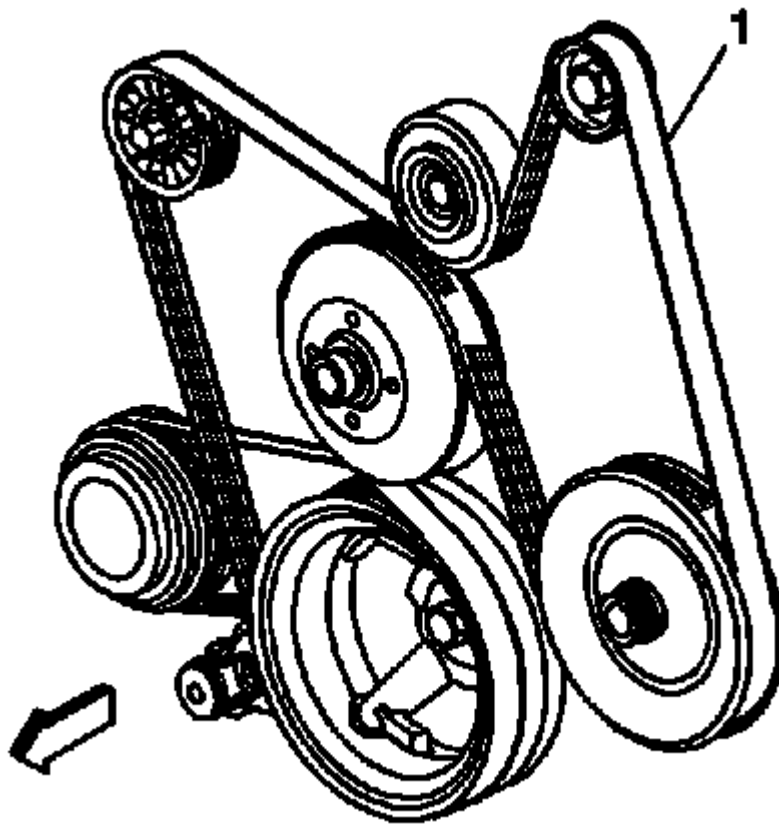


Fig. 1: View Of Accessory Drive Belt Routing
Courtesy of GENERAL MOTORS CORP.

1. Open the hood.
2. Remove the air cleaner outlet duct. Refer to [Air Cleaner Resonator Outlet Duct Replacement](#) .
3. Install a breaker bar with hex-head socket to the drive belt tensioner bolt.
4. Rotate the drive belt tensioner clockwise in order to relieve tension on the belt.
5. Remove the drive belt (1) from the pulleys and the drive belt tensioner.
6. Slowly release the tension on the drive belt tensioner.
7. Remove the breaker bar and socket and from the drive belt tensioner bolt.
8. Clean and inspect the belt surfaces of all the pulleys.

INSTALLATION PROCEDURE

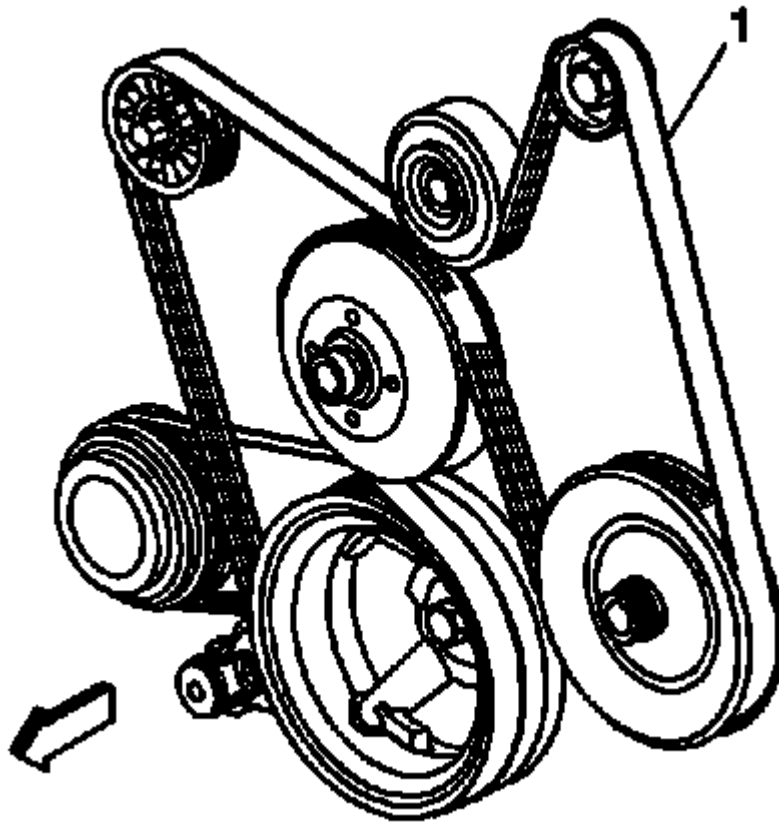


Fig. 2: View Of Accessory Drive Belt Routing
Courtesy of GENERAL MOTORS CORP.

1. Route the drive belt (1) around all the pulleys except the idler pulley.
2. Install the breaker bar with hex-head socket to the belt tensioner bolt.
3. Rotate the belt tensioner clockwise in order to relieve the tension on the tensioner.
4. Install the drive belt under the idler pulley.
5. Slowly release the tension on the belt tensioner.
6. Remove the breaker bar and socket from the belt tensioner bolt.
7. Inspect the drive belt for proper installation and alignment.
8. Install the air cleaner outlet duct. Refer to [Air Cleaner Resonator Outlet Duct Replacement](#) .
9. Start the vehicle and inspect the drive belt for proper operation.
10. Close the hood.

AIR CONDITIONING COMPRESSOR BELT REPLACEMENT (V8)

REMOVAL PROCEDURE

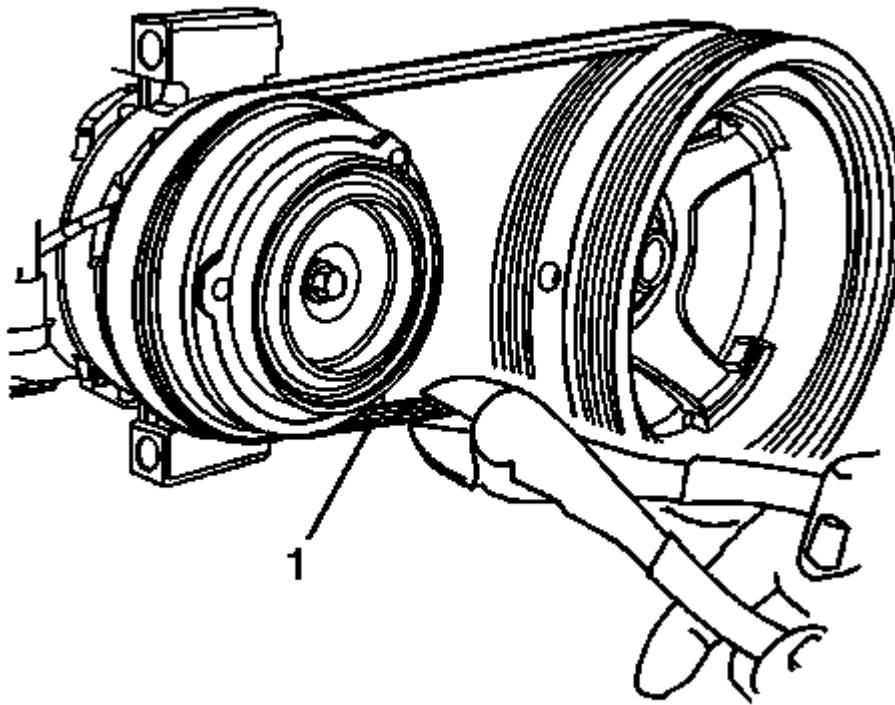


Fig. 3: Removing Belt

Courtesy of GENERAL MOTORS CORP.

1. Remove the accessory drive belt. Refer to **Drive Belt Replacement - Accessory**.
2. Remove the skid plate. Refer to **Engine Shield Replacement**.
3. Cut the belt (1) from air conditioning (A/C) and crankshaft pulleys.

INSTALLATION PROCEDURE

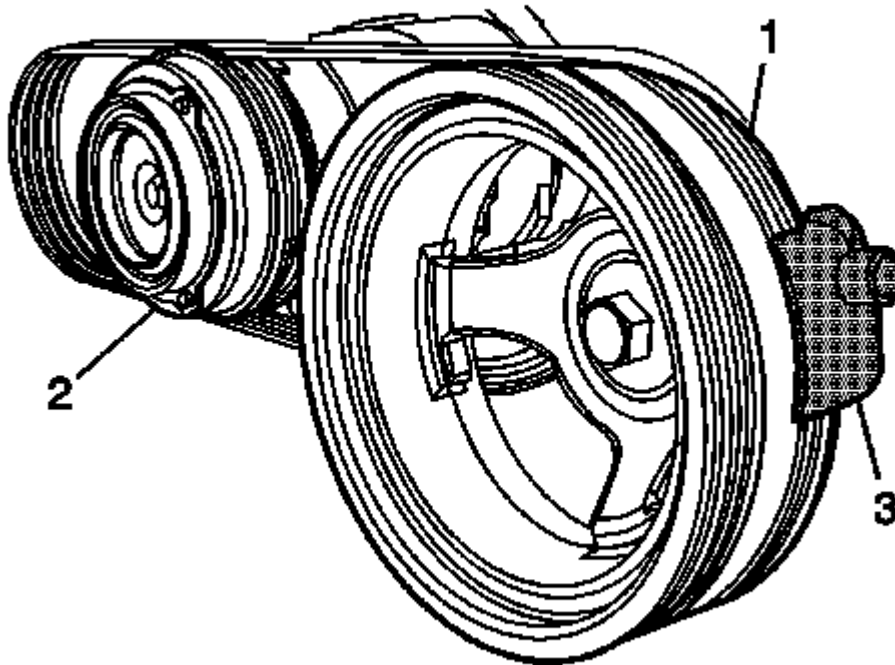


Fig. 4: InstallingBelt

Courtesy of GENERAL MOTORS CORP.

NOTE: The OEM replacement stretchy belt is packaged with a disposable installation tool.

1. Position the belt behind the rear face of the balancer (1) and off of the A/C pulley (2).
2. Install the belt installation tool (3) onto the balancer.

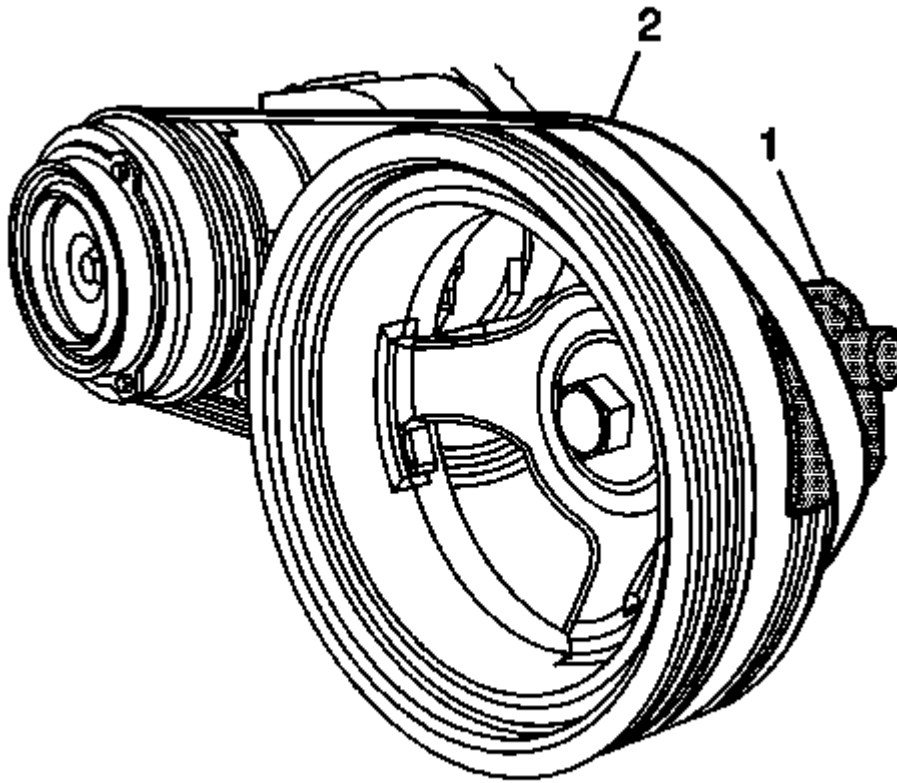


Fig. 5: Belt Installation Tool

Courtesy of GENERAL MOTORS CORP.

3. Slide the belt installation tool (1) upward, installing the belt (2) onto the belt installation tool.
4. Slide the belt installation tool downward, positioning the belt onto the A/C pulley, applying light tension to the belt.

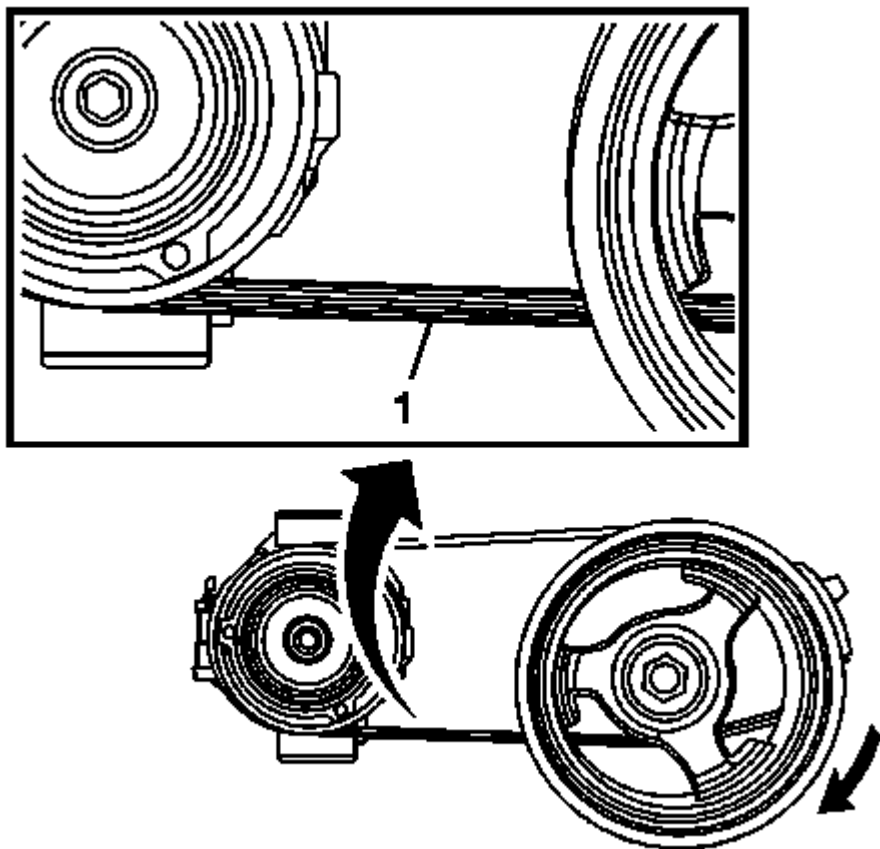


Fig. 6: Positioning Lower Portion Of Belt
Courtesy of GENERAL MOTORS CORP.

5. Position the lower portion of the belt (1) with the ribbed area facing forward.

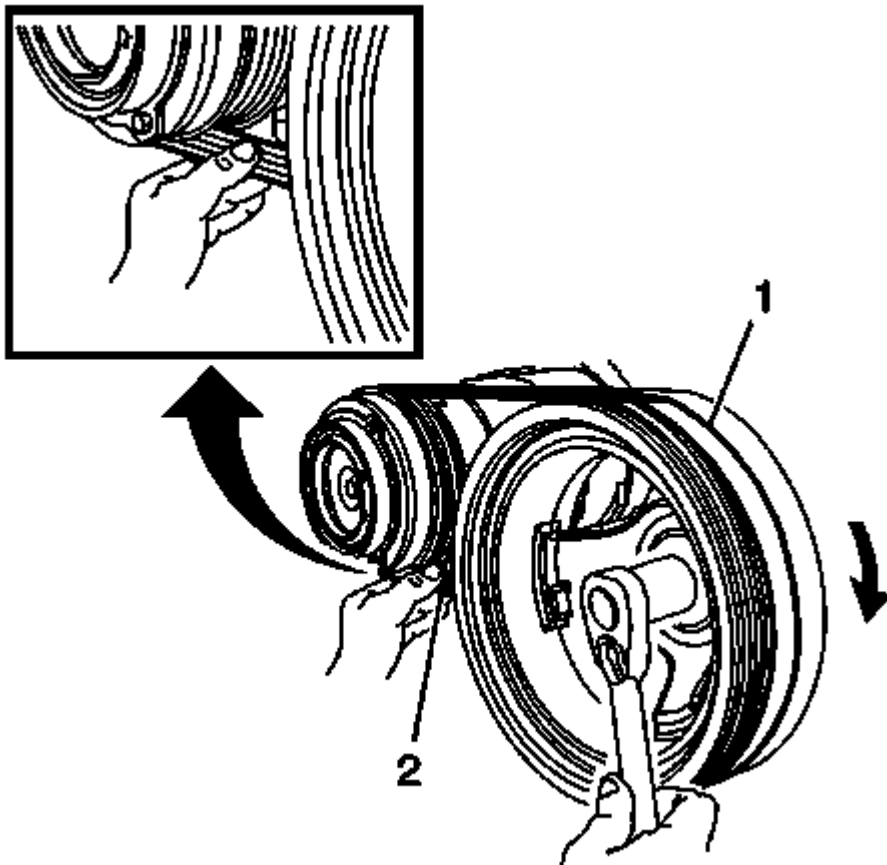


Fig. 7: Rotating Crankshaft Pulley
Courtesy of GENERAL MOTORS CORP.

6. Slowly rotate the crankshaft pulley (1) in a clockwise direction while using finger pressure to pull the belt (2) forward. Ensure that the ribbed area of the belt remains facing forward and the belt aligns properly to the A/C pulley.

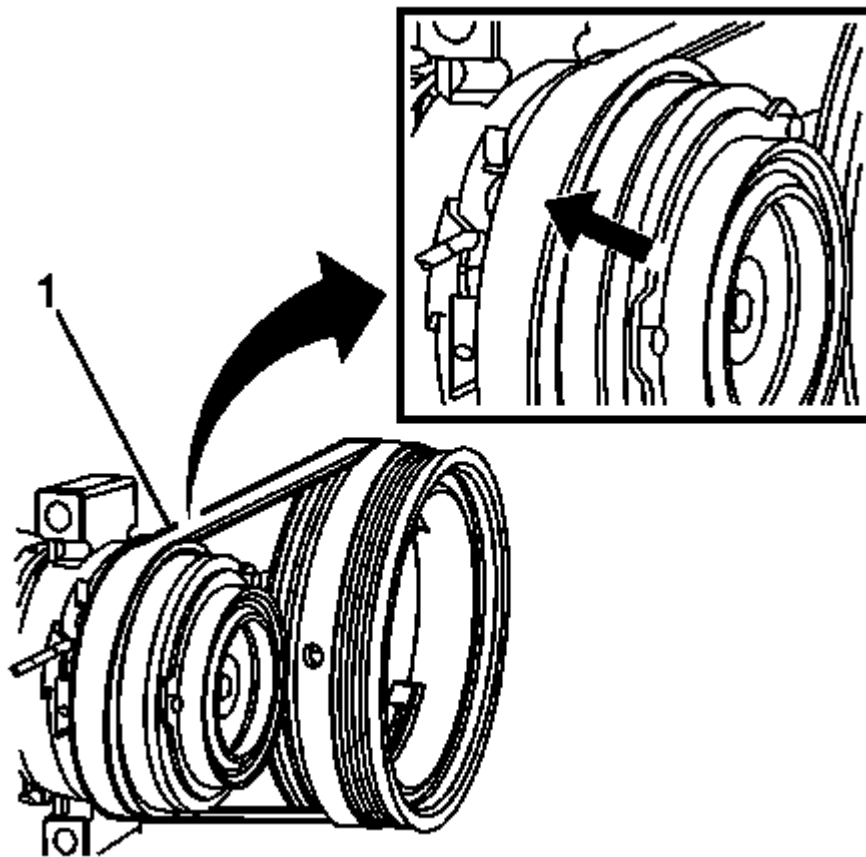


Fig. 8: Drive Belt Alignment

Courtesy of GENERAL MOTORS CORP.

7. Inspect the drive belt (1) for proper installation and alignment.

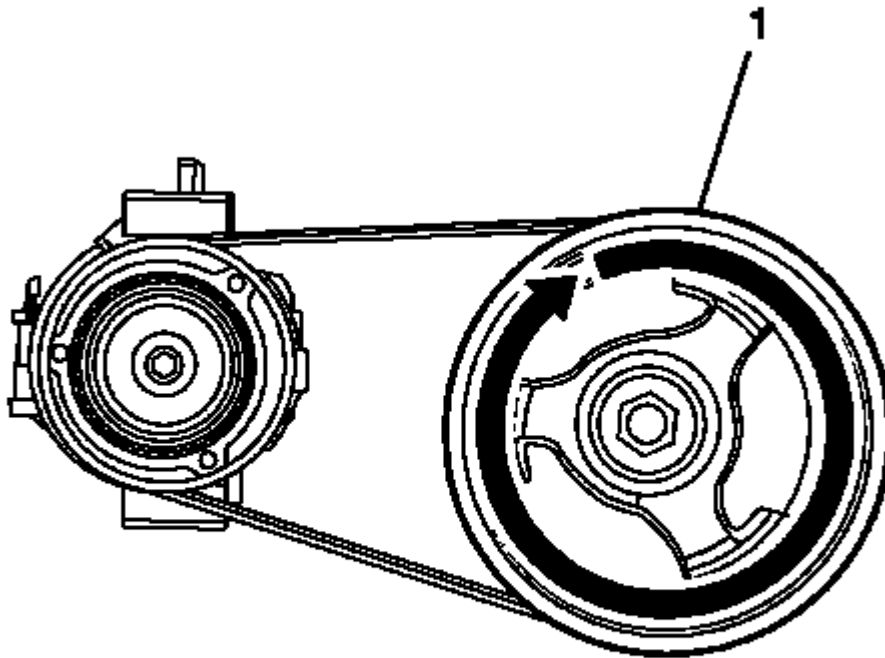


Fig. 9: Rotating Balancer

Courtesy of GENERAL MOTORS CORP.

8. Rotate the balancer (1) and additional 360 degrees to ensure proper belt installation.
9. Install the skid plate. Refer to **Engine Shield Replacement** .
10. Install the accessory drive belt. Refer to **Drive Belt Replacement - Accessory**.

DRIVE BELT IDLER PULLEY REPLACEMENT

REMOVAL PROCEDURE

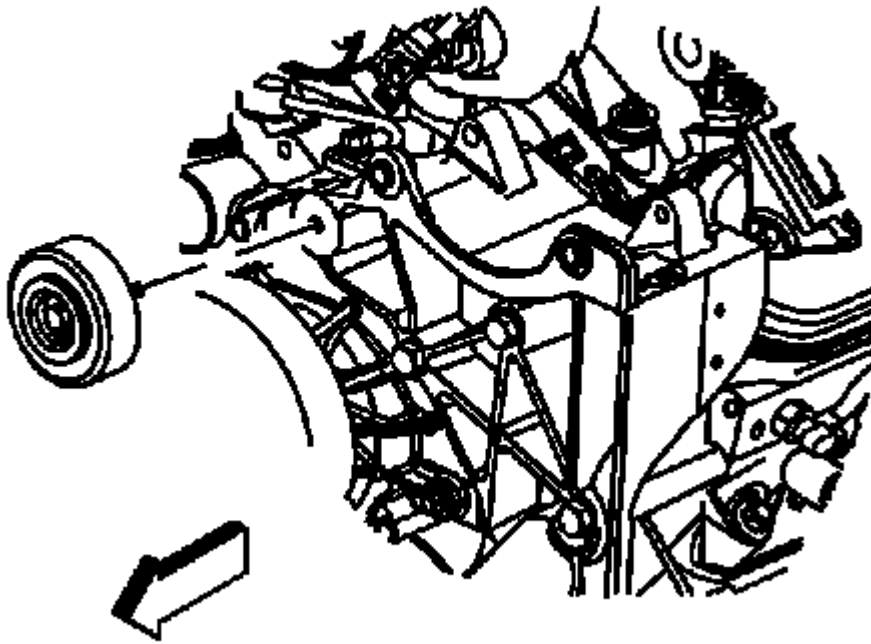


Fig. 10: View Of Drive Belt Idler Pulley
Courtesy of GENERAL MOTORS CORP.

1. Remove the accessory drive belt. Refer to **Drive Belt Replacement - Accessory**.
2. Loosen the drive belt idler pulley bolt and remove the idler pulley.

INSTALLATION PROCEDURE

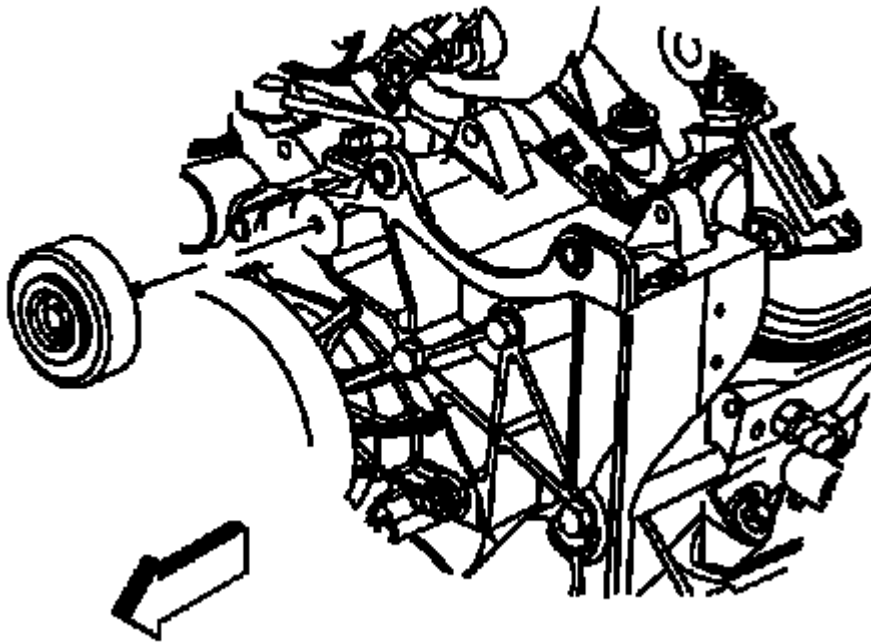


Fig. 11: View Of Drive Belt Idler Pulley
Courtesy of GENERAL MOTORS CORP.

1. Position the drive belt idler pulley to the generator bracket and tighten the idler pulley bolt finger tight.

CAUTION: Refer to Fastener Caution .

2. Tighten the drive belt idler pulley bolt.

Tighten: Tighten the bolt to 50 N.m (37 lb ft).

3. Install the accessory drive belt. Refer to Drive Belt Replacement - Accessory.

DRIVE BELT TENSIONER REPLACEMENT - ACCESSORY

REMOVAL PROCEDURE

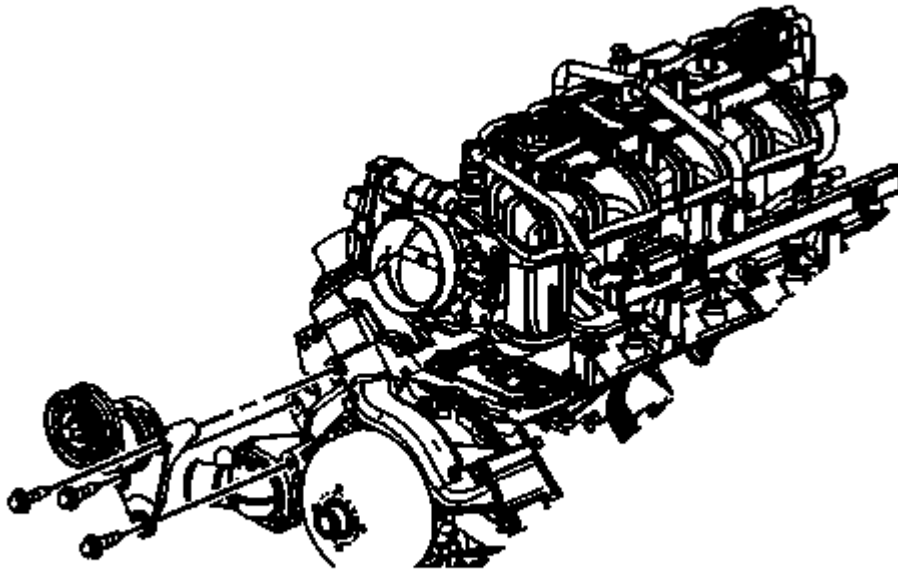


Fig. 12: View Of Drive Belt Tensioner & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Remove the accessory drive belt. Refer to **Drive Belt Replacement - Accessory**.
2. Remove the drive belt tensioner bolts.
3. Remove the drive belt tensioner.

INSTALLATION PROCEDURE

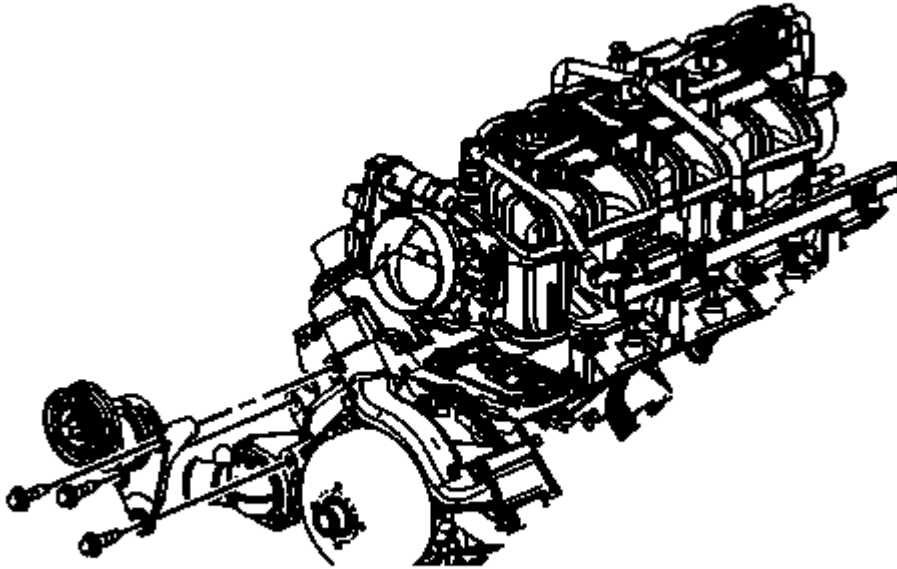


Fig. 13: View Of Drive Belt Tensioner & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Position the drive belt tensioner to the water pump.

CAUTION: Refer to Fastener Caution .

2. Install and tighten the drive belt tensioner bolts.

Tighten: Tighten the bolts to 50 N.m (37 lb ft).

3. Install the accessory drive belt. Refer to Drive Belt Replacement - Accessory.

ENGINE MOUNT INSPECTION

CAUTION: Broken or deteriorated mounts can cause misalignment and destruction of certain drive train components. When a single mount breaks, the remaining mounts are subjected to abnormally high stresses.

CAUTION: When raising or supporting the engine for any reason, do not use a jack under the oil pan, any sheet metal, or the crankshaft pulley. Due to the small clearance between the oil pan and the oil pump screen, jacking against the oil pan may cause the pan to be bent against the pump screen. This will result in a damaged oil pickup unit.

1. Measure the engine movement at the engine mount in order to check for damage to the rubber portions of the mount.
 1. Apply the park brake.
 2. Start the engine.
 3. Firmly apply and hold the primary brakes.
 4. Have an assistant stand to the side of the vehicle in order to observe for engine movement.
 5. Slightly load the engine shifting from drive to reverse a few times.
 6. If the engine moves more than 24 mm (0.945 in) from the at rest position, in either direction, check for loose engine mount bolts.
2. If the engine mount bolt torque is within specifications, check the condition of the engine mount.
3. Replace the engine mount if any of the following conditions exist:
 - Heat check cracks cover the rubber cushion surface.
 - The rubber cushion is separated from the metal plate of the mount.
 - There is a split through the rubber cushion.

ENGINE MOUNT REPLACEMENT - LEFT SIDE (1500 LY2)

REMOVAL PROCEDURE

CAUTION: When raising or supporting the engine for any reason, do not use a jack under the oil pan, any sheet metal, or the crankshaft pulley.

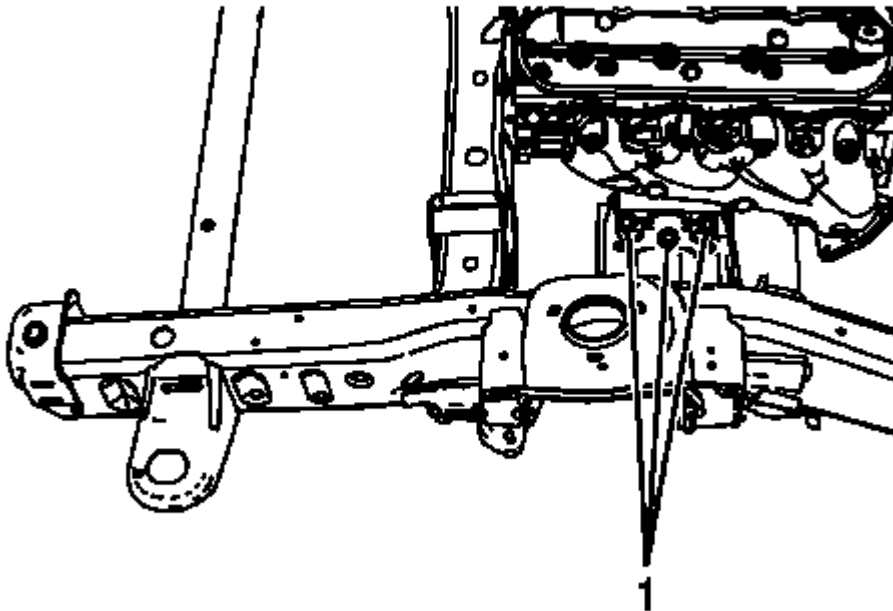


Fig. 14: View Of Engine Mount To Frame Bolts
Courtesy of GENERAL MOTORS CORP.

1. Remove the intake manifold sight shield. Refer to **Upper Intake Manifold Sight Shield Replacement**.
2. Partially raise the vehicle. Refer to **Lifting and Jacking the Vehicle**.
3. Remove the left wheelhouse liner. Refer to **Front Wheelhouse Liner Replacement - Left Side (Chevrolet)** or **Front Wheelhouse Liner Replacement - Left Side (GMC)**.
4. Remove the engine mount to frame bolts (1).
5. Raise and support the vehicle halfway. Refer to **Lifting and Jacking the Vehicle**.
6. Undo clip for transmission cooler lines.
7. Undo the front stabilizer shaft insulators. Refer to **STABILIZER SHAFT INSULATOR REPLACEMENT (1500)**.
8. Support the differential carrier with a transmission jack.
9. Remove the right differential carrier mounting nuts and washers.
10. Lower the differential carrier until it rests on frame/crossmember.
11. Remove the front differential carrier support bracket.
12. Position a screw jack and a block of wood under the engine oil pan.
13. Remove the left side exhaust manifold heatshield. Refer to **Exhaust Manifold Heat Shield Replacement - Left Side (V6)** or **Exhaust Manifold Heat Shield Replacement - Left Side (V8)**.

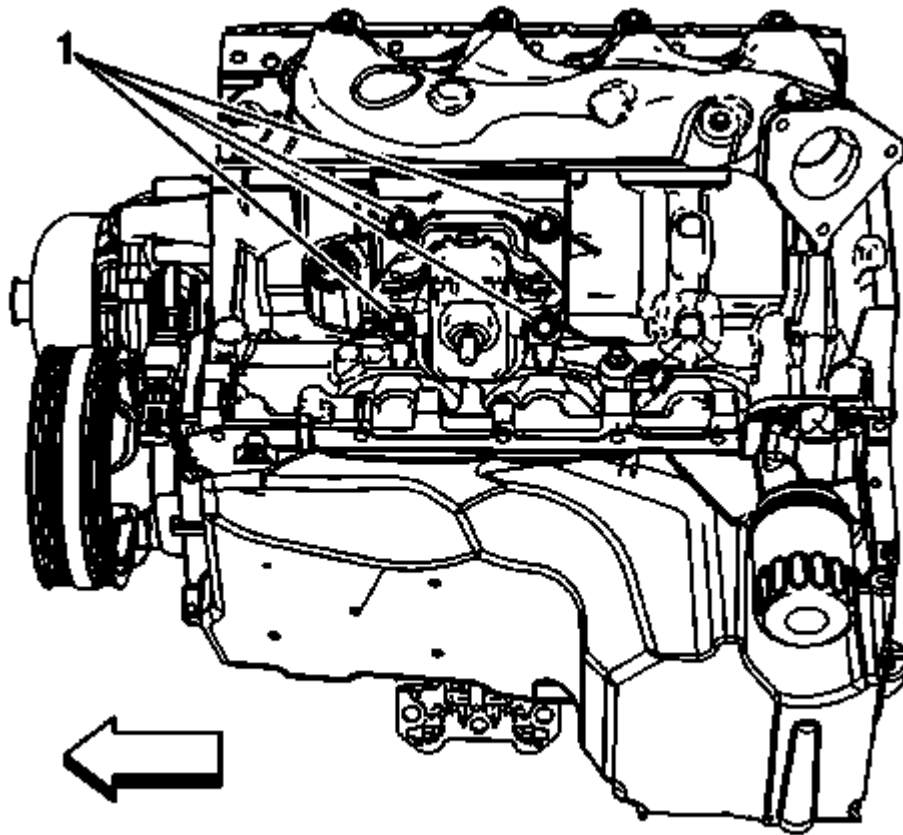


Fig. 15: View Of Engine Mount To Engine Bolts
Courtesy of GENERAL MOTORS CORP.

14. Remove the engine mount to engine bolts (1).
15. Using the adjustable jack, raise the engine slightly until there is enough clearance to remove the engine mount.

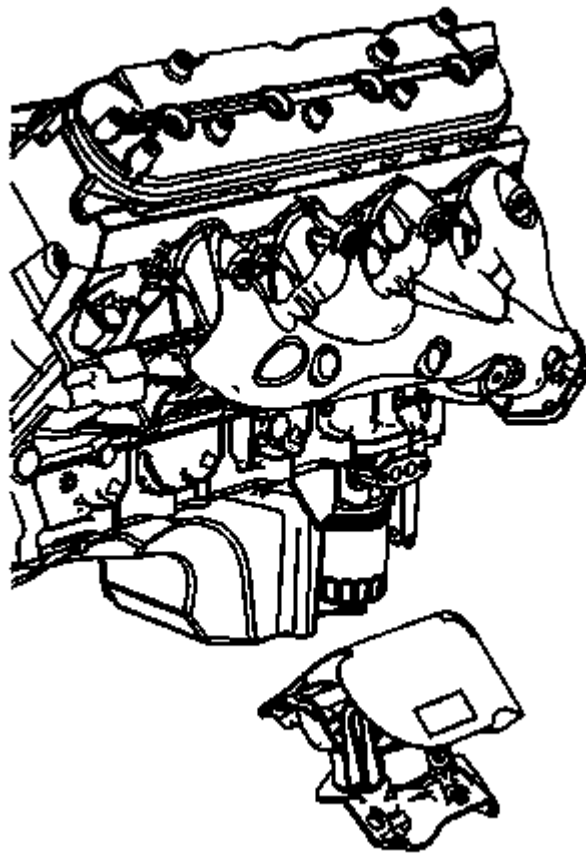


Fig. 16: View Of Engine Mount
Courtesy of GENERAL MOTORS CORP.

16. Remove the engine mount.

INSTALLATION PROCEDURE

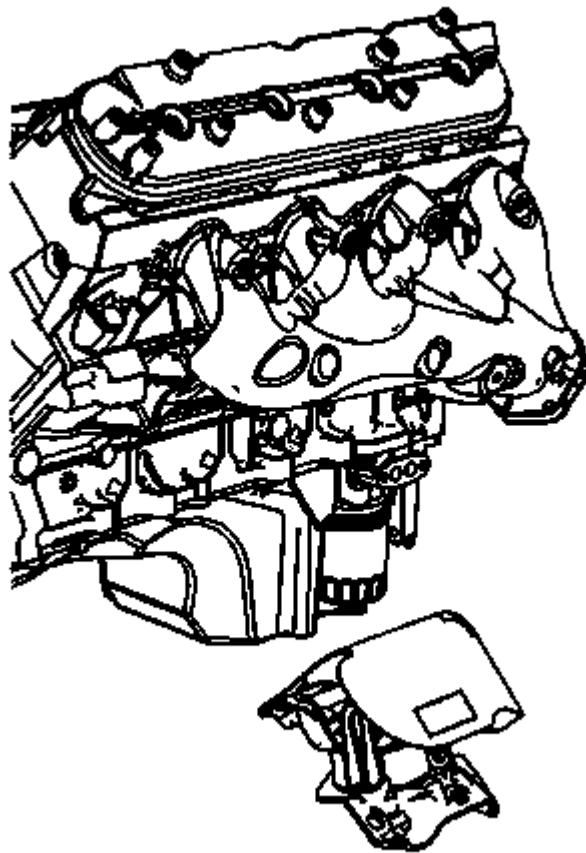


Fig. 17: View Of Engine Mount
Courtesy of GENERAL MOTORS CORP.

1. Position the engine mount to the engine.

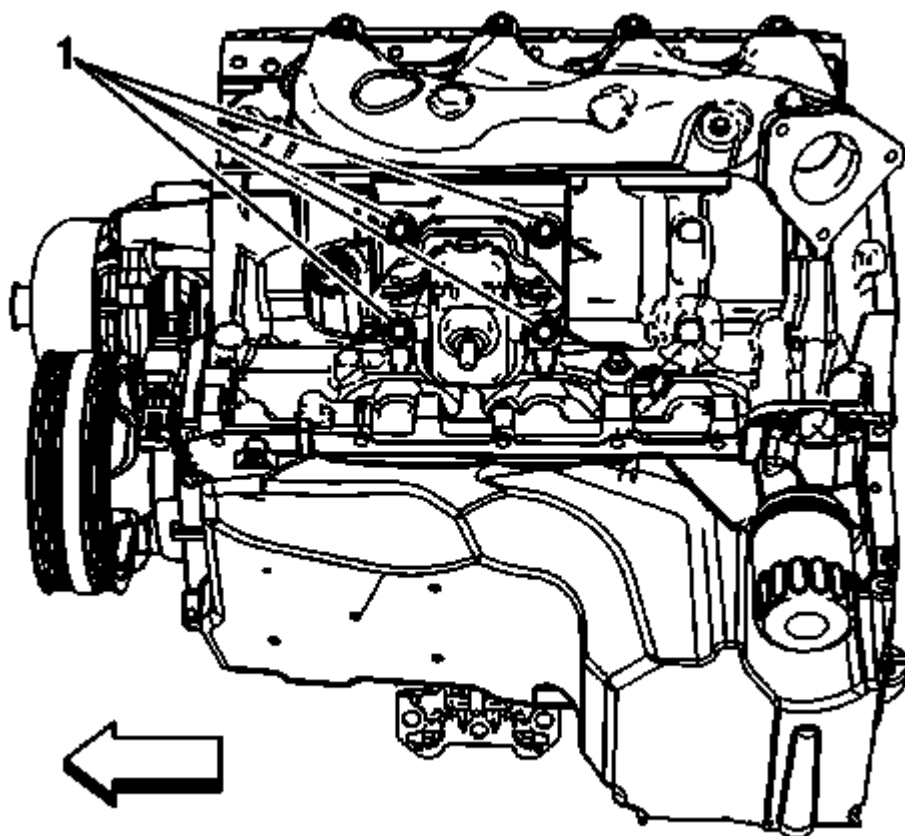


Fig. 18: View Of Engine Mount To Engine Bolts
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

2. Install the engine mount to engine bolts (1).

Tighten: Tighten the bolts to 50 N.m (37 lb ft).

3. Using the adjustable jack, lower the engine until the engine mount is sitting flush on the frame.
4. Remove the adjustable jack from the engine block.
5. Install the left side exhaust manifold heatshield. Refer to Exhaust Manifold Heat Shield Replacement - Left Side (V6) or Exhaust Manifold Heat Shield Replacement - Left Side (V8) .

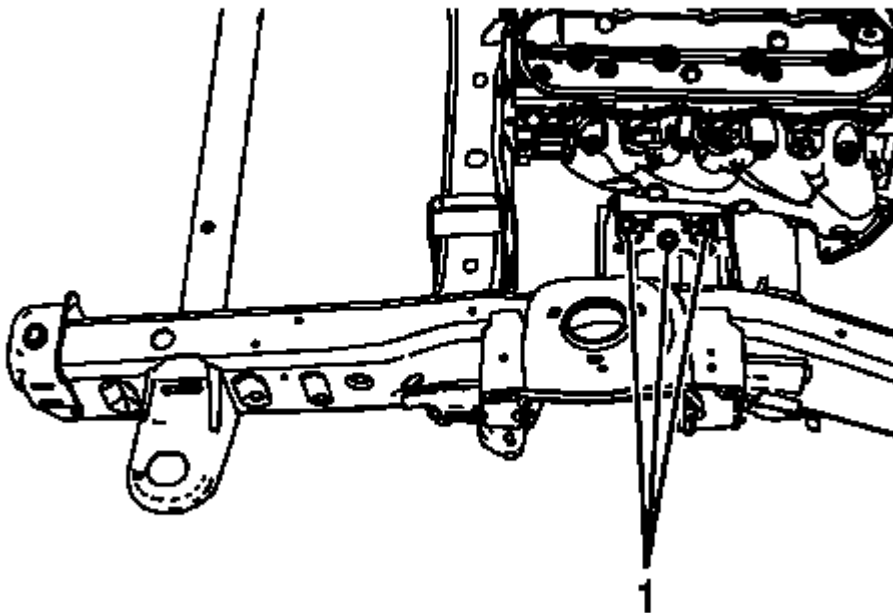


Fig. 19: View Of Engine Mount To Frame Bolts
Courtesy of GENERAL MOTORS CORP.

6. Partially lower the vehicle.
7. Install the engine mount to frame bolts (1).

Tighten: 65 N.m (48 lb ft) Tighten the bolts starting with the middle bolt then either side bolt.

8. Install the left wheelhouse liner. Refer to **Front Wheelhouse Liner Replacement - Left Side (Chevrolet)** or **Front Wheelhouse Liner Replacement - Left Side (GMC)** .
9. Raise the vehicle.
10. Support and raise the differential carrier with a transmission jack.
11. Install the left differential carrier mounting bolts and tighten to **100 N.m (75 lb ft)** .
12. Install the right differential carrier mounting nuts and washers and tighten to **100 N.m (75 lb ft)** .
13. Remove the transmission jack from the differential carrier.
14. Install the front stabilizer shaft insulators. Refer to **Stabilizer Shaft Insulator Replacement** .
15. Install the clip for the transmission cooler lines.
16. Lower the vehicle.
17. Install the intake manifold sight shield. Refer to Upper Intake Manifold Sight Shield Replacement.

ENGINE MOUNT REPLACEMENT - LEFT SIDE (1500 EXCEPT RPOS LY6, LY2)

REMOVAL PROCEDURE

CAUTION: When raising or supporting the engine for any reason, do not use a jack under the oil pan, any sheet metal, or the crankshaft pulley.

1. Remove the intake manifold sight shield. Refer to Upper Intake Manifold Sight Shield Replacement.
2. Partially raise the vehicle. Refer to Lifting and Jacking the Vehicle.
3. Remove the left wheelhouse liner. Refer to Front Wheelhouse Liner Replacement - Left Side (Chevrolet) or Front Wheelhouse Liner Replacement - Left Side (GMC).

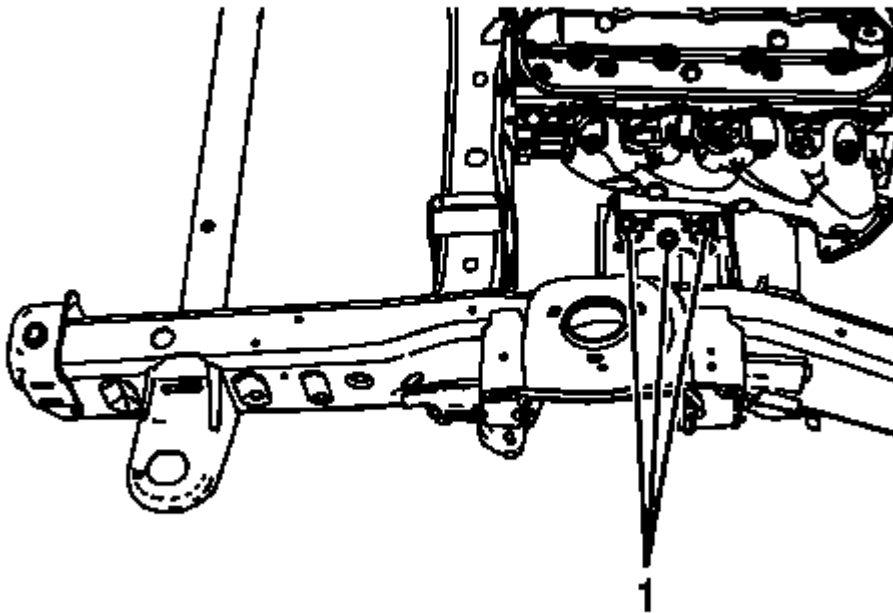


Fig. 20: View Of Engine Mount To Frame Bolts
Courtesy of GENERAL MOTORS CORP.

4. Remove the engine mount to frame bolts (1).
5. Raise and support the vehicle halfway. Refer to Lifting and Jacking the Vehicle.
6. Undo clip for transmission cooler lines.

7. Undo the front stabilizer shaft insulators. Refer to **STABILIZER SHAFT INSULATOR REPLACEMENT (1500)**.
8. Support the differential carrier with a transmission jack.
9. Remove the right differential carrier mounting nuts and washers.
10. Lower the differential carrier until it rests on frame/crossmember.
11. Remove the front differential carrier support bracket.
12. Position a screw jack and a block of wood under the engine oil pan.
13. Remove the left side exhaust manifold heatshield. Refer to **Exhaust Manifold Heat Shield Replacement - Left Side (V6)** or **Exhaust Manifold Heat Shield Replacement - Left Side (V8)**.

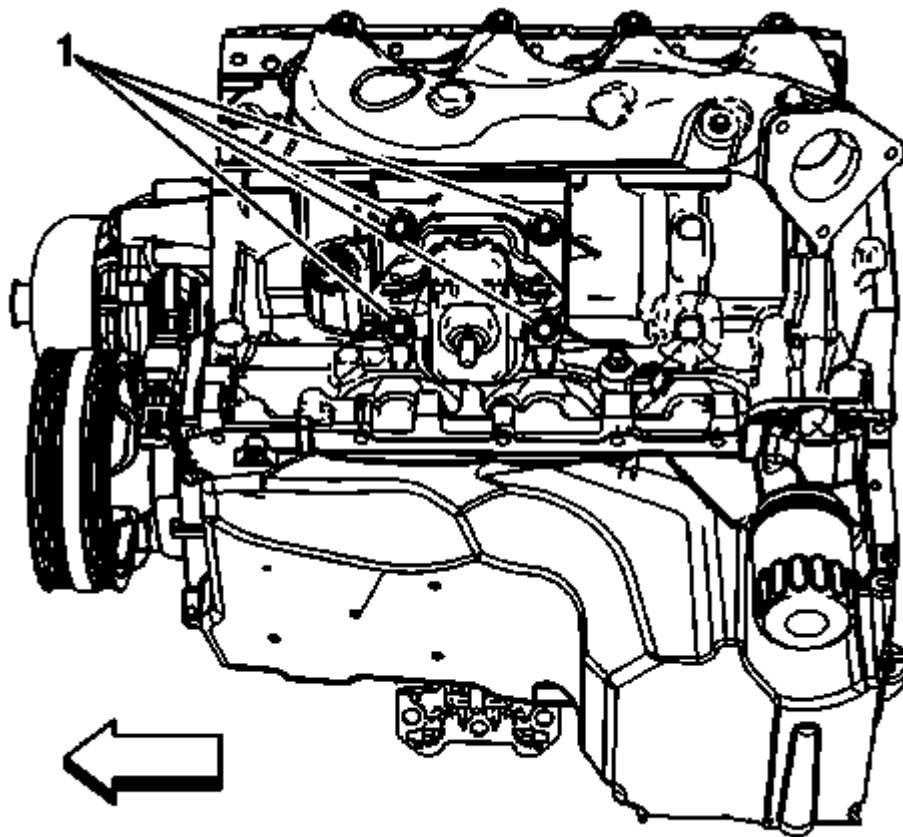


Fig. 21: View Of Engine Mount To Engine Bolts
Courtesy of GENERAL MOTORS CORP.

14. Remove the engine mount to engine bolts (1).
15. Using the adjustable jack, raise the engine slightly until there is enough clearance to remove the engine mount.

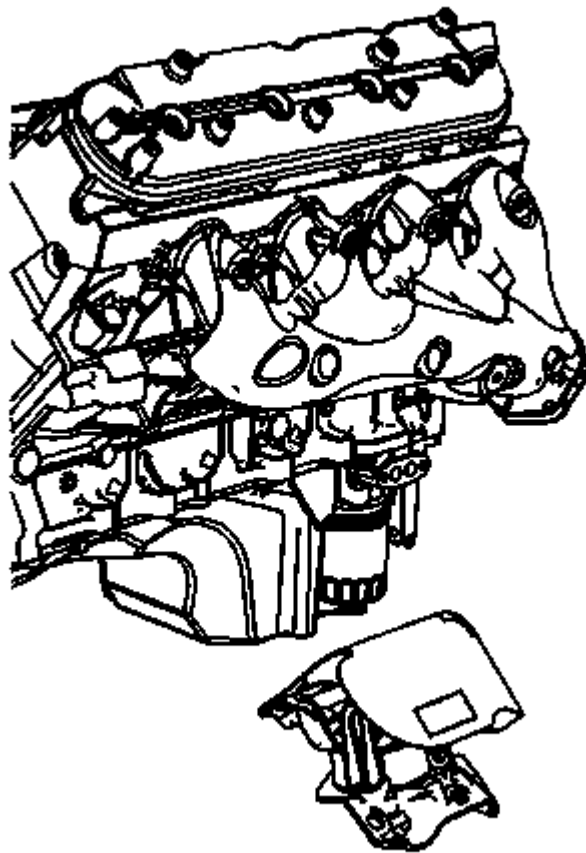


Fig. 22: View Of Engine Mount
Courtesy of GENERAL MOTORS CORP.

16. Remove the engine mount.

INSTALLATION PROCEDURE

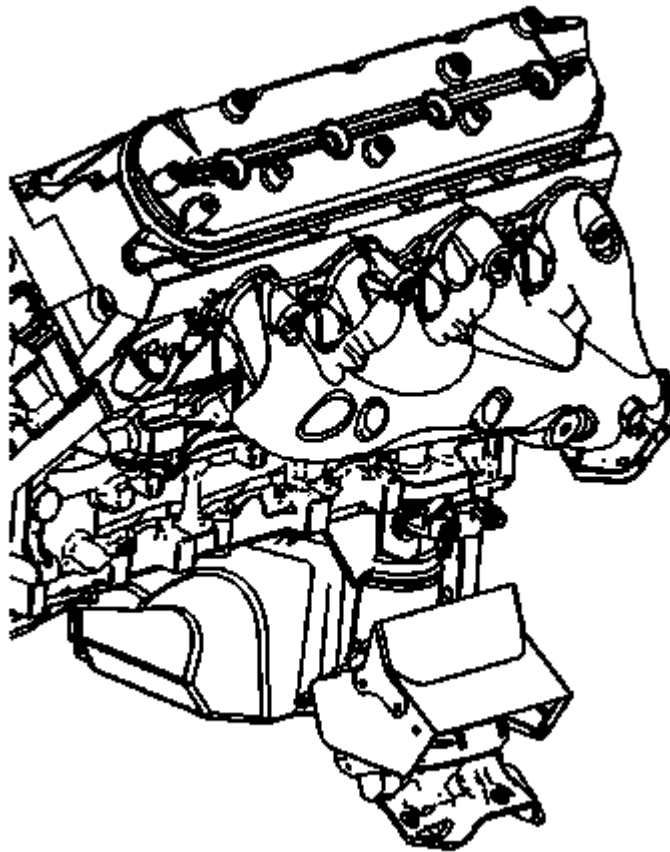


Fig. 23: View Of Engine Mount
Courtesy of GENERAL MOTORS CORP.

1. Position the engine mount to the engine.

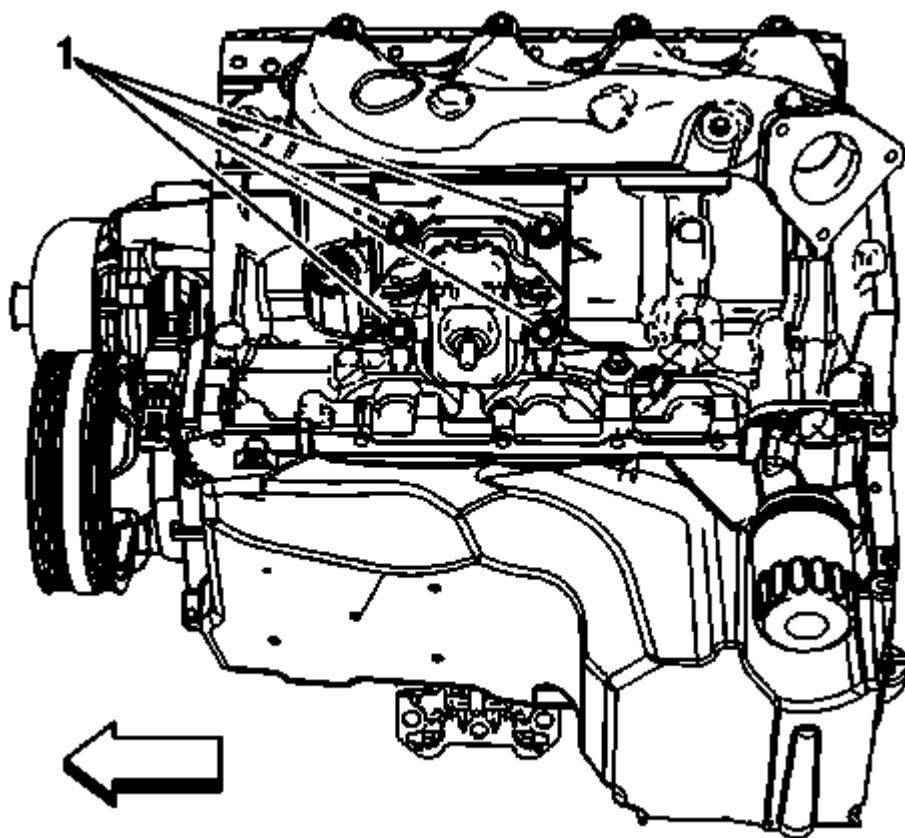


Fig. 24: View Of Engine Mount To Engine Bolts
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

2. Install the engine mount to engine bolts (1).

Tighten: Tighten the bolts to 50 N.m (37 lb ft).

3. Using the adjustable jack, lower the engine until the engine mount is sitting flush on the frame.
4. Remove the adjustable jack from the engine block.
5. Install the left side exhaust manifold heatshield. Refer to Exhaust Manifold Heat Shield Replacement - Left Side (V6) or Exhaust Manifold Heat Shield Replacement - Left Side (V8) .

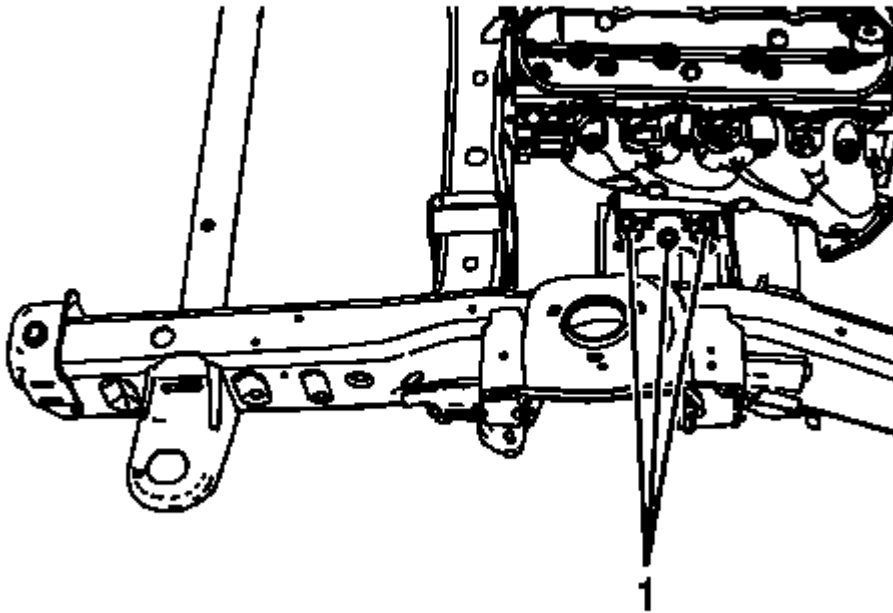


Fig. 25: View Of Engine Mount To Frame Bolts
Courtesy of GENERAL MOTORS CORP.

6. Partially lower the vehicle.
7. Install the engine mount to frame bolts (1).

Tighten: 65 N.m (48 lb ft) Tighten the bolts starting with the middle bolt then either side bolt.

8. Install the left wheelhouse liner. Refer to **Front Wheelhouse Liner Replacement - Left Side (Chevrolet)** or **Front Wheelhouse Liner Replacement - Left Side (GMC)** .
9. Raise the vehicle.
10. Support and raise the differential carrier with a transmission jack.
11. Install the left differential carrier mounting bolts and tighten to **100 N.m (75 lb ft)** .
12. Install the right differential carrier mounting nuts and washers and tighten to **100 N.m (75 lb ft)** .
13. Remove the transmission jack from the differential carrier.
14. Install the front stabilizer shaft insulators. Refer to **Stabilizer Shaft Insulator Replacement** .
15. Install the clip for the transmission cooler lines.
16. Lower the vehicle.
17. Install the intake manifold sight shield. Refer to Upper Intake Manifold Sight Shield Replacement.

ENGINE MOUNT REPLACEMENT - LEFT SIDE (2500 LY6)

REMOVAL PROCEDURE

CAUTION: When raising or supporting the engine for any reason, do not use a jack under the oil pan, any sheet metal, or the crankshaft pulley. Due to the small clearance between the oil pan and the oil pump screen, jacking against the oil pan may cause the pan to be bent against the pump screen. This will result in a damaged oil pickup unit.

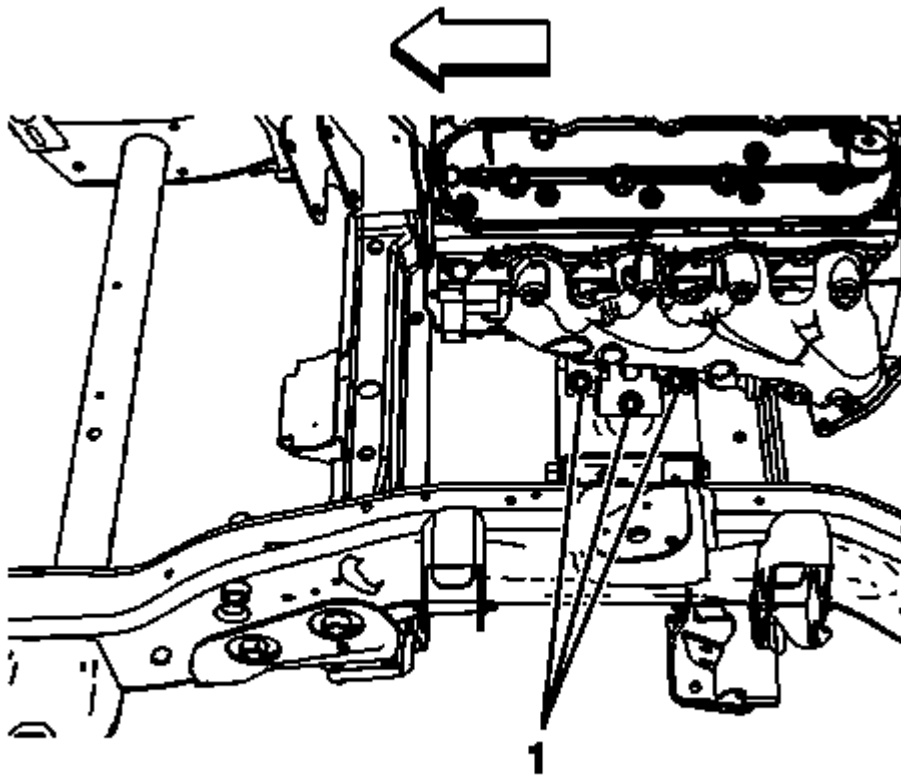


Fig. 26: View Of Engine Mount Bracket Bolts
Courtesy of GENERAL MOTORS CORP.

1. Lower the vehicle.
2. Remove the left wheelhouse liner. Refer to **Front Wheelhouse Liner Replacement - Left Side (Chevrolet)** or **Front Wheelhouse Liner Replacement - Left Side (GMC)** .
3. Remove the engine mount to frame bolts (1).
4. Raise and support the vehicle halfway. Refer to **Lifting and Jacking the Vehicle** .

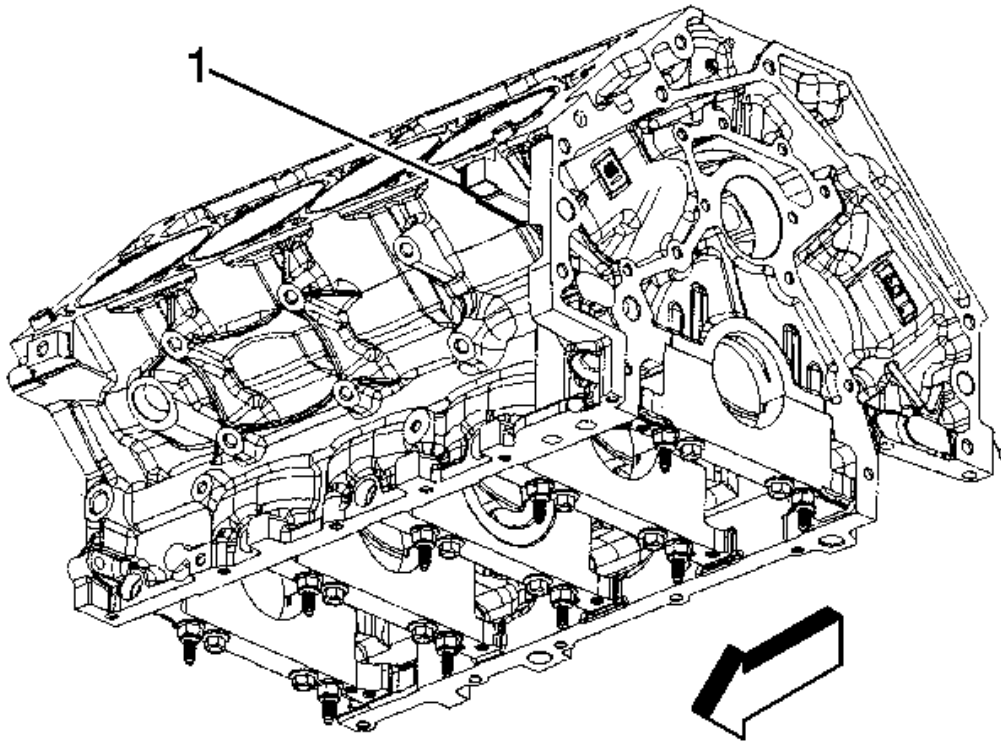


Fig. 27: Locating Tab On Engine Block
Courtesy of GENERAL MOTORS CORP.

NOTE: **DO NOT** raise and/or support the engine by the crankshaft balancer, or the oil pan.

5. Place an adjustable (screw type) jack to the tab (1) located on the engine block.
6. Remove the left side exhaust manifold heatshield. Refer to **Exhaust Manifold Heat Shield Replacement - Left Side (V6)** or **Exhaust Manifold Heat Shield Replacement - Left Side (V8)** .

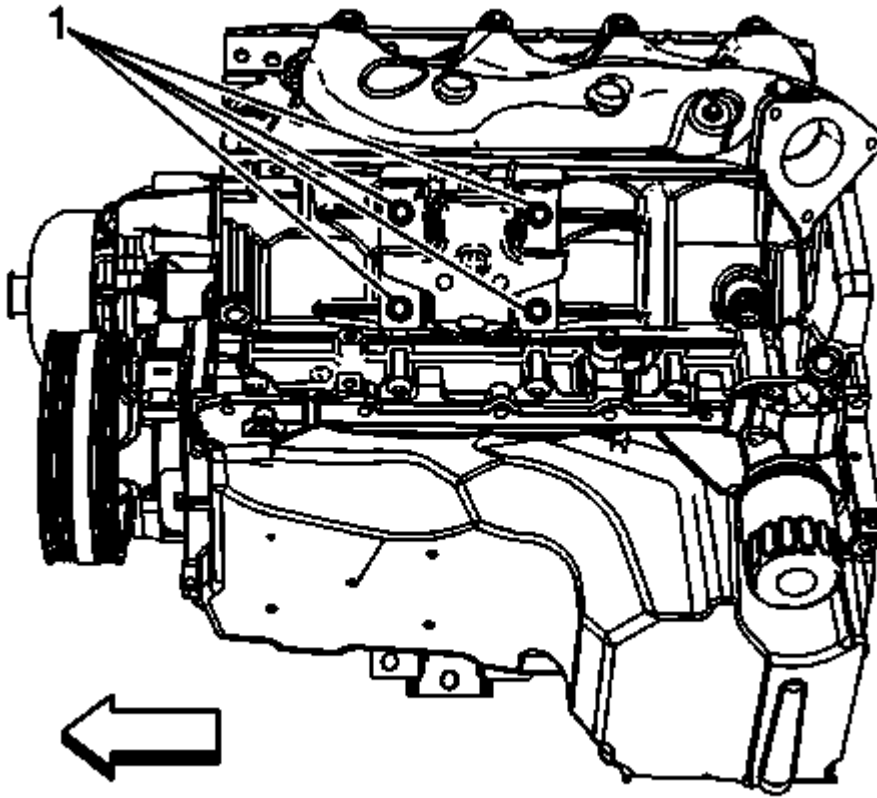


Fig. 28: View Of Engine Mount To Engine Bolts
Courtesy of GENERAL MOTORS CORP.

7. Remove the engine mount to engine bolts (1).
8. Using the adjustable jack, raise the engine slightly until there is enough clearance to remove the engine mount.

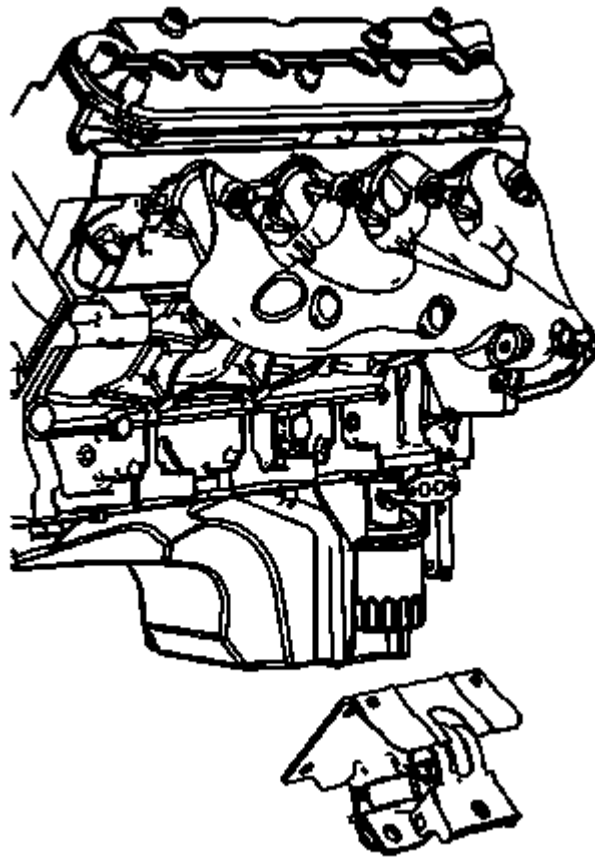


Fig. 29: View Of Engine Mount
Courtesy of GENERAL MOTORS CORP.

9. Remove the engine mount.

INSTALLATION PROCEDURE

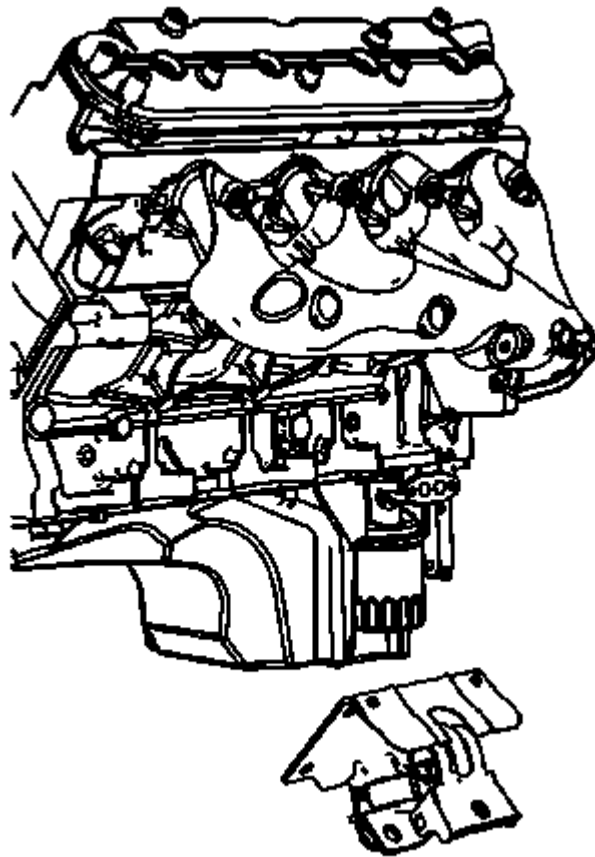


Fig. 30: View Of Engine Mount
Courtesy of GENERAL MOTORS CORP.

1. Position the engine mount to the engine.

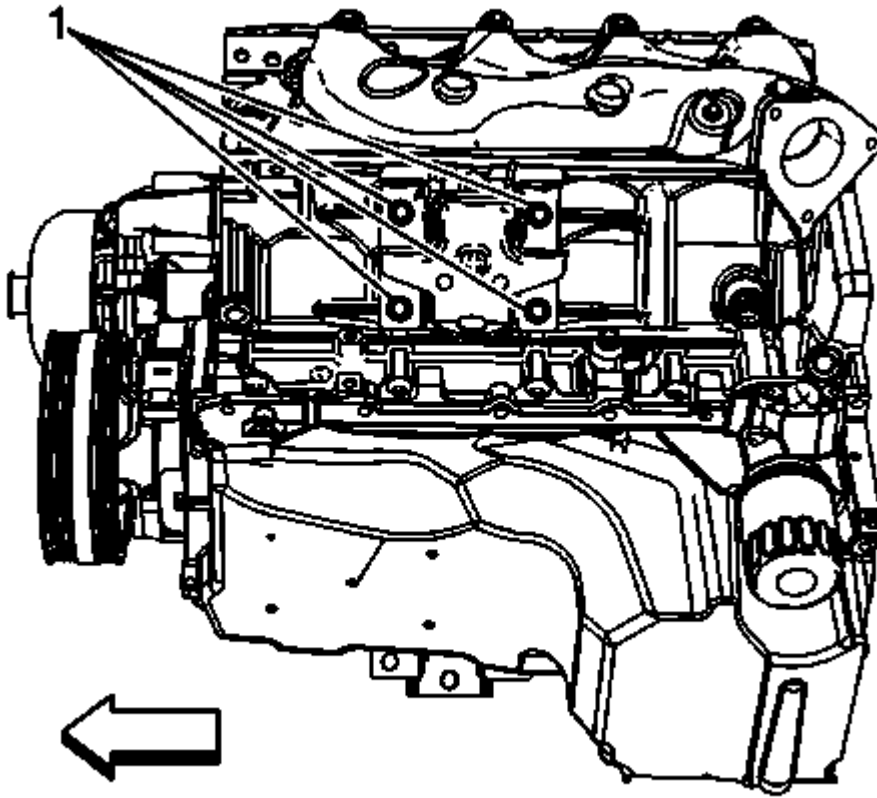


Fig. 31: View Of Engine Mount To Engine Bolts
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

2. Install the engine mount to engine bolts (1).

Tighten: 50 N.m (37 lb ft)

3. Using the adjustable jack, lower the engine until the engine mount is sitting flush on the frame.
4. Remove the adjustable jack from the engine block.
5. Install the left side exhaust manifold heatshield. Refer to Exhaust Manifold Heat Shield Replacement - Left Side (V6) or Exhaust Manifold Heat Shield Replacement - Left Side (V8) .

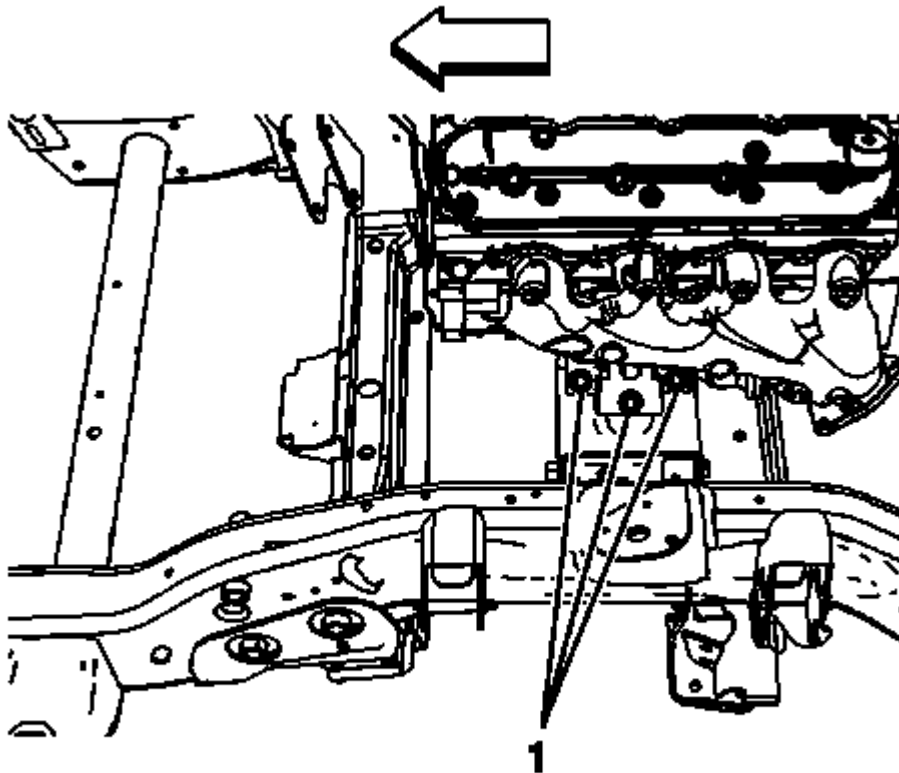


Fig. 32: View Of Engine Mount Bracket Bolts
Courtesy of GENERAL MOTORS CORP.

6. Lower the vehicle.
7. Install the engine mount to frame bolts (1).

Tighten: 65 N.m (48 lb ft) Tighten the bolts starting with the middle bolt then either side bolt.

8. Install the left wheelhouse liner. Refer to Front Wheelhouse Liner Replacement - Left Side (Chevrolet) or Front Wheelhouse Liner Replacement - Left Side (GMC) .

ENGINE MOUNT BRACKET REPLACEMENT - LEFT SIDE

REMOVAL PROCEDURE

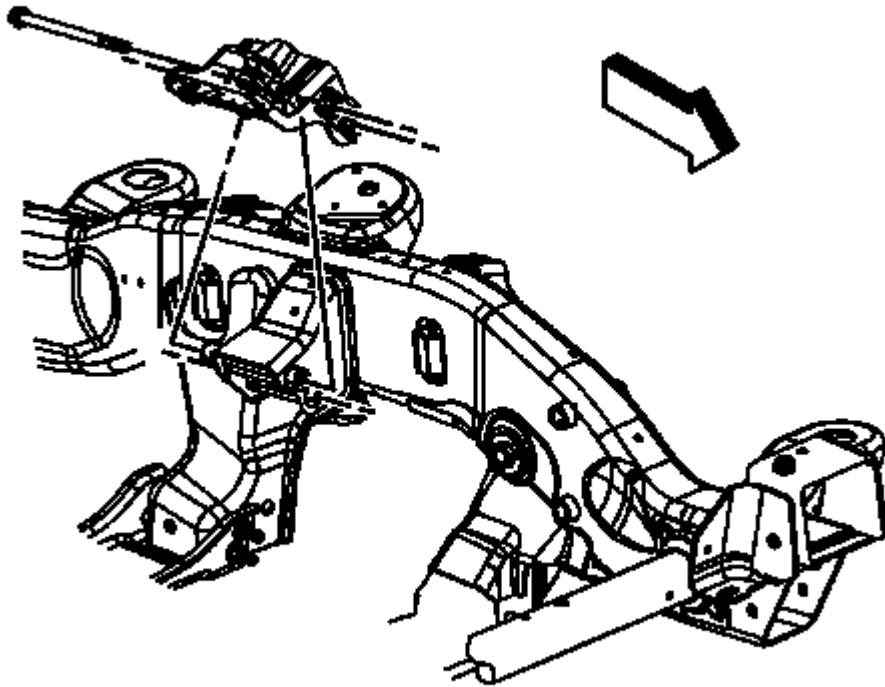


Fig. 33: View Of Engine Mount Bracket & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Remove the engine mount. Refer to **Engine Mount Replacement - Left Side (1500 LY2)** or **Engine Mount Replacement - Left Side (1500 Except RPOs LY6, LY2)** or **Engine Mount Replacement - Left Side (2500 LY6)**.
2. Remove the engine mount bracket bolts.
3. Remove the engine mount bracket.

INSTALLATION PROCEDURE

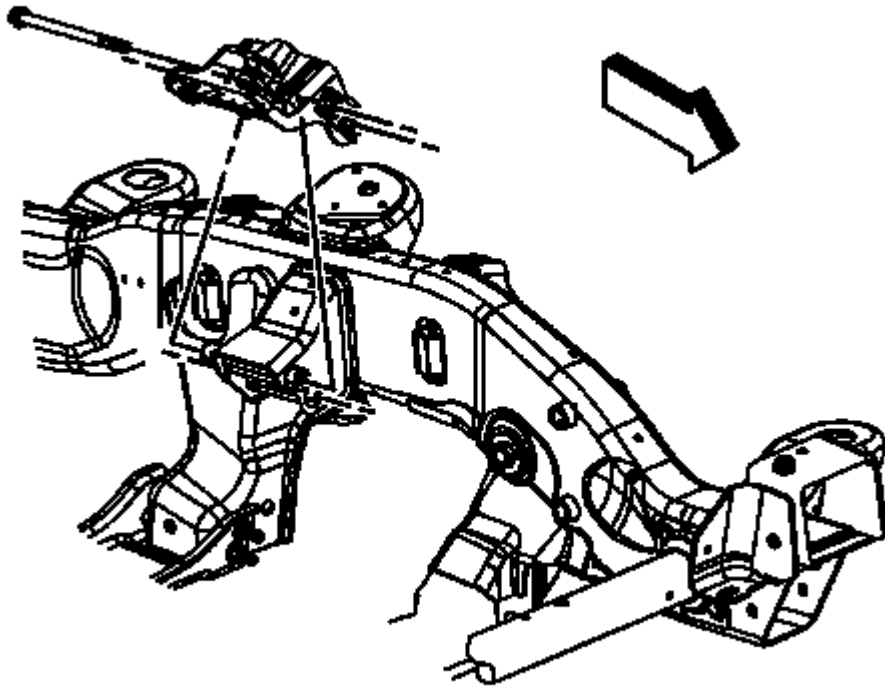


Fig. 34: View Of Engine Mount Bracket & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Position the engine mount bracket onto the frame.
2. Perform the following steps prior to installing the engine mount bracket bolts.
 - Remove all traces of the original adhesive patch.
 - Clean the threads of the bolt with denatured alcohol or equivalent and allow to dry.
 - Apply threadlock GM P/N 12345382 (Canadian P/N 10953489) or equivalent to the bolts.

CAUTION: Refer to Fastener Caution .

3. Install the engine mount bracket bolts.

Tighten: Tighten the bolts to 65 N.m (48 lb ft).

4. Install the engine mount. Refer to Engine Mount Replacement - Left Side (1500 LY2) or Engine Mount Replacement - Left Side (1500 Except RPOs LY6, LY2) or Engine Mount Replacement - Left Side (2500 LY6).

ENGINE MOUNT REPLACEMENT - RIGHT SIDE (1500 LY2)

REMOVAL PROCEDURE

CAUTION: When raising or supporting the engine for any reason, do not use a jack under the oil pan, any sheet metal, or the crankshaft pulley.

1. Remove the upper intake manifold sight shield. Refer to Upper Intake Manifold Sight Shield Replacement.
2. Partially raise the vehicle. Refer to Lifting and Jacking the Vehicle.
3. Remove the right wheelhouse liner. Refer to Front Wheelhouse Liner Replacement - Right Side.

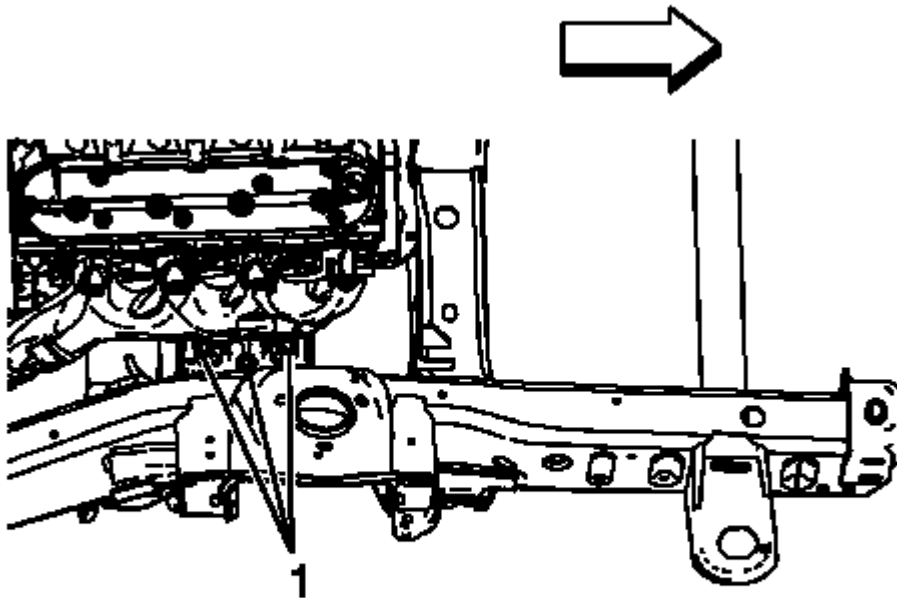


Fig. 35: View Of Engine Mount To Frame Bolts
Courtesy of GENERAL MOTORS CORP.

4. Remove the engine mount to frame bolts (1).
5. Raise and support the vehicle. Refer to Lifting and Jacking the Vehicle.
6. Undo clip for transmission cooler lines.
7. Undo the front stabilizer shaft insulators. Refer to Stabilizer Shaft Insulator Replacement.

8. Support the differential carrier with a transmission jack.
9. Remove the right differential carrier mounting nuts and washers.
10. Lower the differential carrier until it rests on frame/crossmember.
11. Remove the right front differential carrier support bracket.
12. Position a screw jack and a block of wood under the engine oil pan.
13. Remove the starter motor. Refer to [Starter Replacement \(V8\)](#) or [Starter Replacement \(V6\)](#).
14. Remove the knock sensor. Refer to [Knock Sensor 2 Replacement](#).

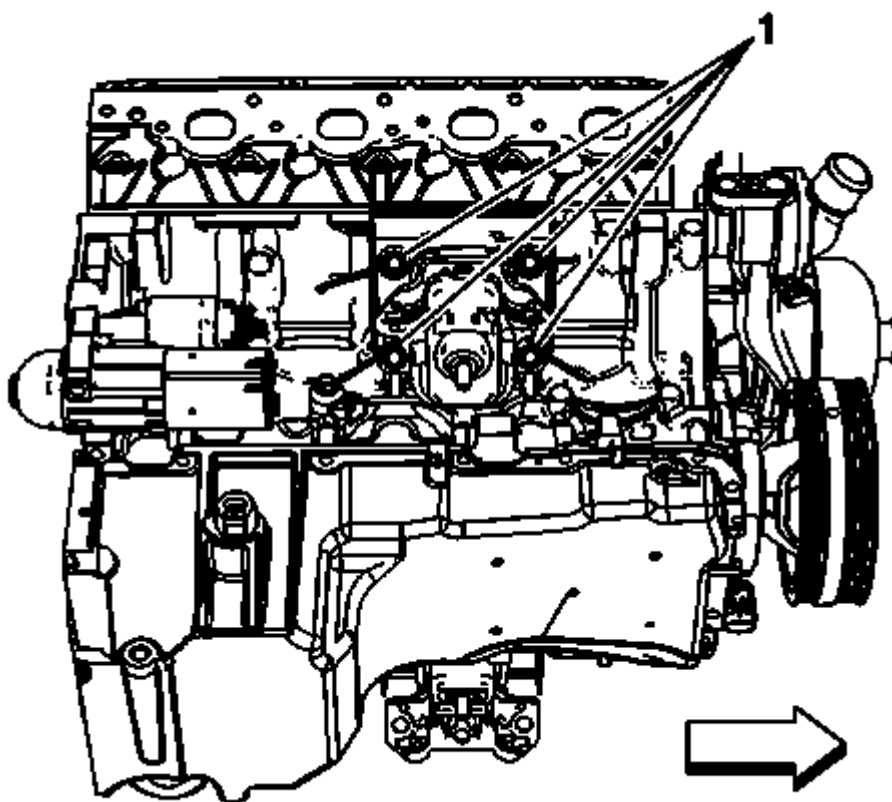


Fig. 36: View Of Engine Mount To Engine Bolts
Courtesy of GENERAL MOTORS CORP.

15. Remove the two top engine mount to engine bolts (1).
16. Using the adjustable jack, raise the engine slightly until there is enough clearance to remove the engine mount.

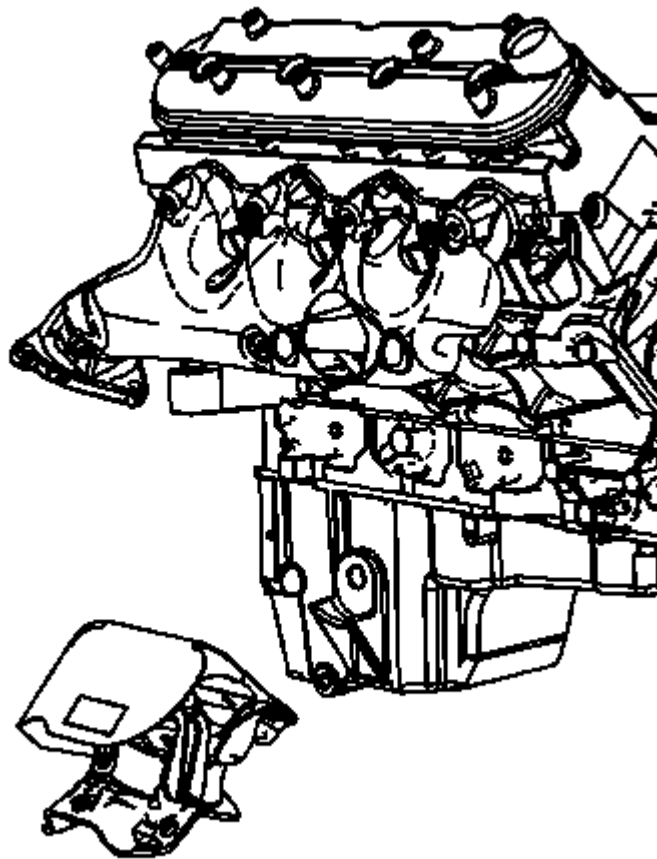


Fig. 37: View Of Engine Mount
Courtesy of GENERAL MOTORS CORP.

17. Remove the engine mount.

INSTALLATION PROCEDURE

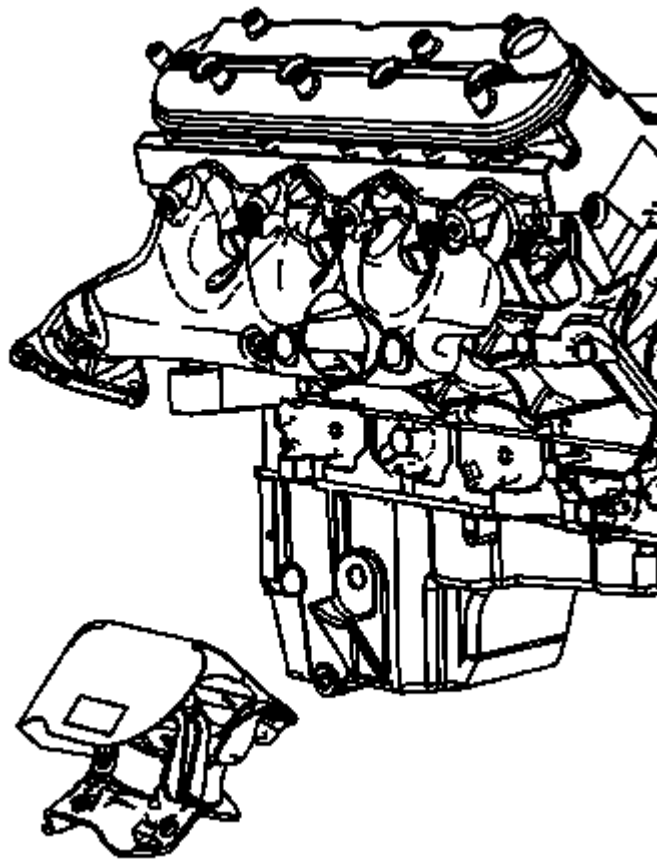


Fig. 38: View Of Engine Mount
Courtesy of GENERAL MOTORS CORP.

1. Position the engine mount to the engine.

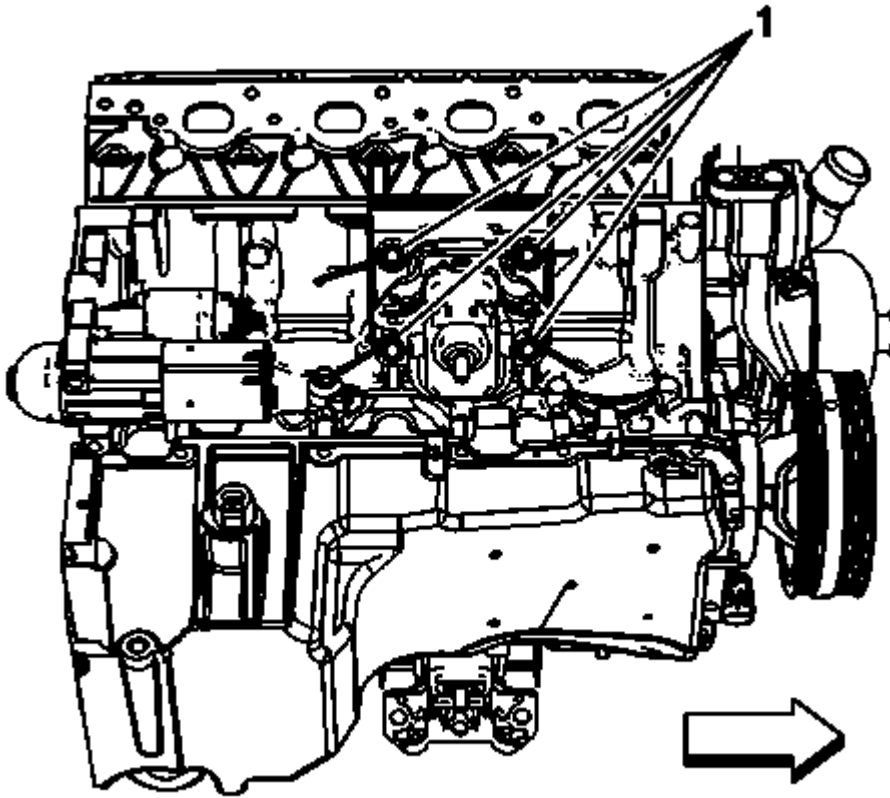


Fig. 39: View Of Engine Mount To Engine Bolts
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

2. Install the two top engine mount to engine bolts (1).

Tighten: 50 N.m (37 lb ft)

3. Using the adjustable jack, lower the engine until the engine mount is sitting flush on the frame.
4. Remove the adjustable jack from the engine block lifting tab (1).
5. Partially lower the vehicle.

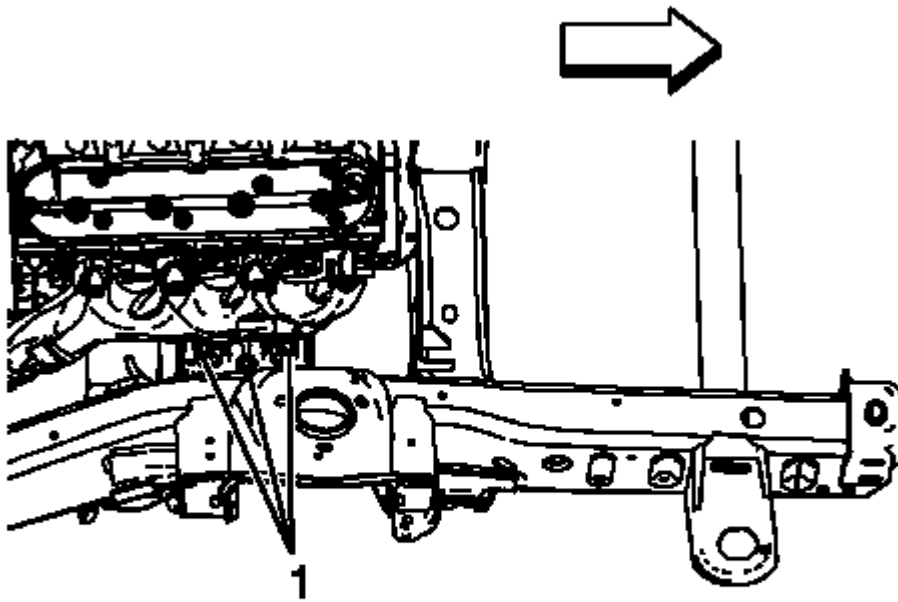


Fig. 40: View Of Engine Mount To Frame Bolts
Courtesy of GENERAL MOTORS CORP.

6. Install the engine mount to frame bolts (1).

Tighten: 65 N.m (48 lb ft) Tighten the bolts starting with the middle bolt then either side bolt.

7. Install the right wheelhouse liner. Refer to **Front Wheelhouse Liner Replacement - Right Side** .
8. Raise the vehicle.
9. Install the knock sensor. Refer to **Knock Sensor 2 Replacement** .
10. Install the starter motor. Refer to **Starter Replacement (V8)** or **Starter Replacement (V6)** .
11. Install the right front differential carrier bracket. Tighten the front differential carrier mounting bracket bolts to **100 N.m (74 lb ft)** .
12. Support and raise the differential carrier with a transmission jack.
13. Install the right differential carrier mounting nuts and washers and tighten to **100 N.m (75 lb ft)** .
14. Remove the transmission jack from the differential carrier.
15. Install the front stabilizer shaft insulators. Refer to **STABILIZER SHAFT INSULATOR REPLACEMENT (1500)** .
16. Install the clip for the transmission cooler lines.

17. Lower the vehicle.
18. Install the upper intake manifold sight shield. Refer to Upper Intake Manifold Sight Shield Replacement.

ENGINE MOUNT REPLACEMENT - RIGHT SIDE (1500 EXCEPT RPOS LY6, LY2)

REMOVAL PROCEDURE

CAUTION: When raising or supporting the engine for any reason, do not use a jack under the oil pan, any sheet metal, or the crankshaft pulley.

1. Remove the upper intake manifold sight shield. Refer to Upper Intake Manifold Sight Shield Replacement.
2. Partially raise the vehicle. Refer to Lifting and Jacking the Vehicle.
3. Remove the right wheelhouse liner. Refer to Front Wheelhouse Liner Replacement - Right Side.

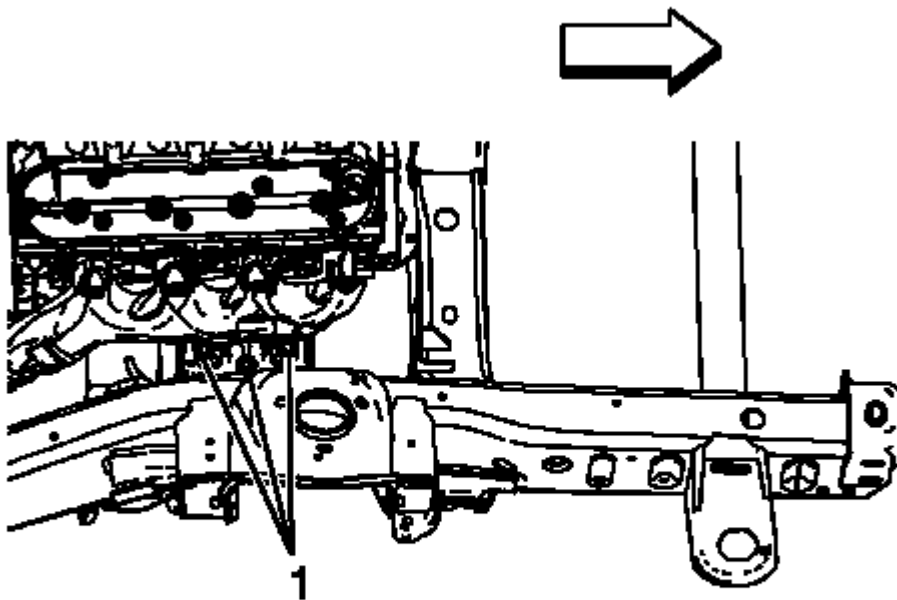


Fig. 41: View Of Engine Mount To Frame Bolts
Courtesy of GENERAL MOTORS COMPANY

4. Remove the engine mount to frame bolts (1).
5. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle** .
6. Undo clip for transmission cooler lines.
7. Undo the front stabilizer shaft insulators. Refer to **Stabilizer Shaft Insulator Replacement** .
8. Support the differential carrier with a transmission jack.
9. Remove the right differential carrier mounting nuts and washers.
10. Lower the differential carrier until it rests on frame/crossmember.
11. Remove the right front differential carrier support bracket.
12. Position a screw jack and a block of wood under the engine oil pan.
13. Remove the starter motor. Refer to **Starter Replacement (V8)** or **Starter Replacement (V6)** .
14. Remove the knock sensor. Refer to **Knock Sensor 2 Replacement** .

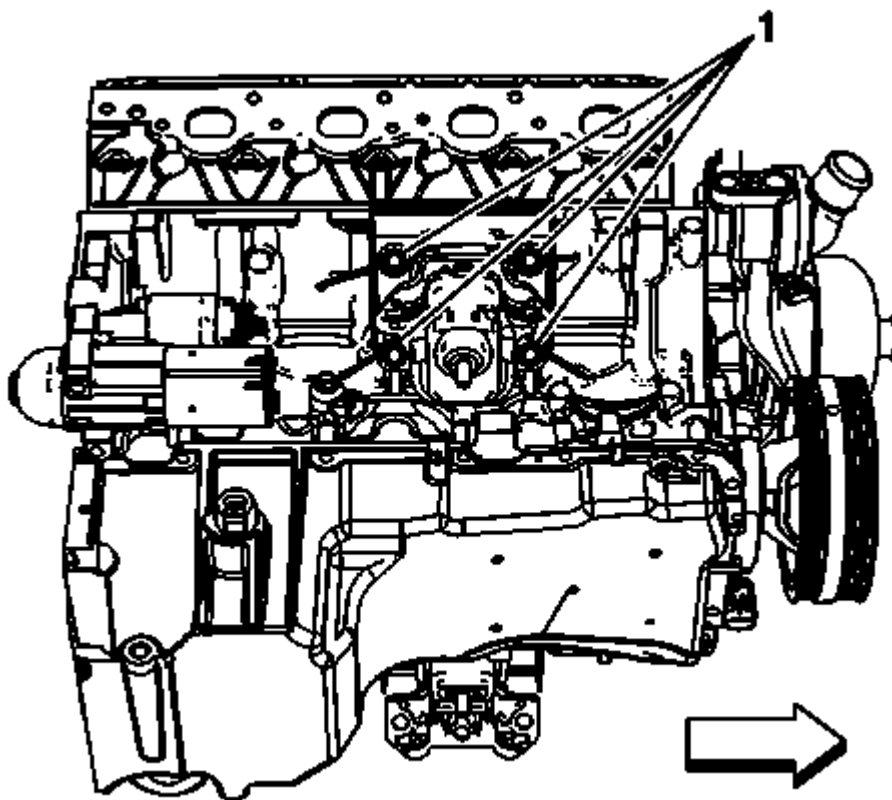


Fig. 42: View Of Engine Mount To Engine Bolts
Courtesy of GENERAL MOTORS COMPANY

15. Remove the engine mount to engine bolts (1).
16. Using the adjustable jack, raise the engine slightly until there is enough clearance to remove the engine mount.

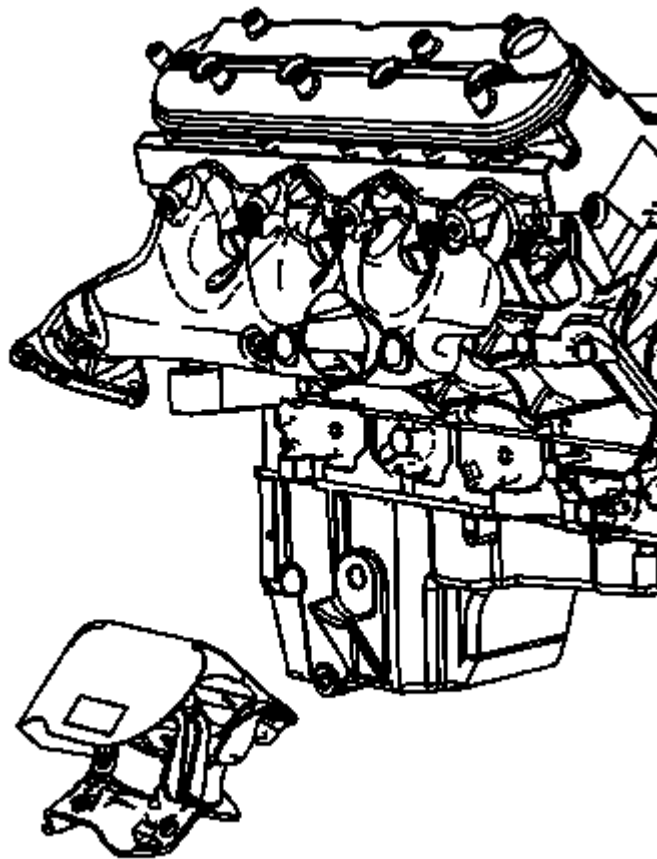


Fig. 43: View Of Engine Mount

Courtesy of GENERAL MOTORS COMPANY

17. Remove the engine mount.

INSTALLATION PROCEDURE

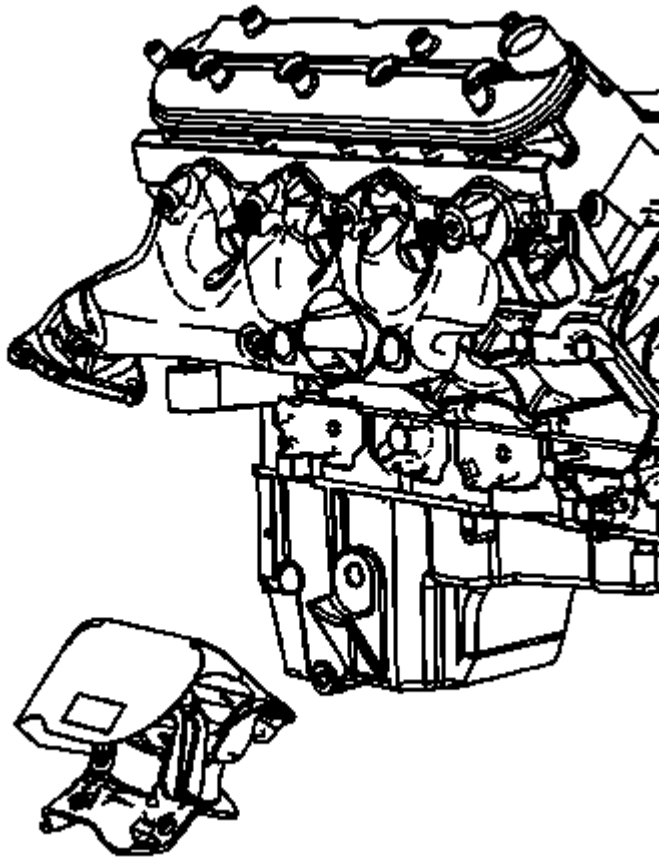


Fig. 44: View Of Engine Mount
Courtesy of GENERAL MOTORS COMPANY

1. Position the engine mount to the engine.

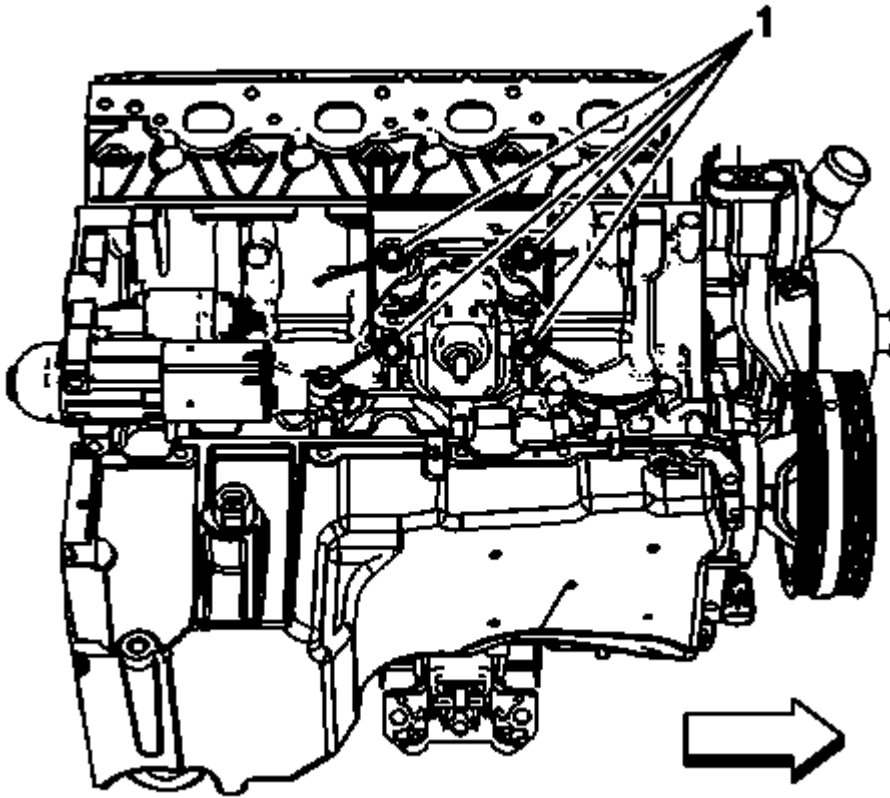


Fig. 45: View Of Engine Mount To Engine Bolts
Courtesy of GENERAL MOTORS COMPANY

CAUTION: Refer to Fastener Caution

2. Install the engine mount to engine bolts (1) and tighten to **50 N.m (37 lb ft)** .
3. Using the adjustable jack, lower the engine until the engine mount is sitting flush on the frame.
4. Remove the adjustable jack and block of wood from the engine oil pan.
5. Partially lower the vehicle.

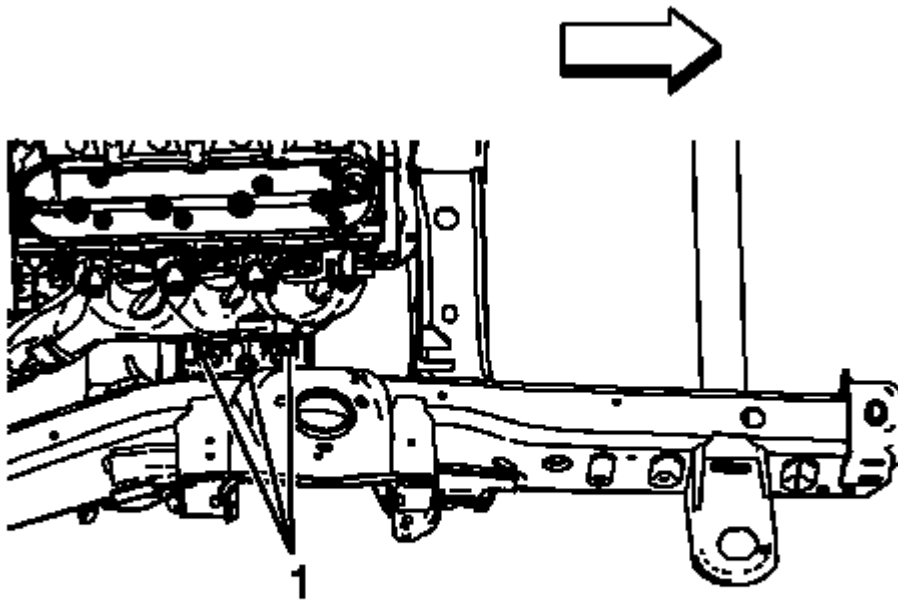


Fig. 46: View Of Engine Mount To Frame Bolts
Courtesy of GENERAL MOTORS COMPANY

6. Install the engine mount to frame bolts (1). **Tighten: 65 N.m (48 lb ft)** starting with the middle bolt then either side bolt.
7. Install the right wheelhouse liner. Refer to **Front Wheelhouse Liner Replacement - Right Side** .
8. Raise the vehicle
9. Install the knock sensor. Refer to **Knock Sensor 2 Replacement** .
10. Install the starter motor. Refer to **Starter Replacement (V8)** or **Starter Replacement (V6)** .
11. Install the right front differential carrier bracket. Tighten the front differential carrier mounting bracket bolts to **100 N.m (74 lb ft)** .
12. Support and raise the differential carrier with a transmission jack.
13. Install the right differential carrier mounting nuts and washers and tighten to **100 N.m (75 lb ft)** .
14. Remove the transmission jack from the differential carrier.
15. Install the front stabilizer shaft insulators. Refer to **Stabilizer Shaft Insulator Replacement** .
16. Install the clip for the transmission cooler lines.
17. Lower the vehicle.
18. Install the upper intake manifold sight shield. Refer to **Upper Intake Manifold Sight Shield Replacement**.

ENGINE MOUNT REPLACEMENT - RIGHT SIDE (2500 LY6)

REMOVAL PROCEDURE

CAUTION: When raising or supporting the engine for any reason, do not use a jack under the oil pan, any sheet metal, or the crankshaft pulley. Due to the small clearance between the oil pan and the oil pump screen, jacking against the oil pan may cause the pan to be bent against the pump screen. This will result in a damaged oil pickup unit.

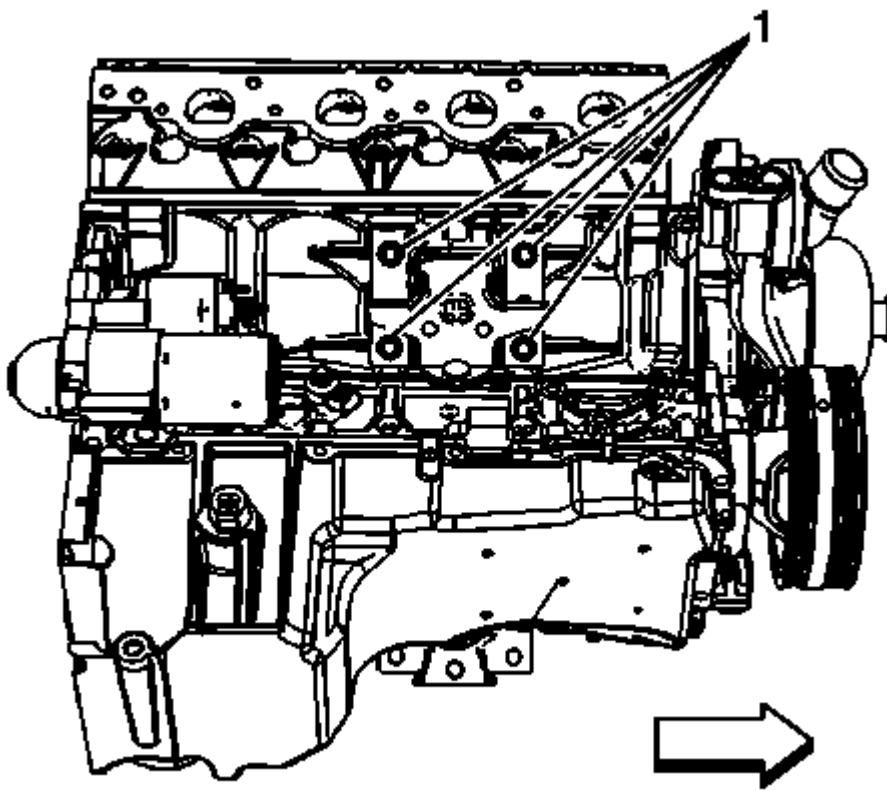


Fig. 47: View Of Engine Mount To Engine Bolts
Courtesy of GENERAL MOTORS CORP.

1. Remove the upper intake manifold sight shield. Refer to Upper Intake Manifold Sight Shield Replacement.
2. Remove the two lower engine mount to engine bolts (1).
3. Remove the starter motor. Refer to Starter Replacement (V8) or Starter Replacement (V6).

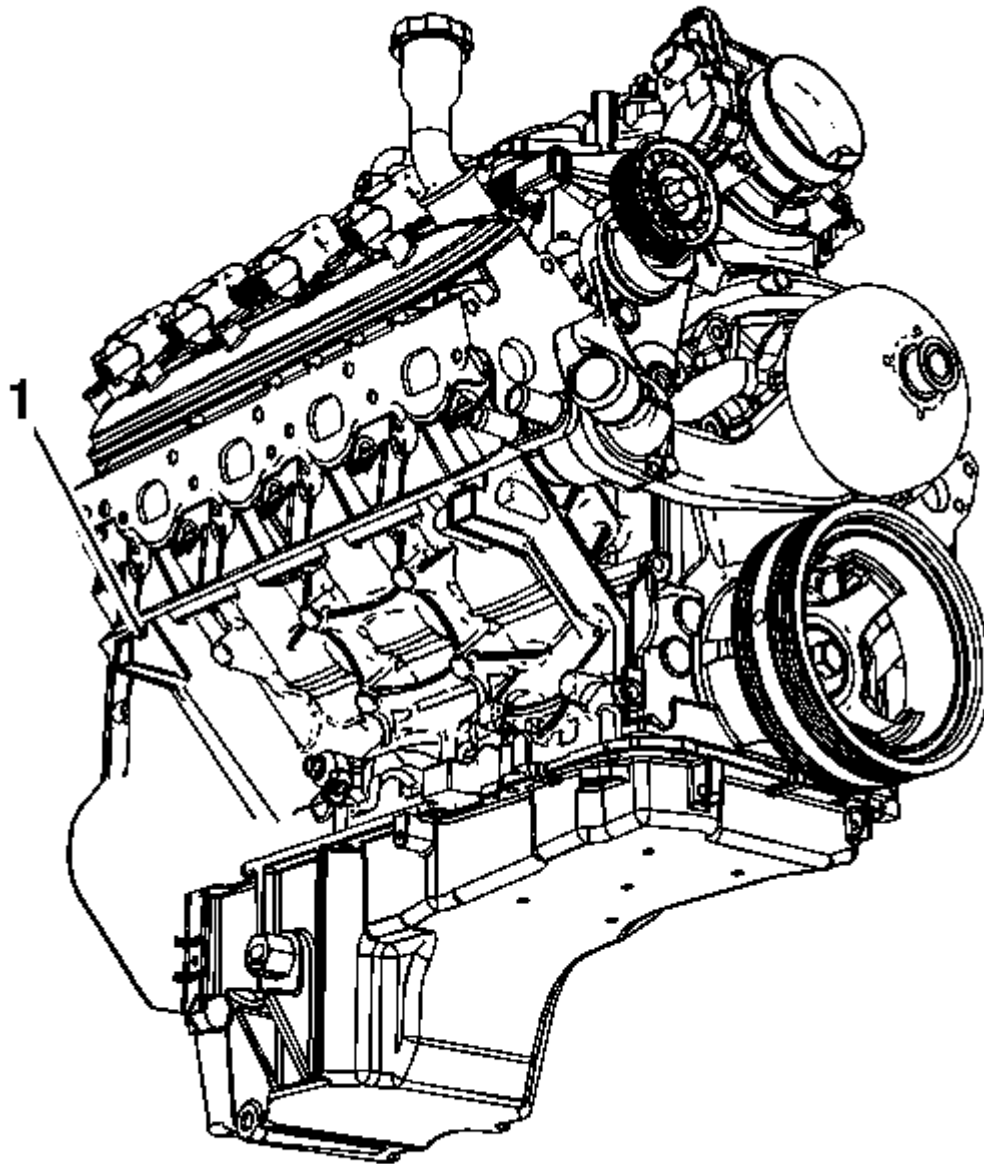


Fig. 48: Locating Tab On Engine Block
Courtesy of GENERAL MOTORS CORP.

NOTE: DO NOT raise and/or support the engine by the crankshaft balancer or oil pan.

4. Place an adjustable (screw type) jack to the tab (1) located on the engine block.

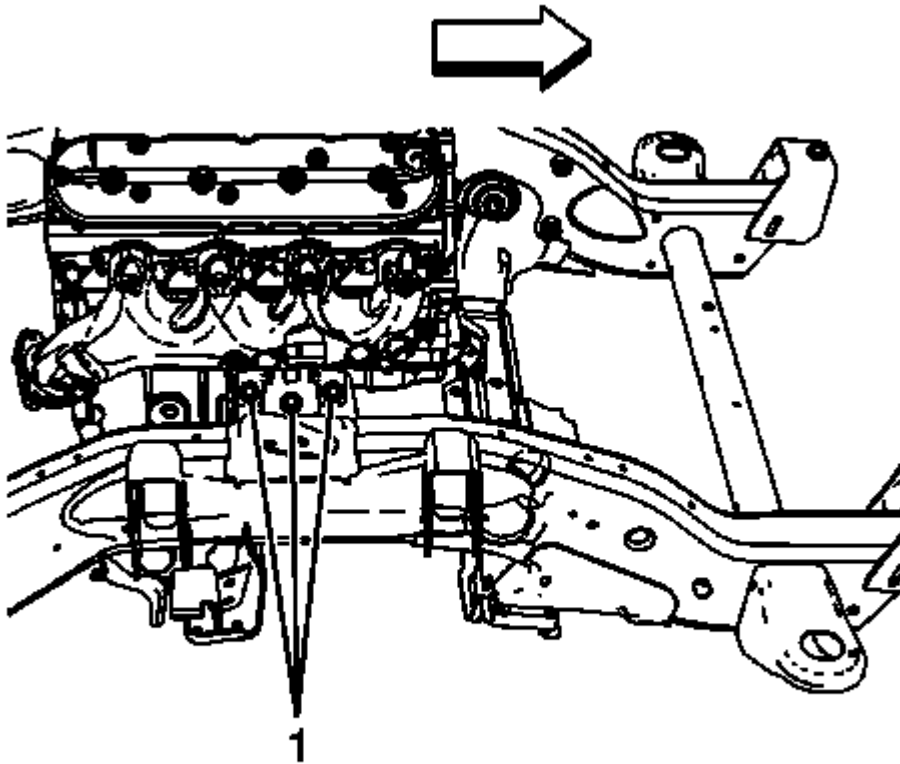


Fig. 49: View Of Engine Mount To Frame Bolts
Courtesy of GENERAL MOTORS CORP.

5. Remove the engine mount to frame bolts (1).

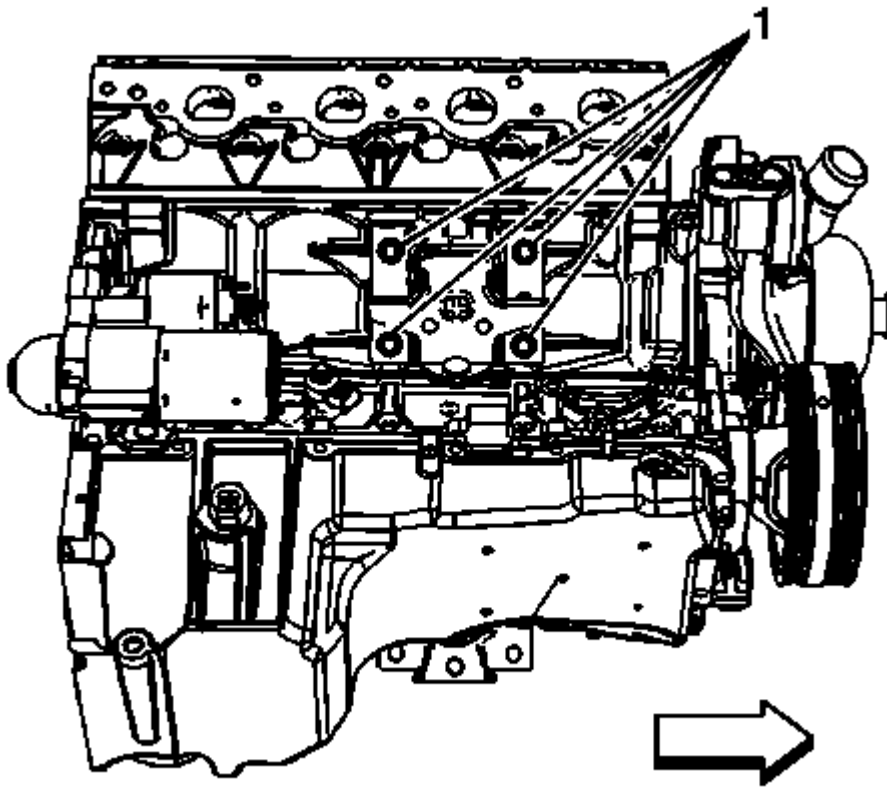


Fig. 50: View Of Engine Mount To Engine Bolts
Courtesy of GENERAL MOTORS CORP.

6. Remove the two top engine mount to engine bolts (1).
7. Using the adjustable jack, raise the engine slightly until there is enough clearance to remove the engine mount.

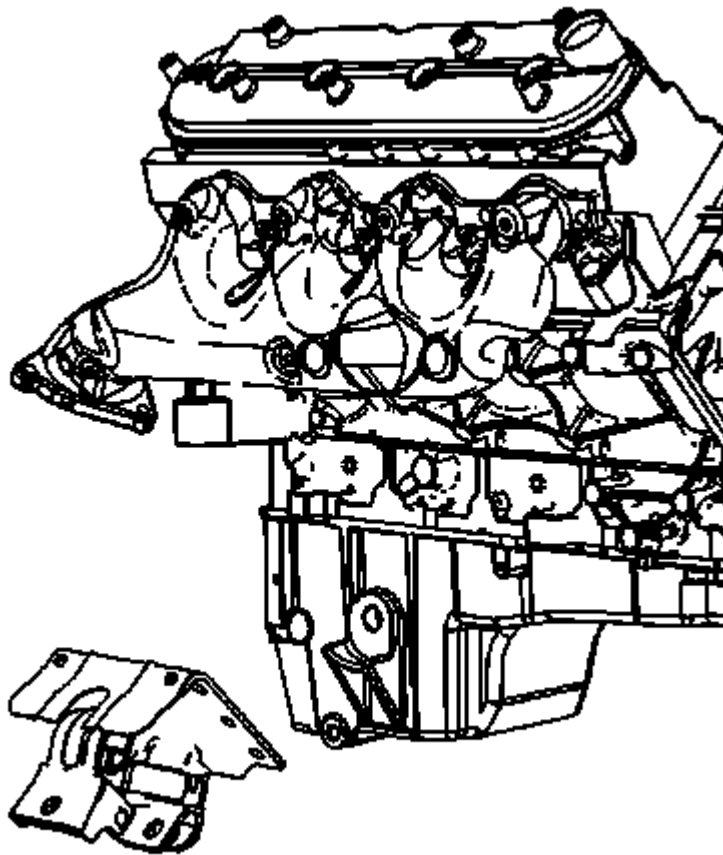


Fig. 51: View Of Engine Mount
Courtesy of GENERAL MOTORS CORP.

8. Remove the engine mount.

INSTALLATION PROCEDURE

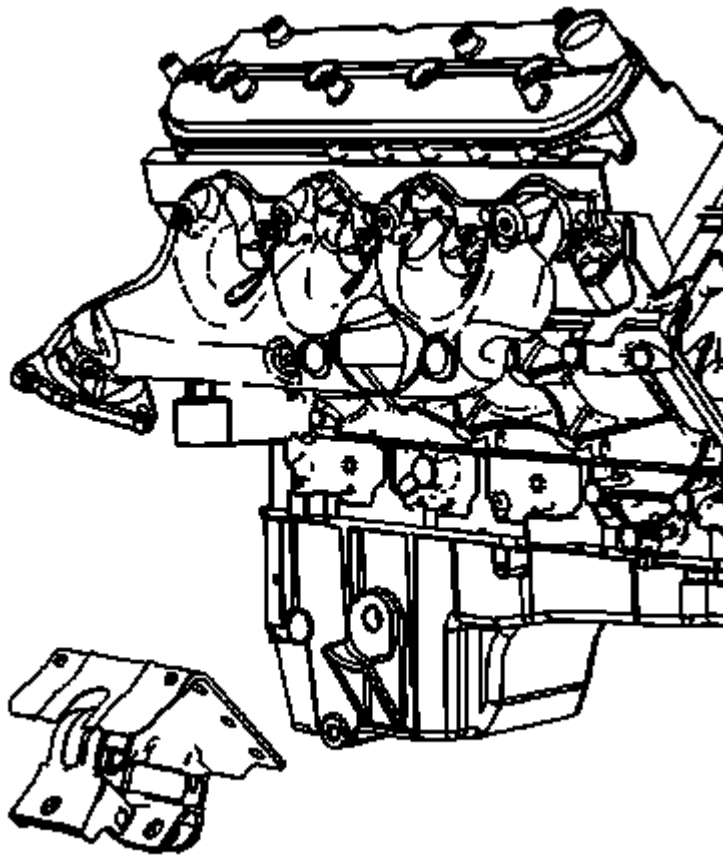


Fig. 52: View Of Engine Mount
Courtesy of GENERAL MOTORS CORP.

1. Position the engine mount to the engine.

CAUTION: Refer to Fastener Caution .

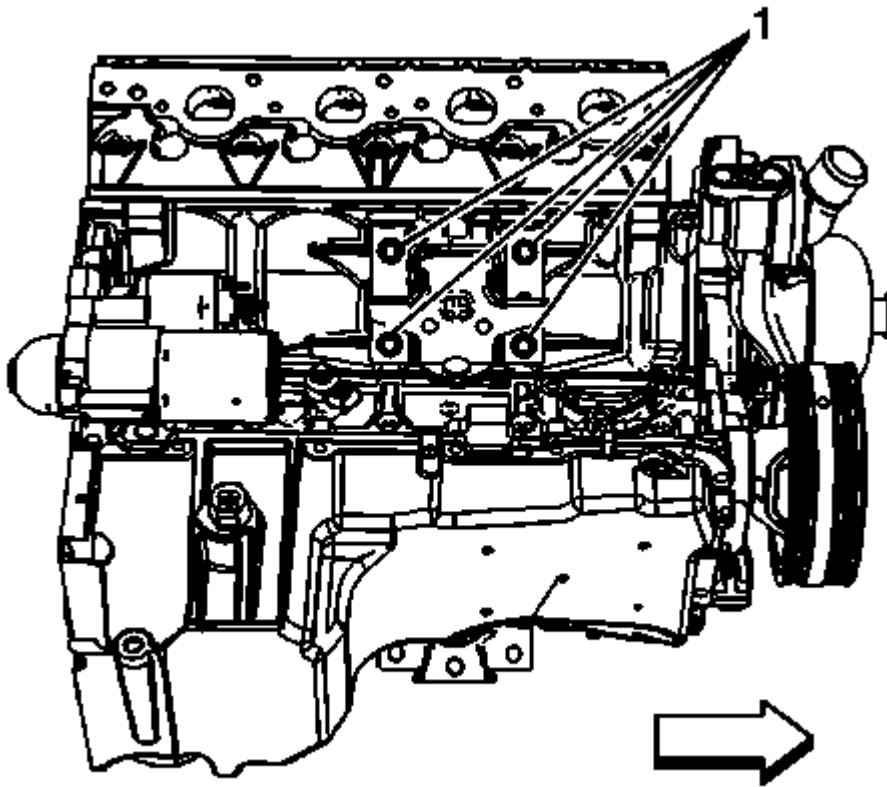


Fig. 53: View Of Engine Mount To Engine Bolts
Courtesy of GENERAL MOTORS CORP.

2. Install the two top engine mount to engine bolts (1).

Tighten: 50 N.m (37 lb ft) .

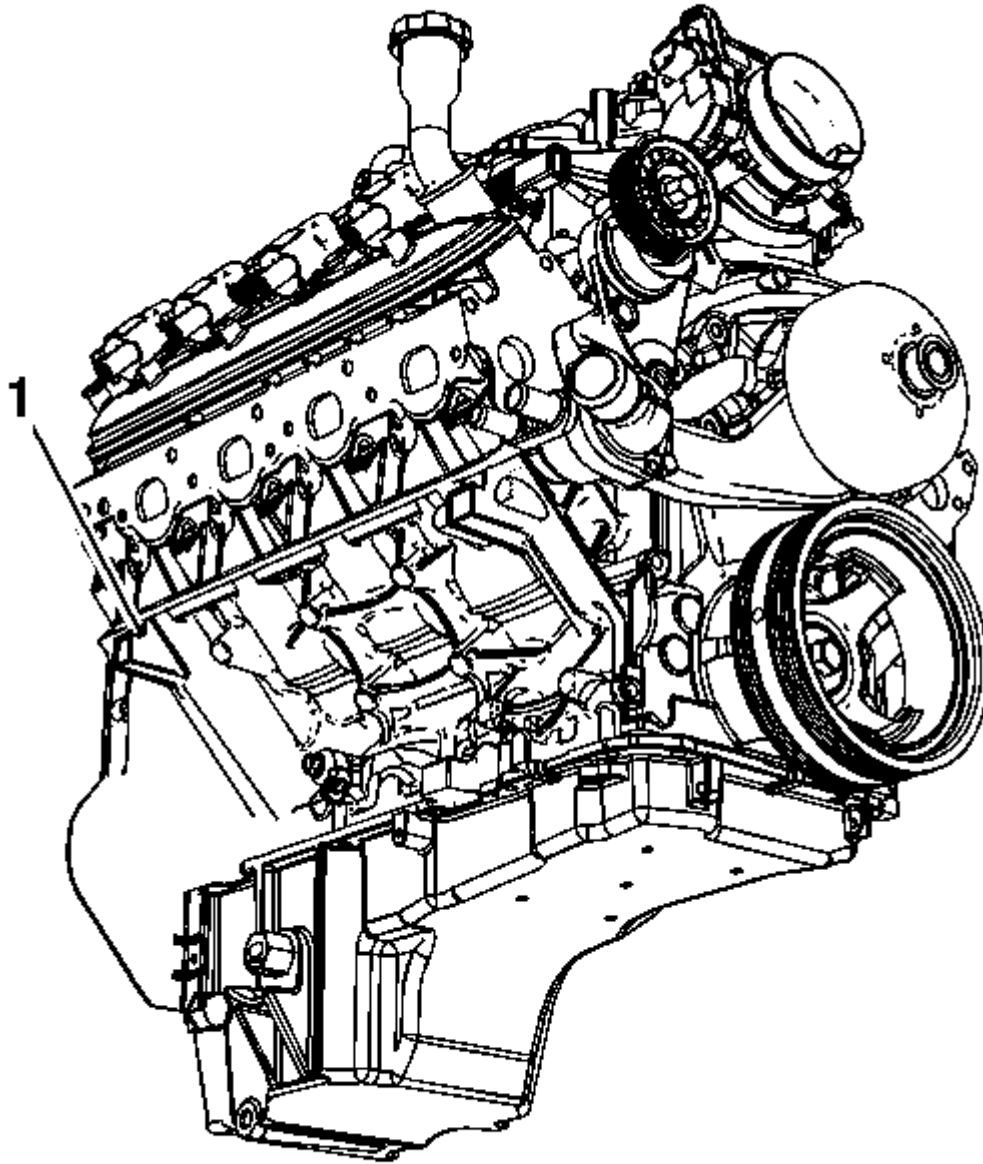


Fig. 54: Locating Tab On Engine Block
Courtesy of GENERAL MOTORS CORP.

3. Using the adjustable jack, lower the engine until the engine mount is sitting flush on the frame.
4. Remove the adjustable jack from the engine block lifting tab (1).

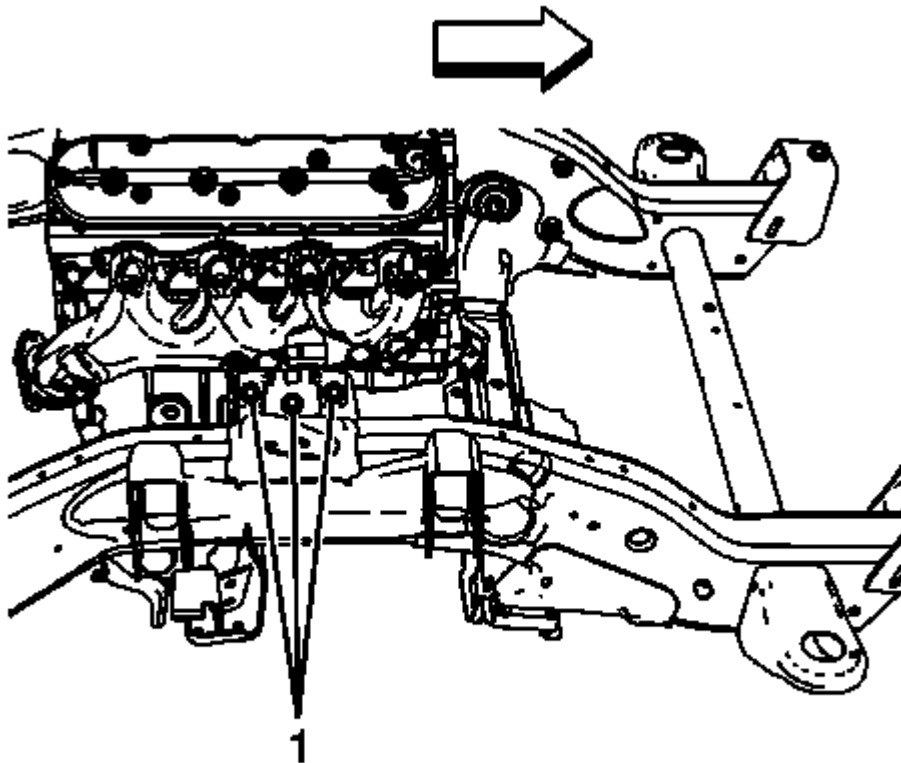


Fig. 55: View Of Engine Mount To Frame Bolts
Courtesy of GENERAL MOTORS CORP.

5. Install the engine mount to frame bolts (1).

Tighten: Tighten the bolts to 65 N.m (48 lb ft) starting with the middle bolt then either side bolt.

6. Install the starter motor. Refer to **Starter Replacement (V8)** or **Starter Replacement (V6)** or **Starter Replacement (6.6L)**.

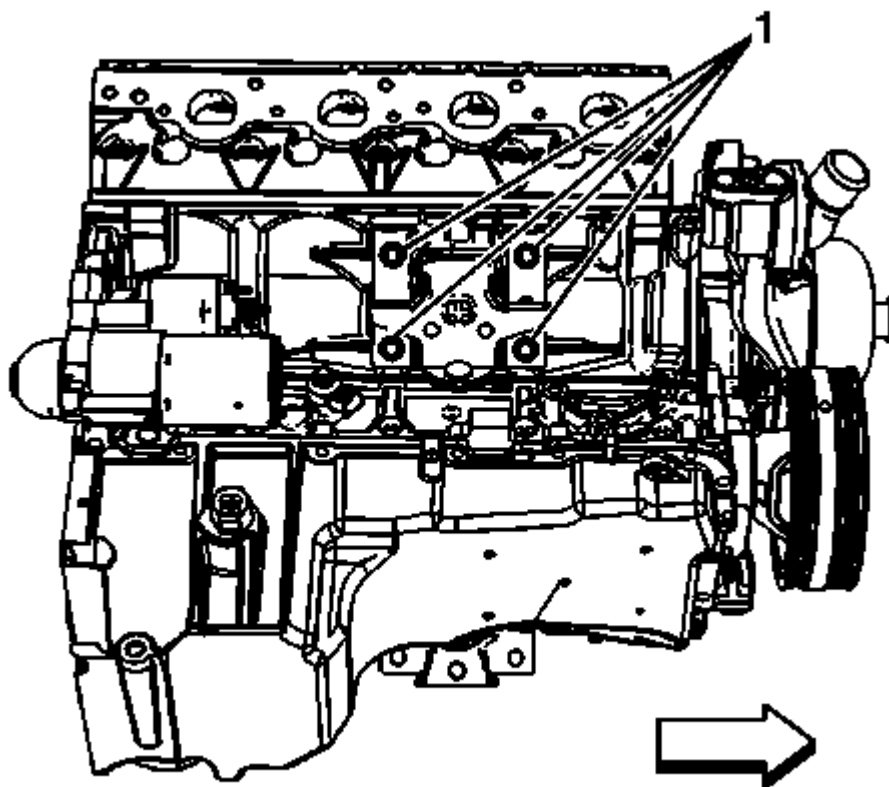


Fig. 56: View Of Engine Mount To Engine Bolts
Courtesy of GENERAL MOTORS CORP.

7. Install the two lower engine mount to engine bolts (1).

Tighten: Tighten the bolts to 50 N.m (37 lb ft).

8. Install the upper intake manifold sight shield. Refer to Upper Intake Manifold Sight Shield Replacement.

ENGINE MOUNT BRACKET REPLACEMENT - RIGHT SIDE (2500 LY6)

REMOVAL PROCEDURE

CAUTION: When raising or supporting the engine for any reason, do not use a jack under any sheet metal, or the crankshaft pulley, or damage may occur.

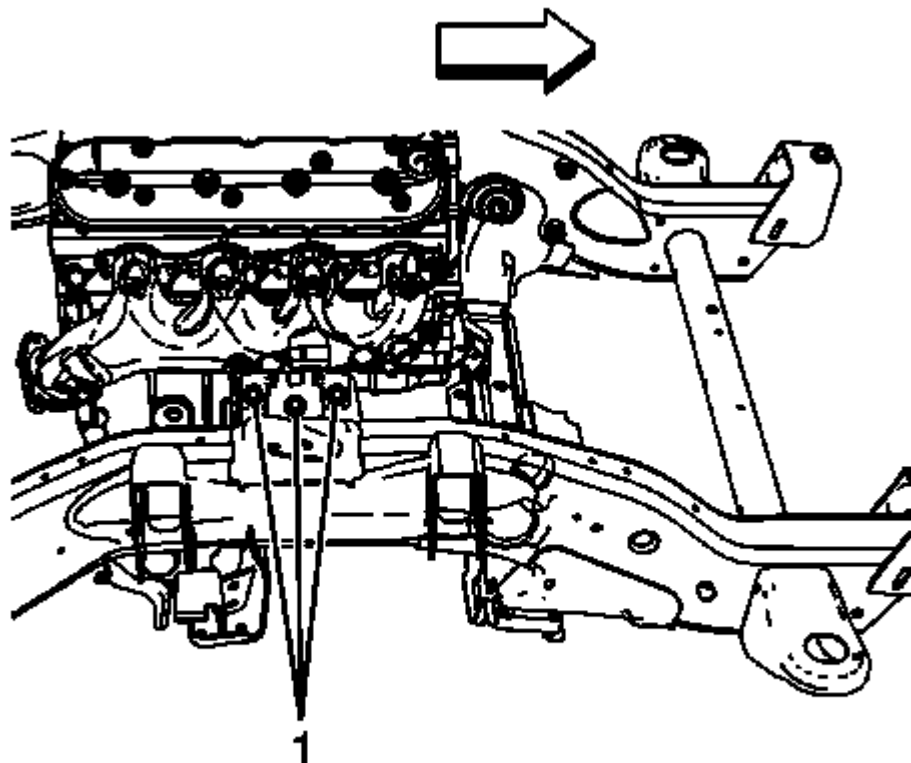


Fig. 57: View Of Engine Mount To Frame Bolts
Courtesy of GENERAL MOTORS COMPANY

1. Disconnect the negative battery cable. Refer to **Battery Negative Cable Disconnection and Connection** .
2. Remove the upper intake manifold sight shield. Refer to **Upper Intake Manifold Sight Shield Replacement**.
3. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle** .
4. Remove the right wheel house liner. Refer to **Front Wheelhouse Liner Replacement - Right Side** .
5. Remove the engine mount to engine mount bracket bolts (1).
6. Position an adjustable jack and a block of wood under the engine oil pan.
7. Raise the engine slightly.

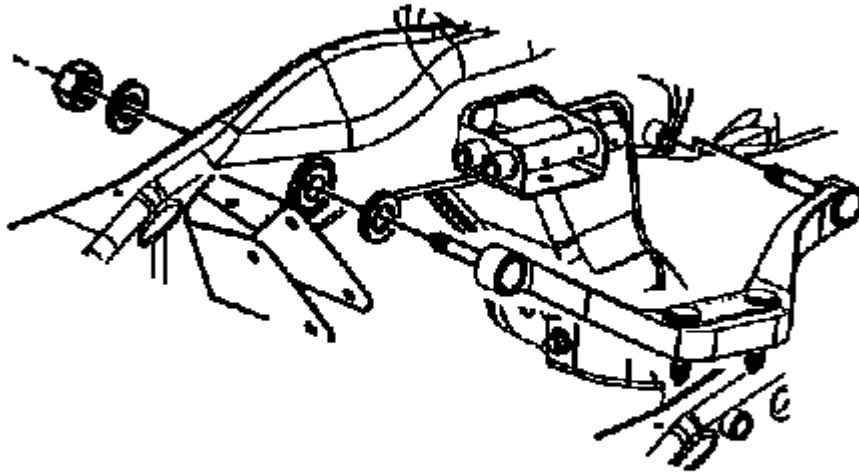


Fig. 58: Front Axle Mounting Bracket
Courtesy of GENERAL MOTORS COMPANY

8. Remove the axle to right side axle support bracket mounting nuts and washers.
9. Remove the right side axle support bracket to vehicle frame nuts and washers.
10. Using the jack, lower the differential carrier slightly to allow the axle support bracket studs clearance for removal. Carefully pry downward on the axle if necessary to provide needed clearance and remove the support mount.

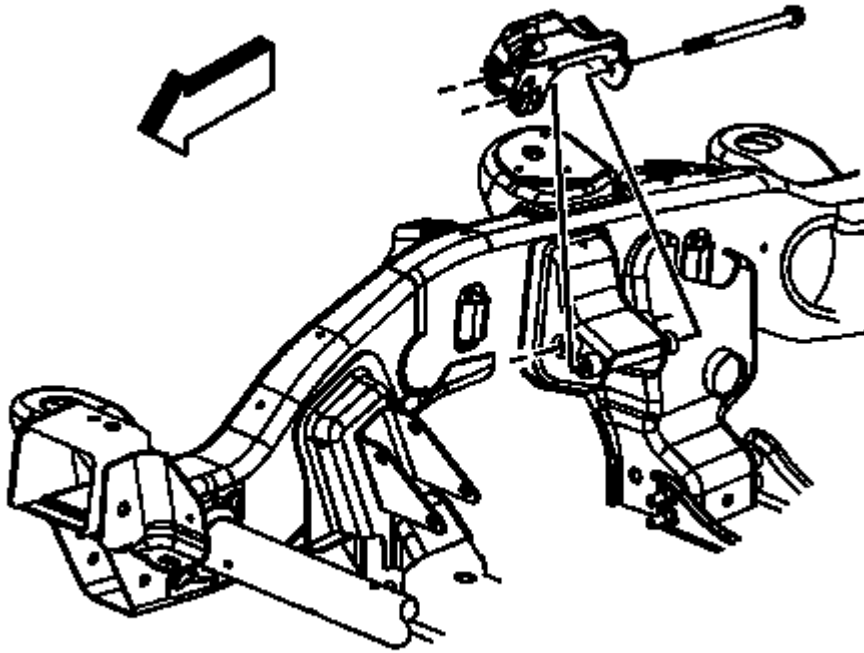


Fig. 59: View Of Engine Mount Bracket & Bolts
Courtesy of GENERAL MOTORS CORP.

11. Remove the engine mount bracket through bolts.
12. Remove the engine mount bracket.

INSTALLATION PROCEDURE

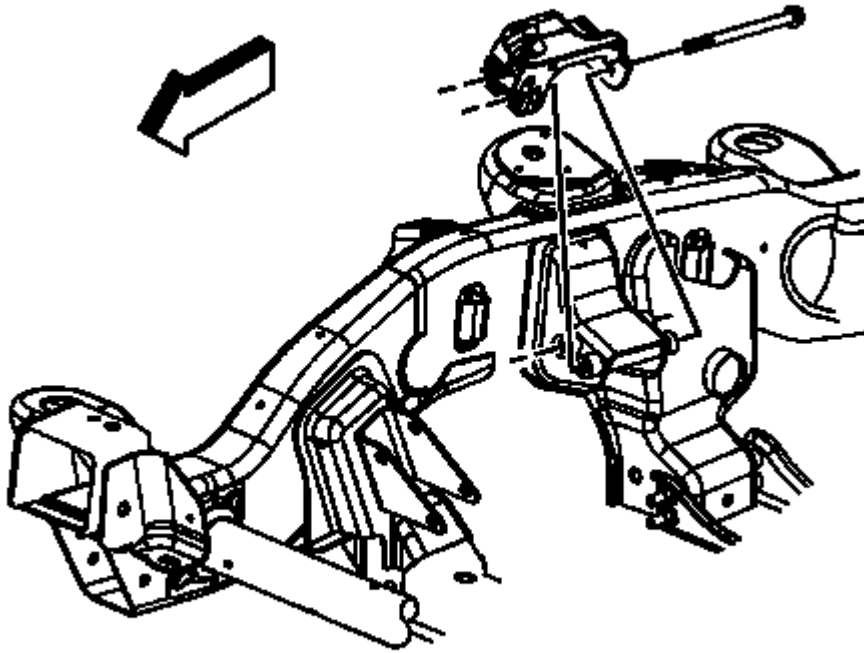


Fig. 60: View Of Engine Mount Bracket & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Position the engine mount bracket to the frame.
2. Clean the threads of the engine mount bracket through bolts using denatured alcohol or equivalent.
3. Apply threadlocker or equivalent to the threads of the engine mount bracket through bolts.

CAUTION: Refer to Fastener Caution .

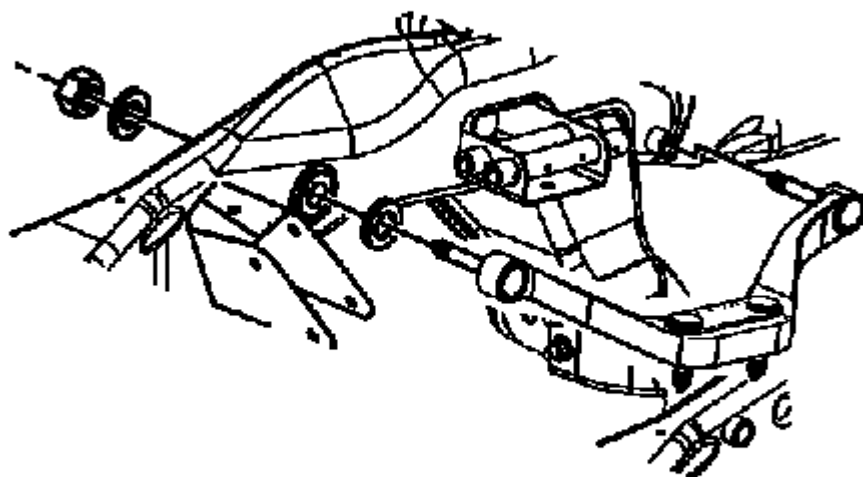


Fig. 61: Front Axle Mounting Bracket
Courtesy of GENERAL MOTORS COMPANY

4. Install the engine mount bracket bolts.

Tighten: 100 N.m (74 lb ft) .

5. Install the right side axle support bracket to vehicle frame nuts and washers. Tighten the nuts to **100 N.m (74 lb ft) .**
6. Install the right differential carrier mounting nuts and washers. Tighten the nuts to **100 N.m (74 lb ft) .**
7. Remove the jack from the differential carrier.
8. Using the adjustable jack, lower the engine until the engine mounts are sitting flush on the engine mount brackets.
9. Remove the adjustable jack and block of wood from the engine oil pan.

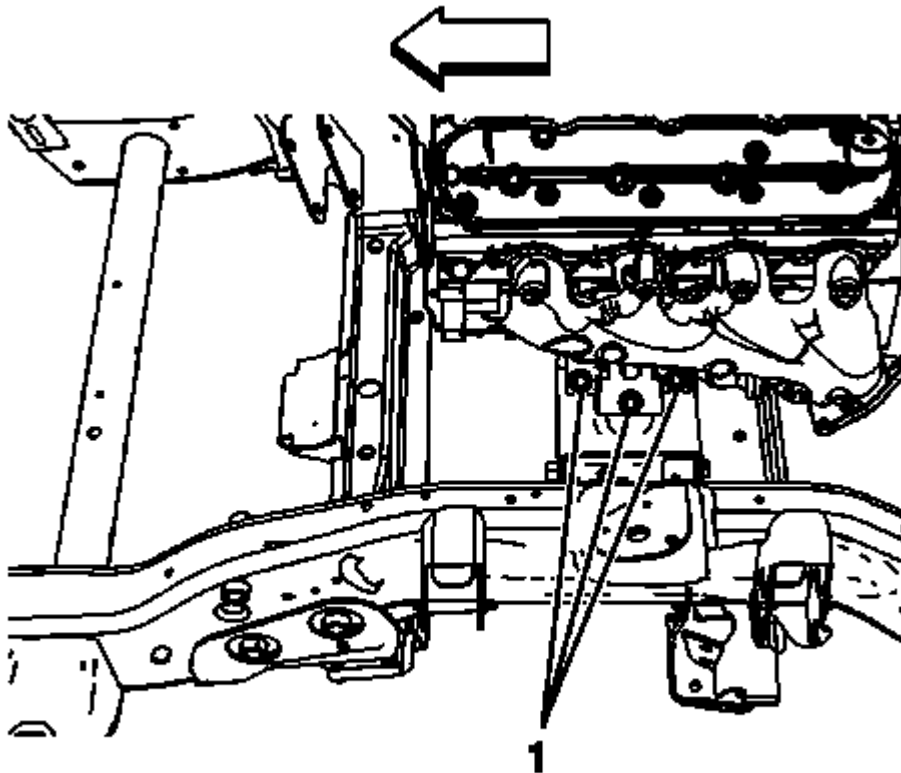


Fig. 62: View Of Engine Mount Bracket Bolts
 Courtesy of GENERAL MOTORS COMPANY

10. Clean the threads of the engine mount to engine mount bracket bolts using denatured alcohol or equivalent.
11. Apply threadlocker or equivalent to the threads of the engine mount to engine mount bracket bolts.
12. Install the engine mount to engine mount bracket bolts (1) and tighten to **65 N.m (48 lb ft)**.
13. Install the right wheelhouse liner. Refer to **Front Wheelhouse Liner Replacement - Right Side**.
14. 16. Lower the vehicle.
15. Install the upper intake manifold sight shield. Refer to **Upper Intake Manifold Sight Shield Replacement**.
16. Connect the negative battery cable. Refer to **Battery Negative Cable Disconnection and Connection**.

UPPER INTAKE MANIFOLD SIGHT SHIELD REPLACEMENT

REMOVAL PROCEDURE

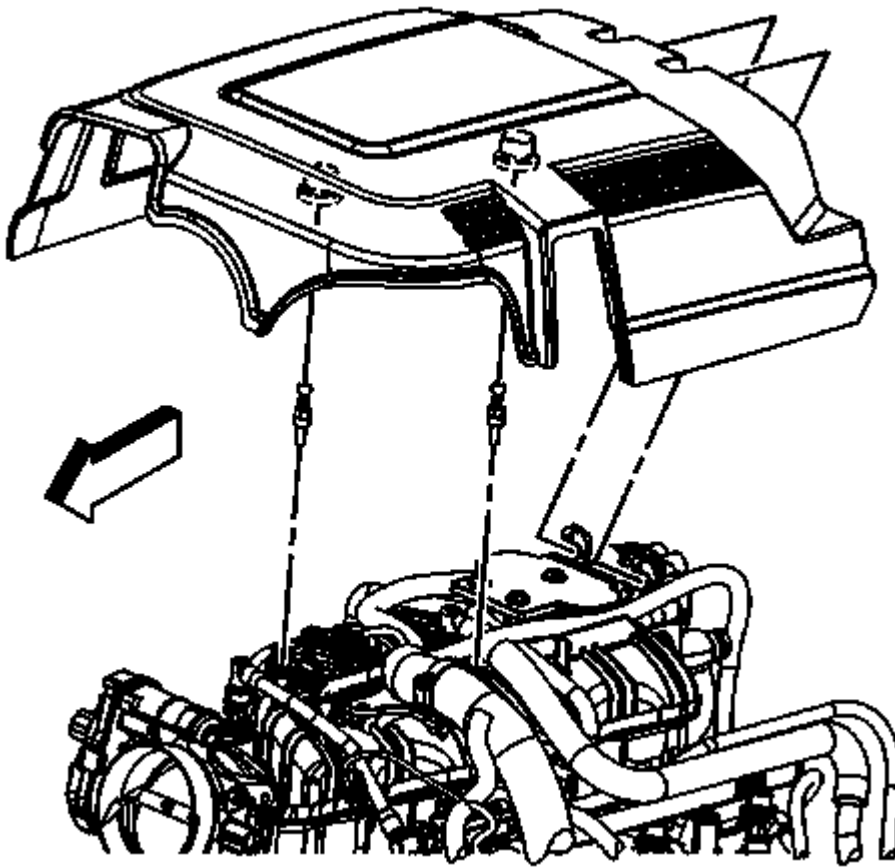


Fig. 63: View Of Upper Intake Manifold Sight Shield
Courtesy of GENERAL MOTORS CORP.

1. Open the hood.
2. Grasp the front of the intake manifold sight shield and lift up disengaging the grommets from the studs.
3. Remove the intake manifold sight shield from the retainer slots.

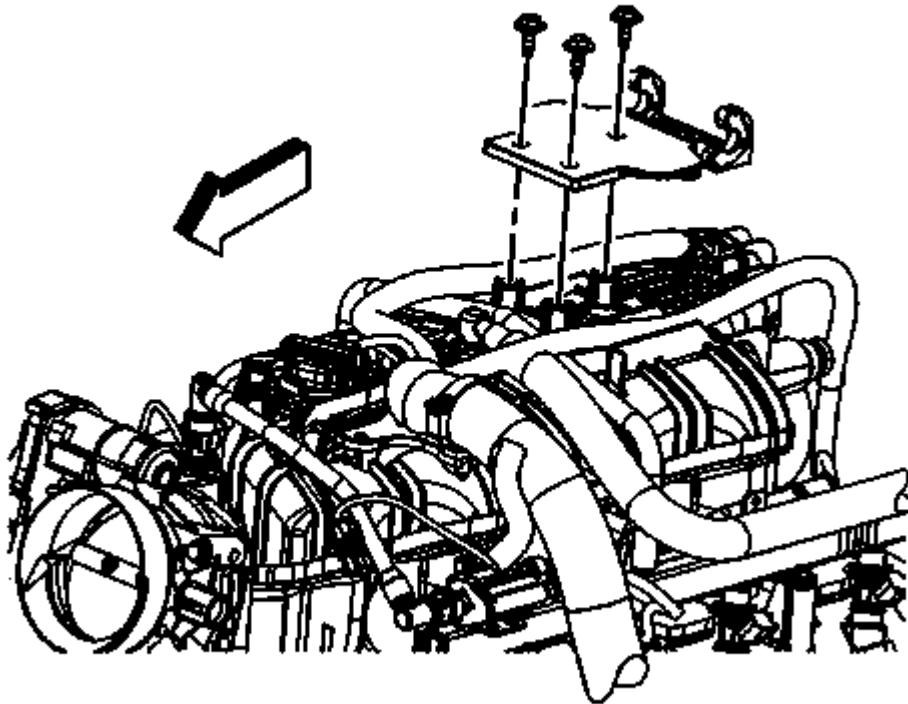


Fig. 64: View Of Intake Manifold Sight Shield Retainer & Bolts
Courtesy of GENERAL MOTORS CORP.

4. Remove the intake manifold sight shield retainer bolts and retainer, if required.

INSTALLATION PROCEDURE

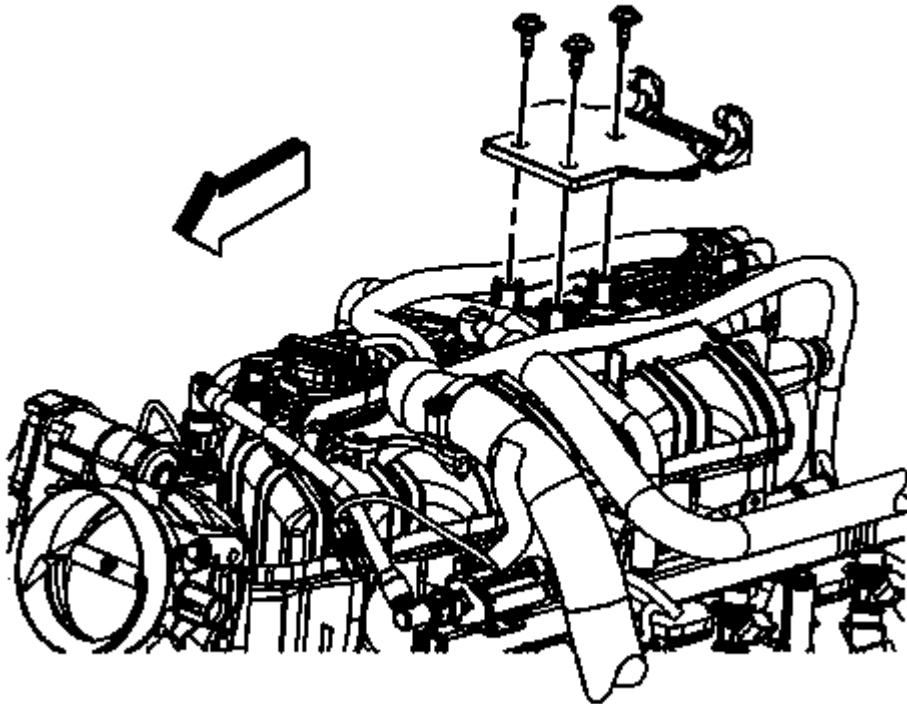


Fig. 65: View Of Intake Manifold Sight Shield Retainer & Bolts
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

1. Position the intake manifold sight shield on top of the intake manifold, aligning the holes, if required.
2. Install the intake manifold sight shield retainer bolts, if required.

Tighten: Tighten the bolts to 5 N.m (44 lb in).

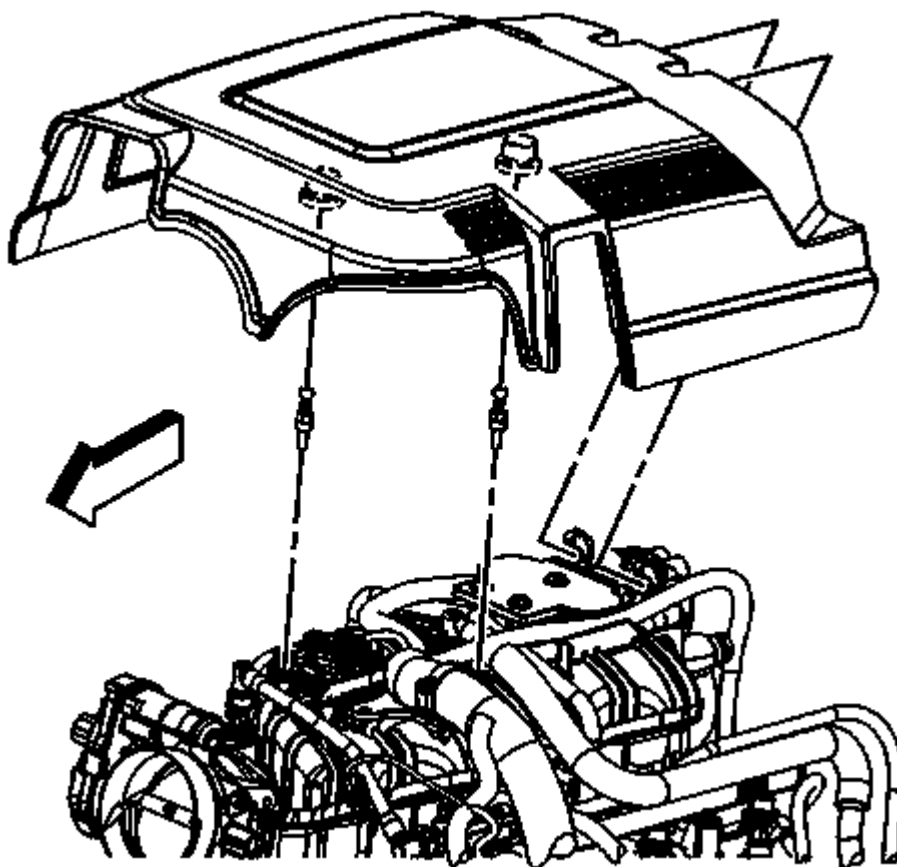


Fig. 66: View Of Upper Intake Manifold Sight Shield
Courtesy of GENERAL MOTORS CORP.

3. Install the intake manifold sight shield tabs into the slots in the retainer.
4. Align the intake manifold sight shield grommets with the studs.
5. Gently push down on the intake manifold sight shield over the grommets, seating the intake manifold sight shield.
6. Close the hood.

POSITIVE CRANKCASE VENTILATION HOSE/PIPE/TUBE REPLACEMENT

REMOVAL PROCEDURE

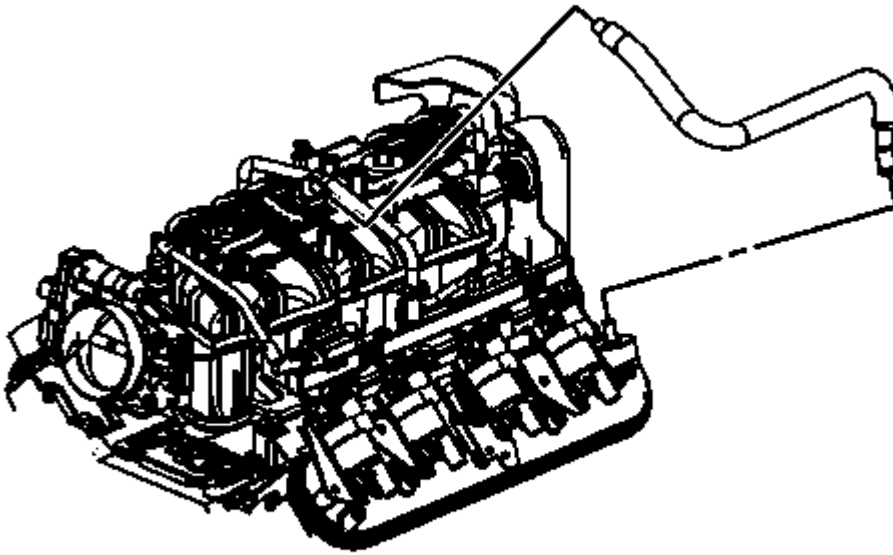


Fig. 67: View Of PCV Hose

Courtesy of GENERAL MOTORS CORP.

1. Remove the intake manifold sight shield. Refer to **Upper Intake Manifold Sight Shield Replacement**.
2. Remove the positive crankcase ventilation (PCV) hose from the intake manifold fitting and left valve rocker arm cover, if required.

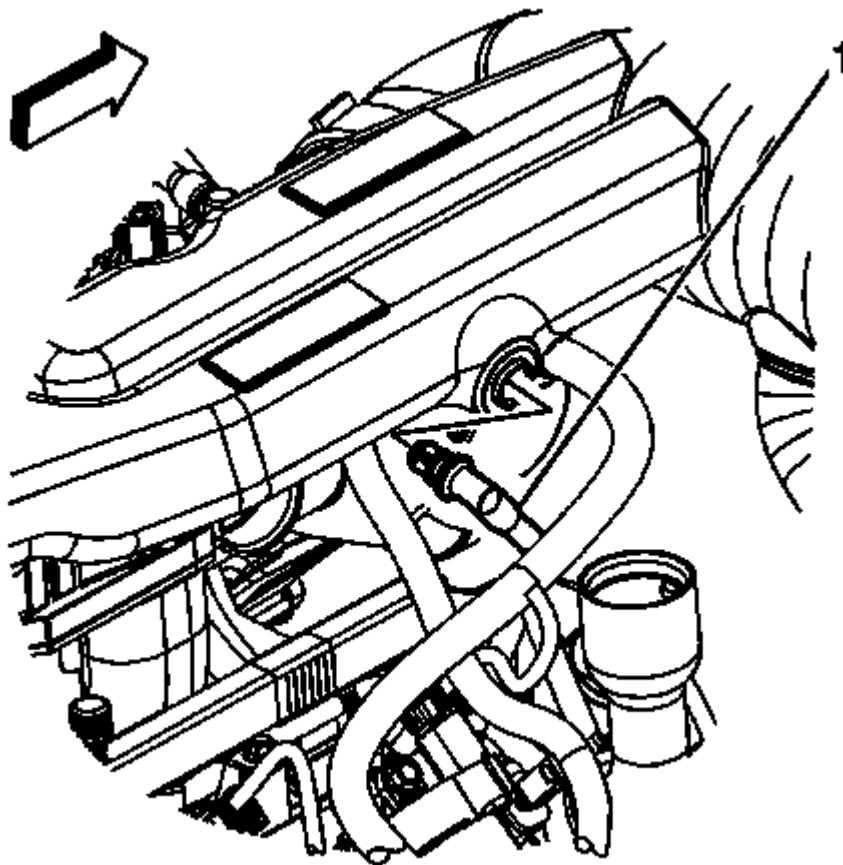


Fig. 68: View Of PCV Tube

Courtesy of GENERAL MOTORS CORP.

3. Remove the PCV tube (1) from the air cleaner outlet duct, if required.

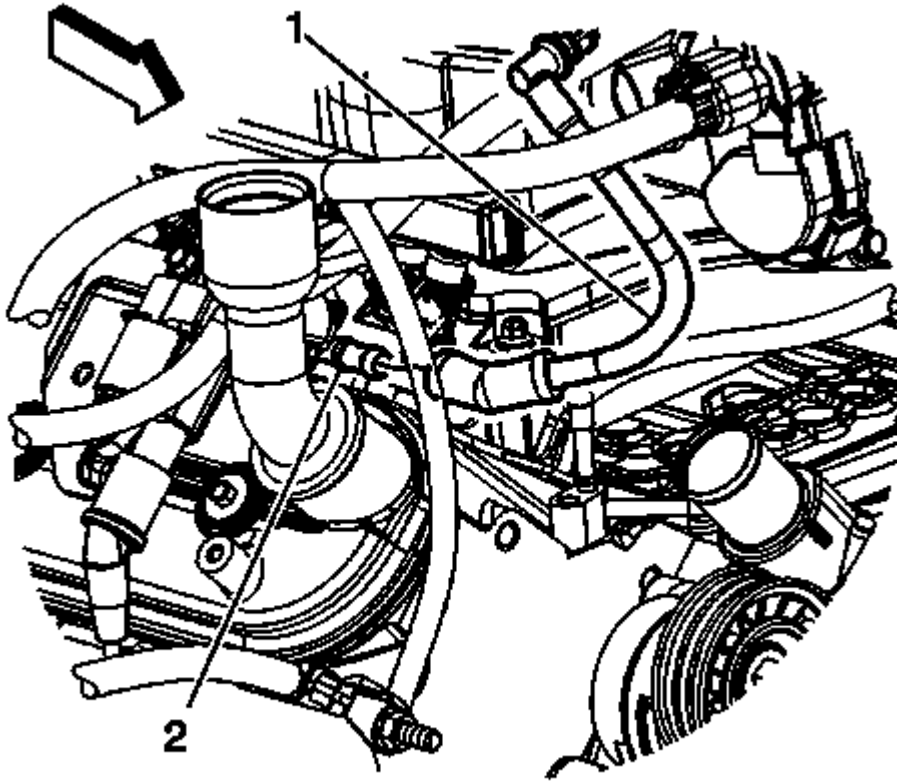


Fig. 69: View Of PCV Tube & Right Valve Rocker Arm Cover Fitting
Courtesy of GENERAL MOTORS CORP.

4. Remove the PCV tube (1) from the right valve rocker arm cover fitting (2), if required.
5. Remove the appropriate PCV hose/tube from the vehicle.

INSTALLATION PROCEDURE

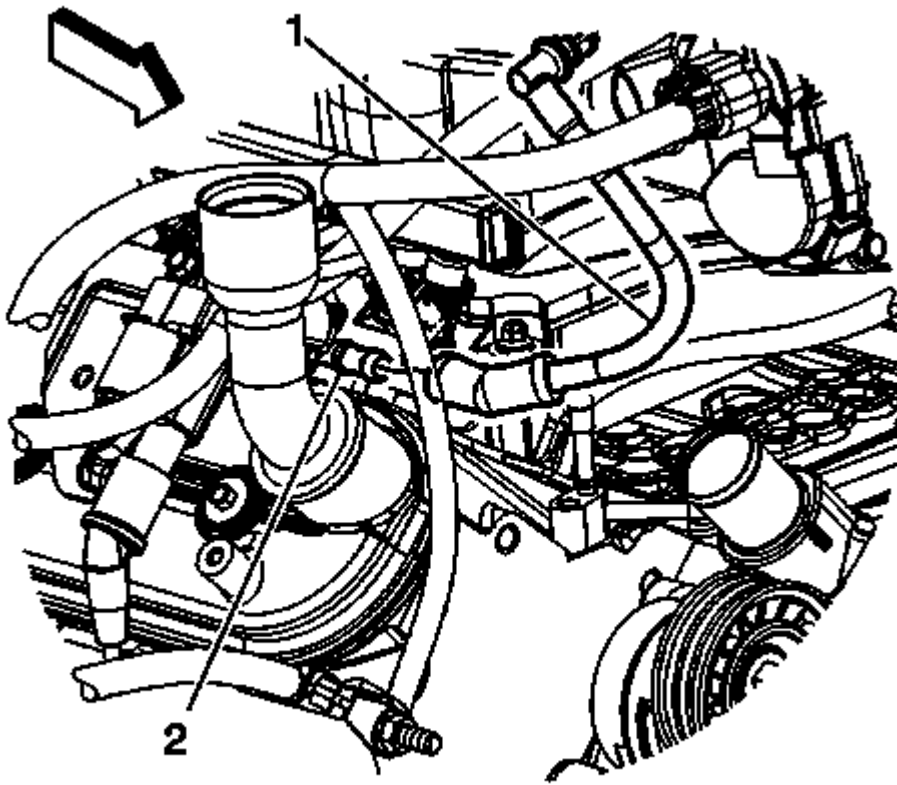


Fig. 70: View Of PCV Tube & Right Valve Rocker Arm Cover Fitting
Courtesy of GENERAL MOTORS CORP.

1. Install the appropriate PCV hose/tube to the vehicle.
2. Install the PCV tube (1) to the right valve rocker arm cover fitting (2), if required.

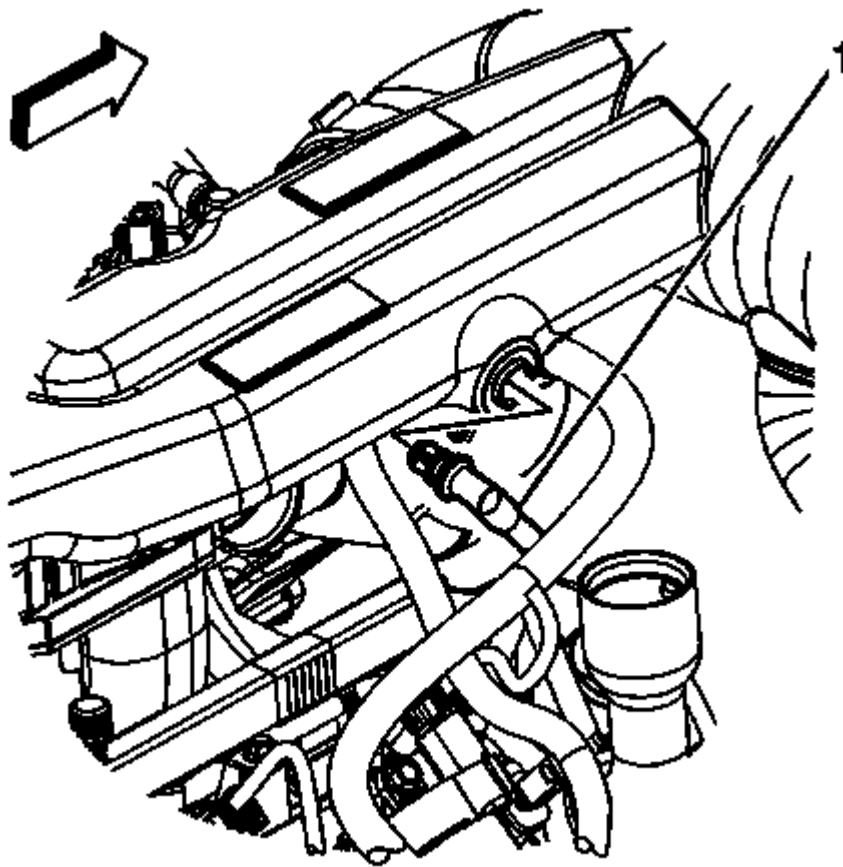


Fig. 71: View Of PCV Tube

Courtesy of GENERAL MOTORS CORP.

IMPORTANT: Route the PCV tube between the engine harness and generator battery jumper cable.

3. Install the PCV tube (1) to the air cleaner outlet duct, if required.

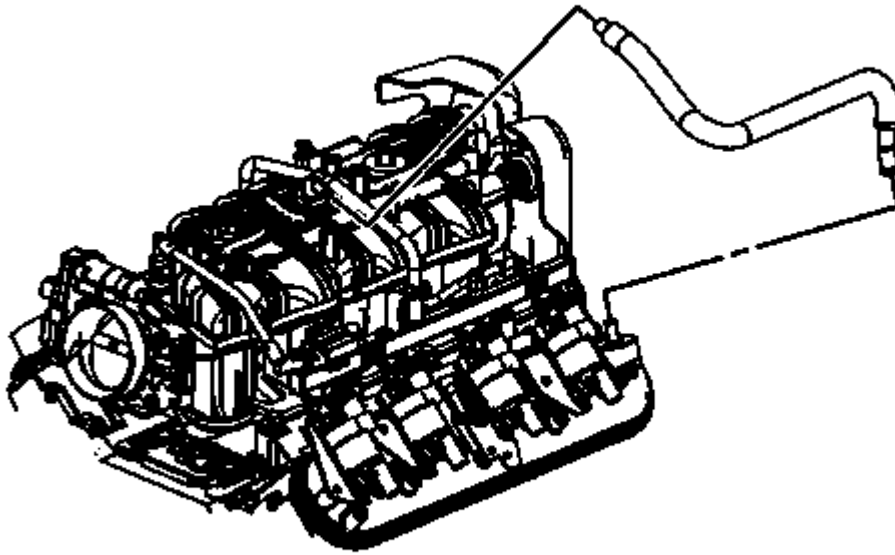


Fig. 72: View Of PCV Hose

Courtesy of GENERAL MOTORS CORP.

4. Install the PCV hose to the intake manifold fitting and left valve rocker arm cover, if required.
5. Install the intake manifold sight shield. Refer to Upper Intake Manifold Sight Shield Replacement.

INTAKE MANIFOLD REPLACEMENT (WITHOUT AFM)

REMOVAL PROCEDURE

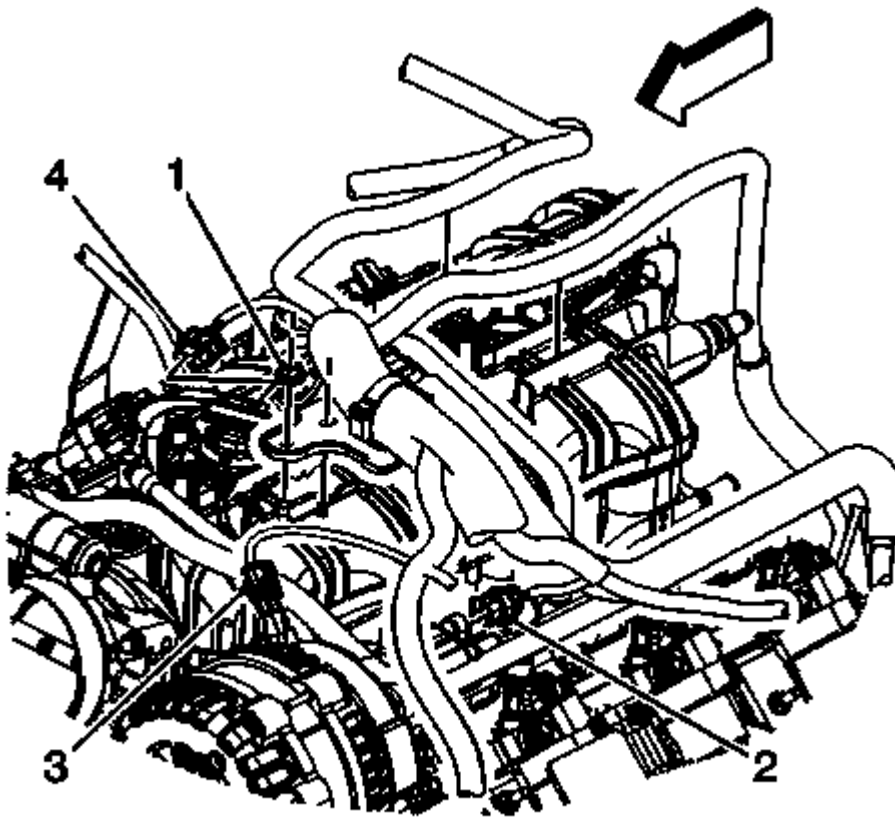


Fig. 73: View Of Engine Harness Retainer Nut & Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

1. Remove the air cleaner outlet duct. Refer to **Air Cleaner Resonator Outlet Duct Replacement** .
2. Remove the generator. Refer to **Generator Replacement (V6)** or **Generator Replacement (V8)** or **Generator Replacement (6.6L)** .
3. Remove the engine harness retainer nut (1).
4. Remove the engine harness retainer from the stud and locator pin.
5. Disconnect the engine harness electrical connector (2) from the evaporative emission (EVAP) canister purge solenoid.
6. Disconnect the engine wiring harness electrical connector (4) from the manifold absolute pressure (MAP) sensor.

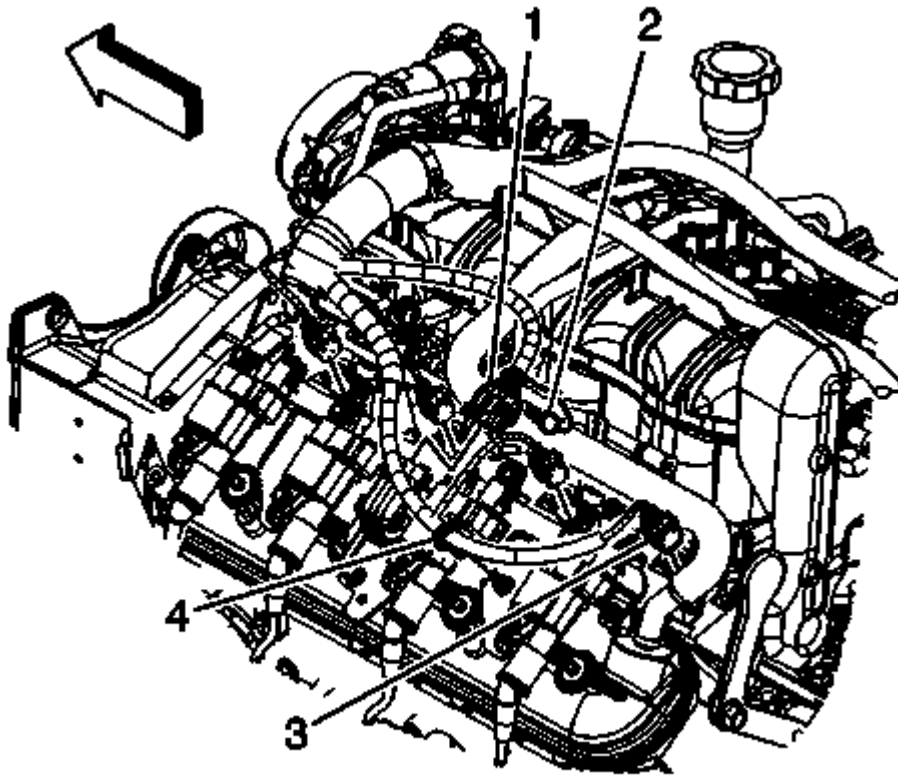


Fig. 74: View Of CPA Retainer, Electrical Connectors & Engine Harness Clips
Courtesy of GENERAL MOTORS CORP.

7. Remove the connector position assurance (CPA) retainer (1).
8. Disconnect the engine harness electrical connector (1) from the ignition coil harness electrical connector.
9. Disconnect the engine harness electrical connectors (3) from the left side fuel injectors.
10. Remove the engine harness clip (4) from the ignition coil bracket stud.

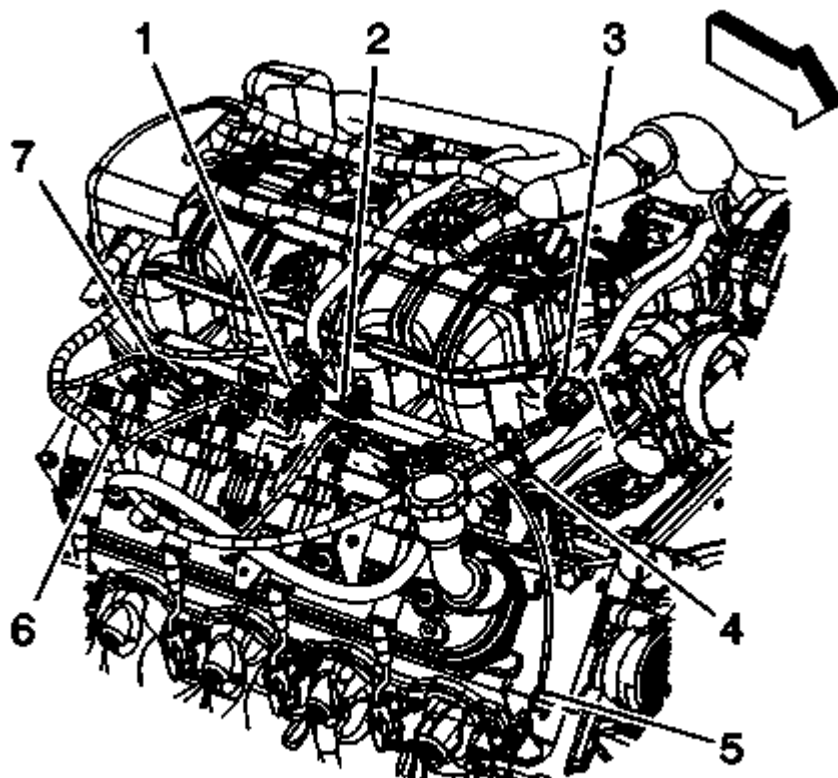


Fig. 75: View Of CPA Retainer, Engine Harness Electrical Connectors & Harness Clips
Courtesy of GENERAL MOTORS CORP.

11. Remove the CPA retainer (2).
12. Disconnect the engine harness electrical connector (1) from the ignition coil harness electrical connector.
13. Disconnect the engine harness electrical connector (3) from the throttle actuator.
14. Remove the engine harness clip (4) from the generator battery jumper cable.
15. Remove the engine harness clip (6) from the ignition coil bracket stud.
16. Disconnect the engine harness electrical connectors (7) from the right side fuel injectors.

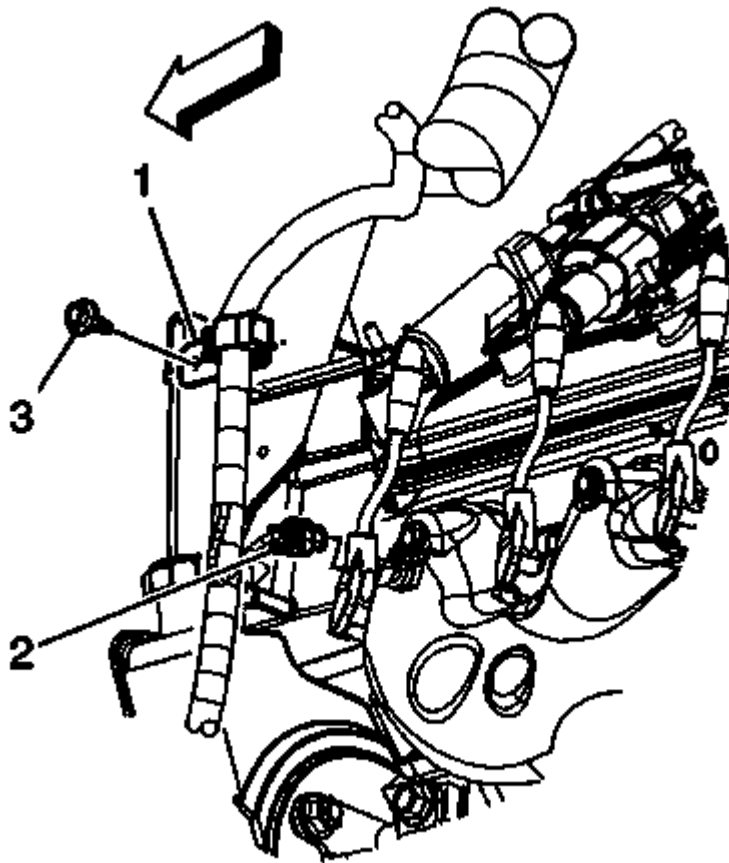


Fig. 76: View Of Engine Wiring Harness, Clip, Bolt & Connector
Courtesy of GENERAL MOTORS CORP.

17. Remove the engine harness clip (1) bolt (3).
18. Disconnect the engine harness electrical connector (2) from the engine coolant temperature (ECT) sensor.
19. Gather the engine harness branches and tie the harness up out of the way to the cowl panel.

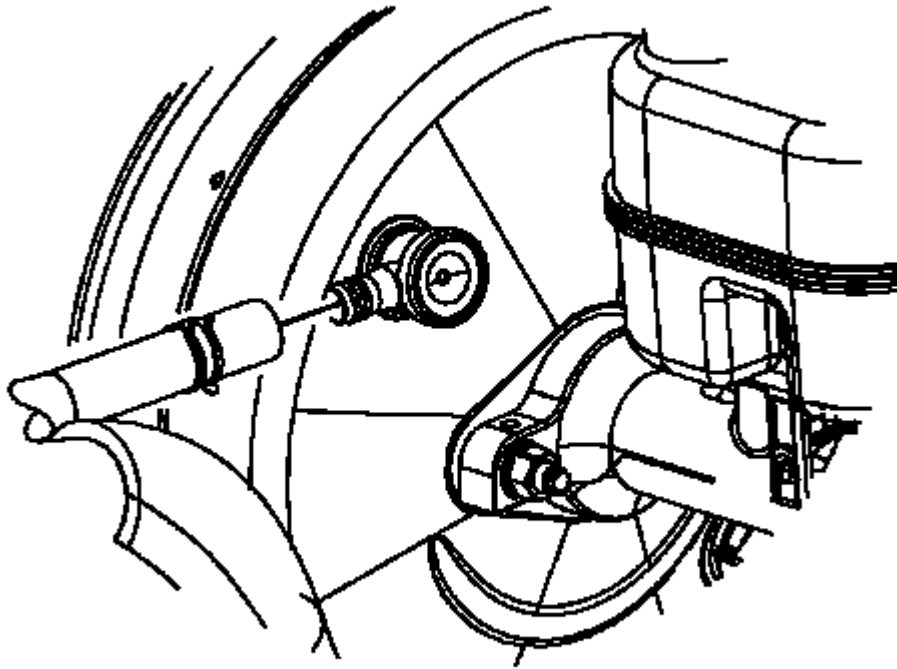


Fig. 77: View Of Brake Booster Vacuum Hose & Booster Fitting
Courtesy of GENERAL MOTORS CORP.

20. Reposition the brake booster vacuum hose clamp at the booster.
21. Remove the brake booster vacuum hose from the booster fitting.
22. Secure the brake booster vacuum hose to the intake manifold.

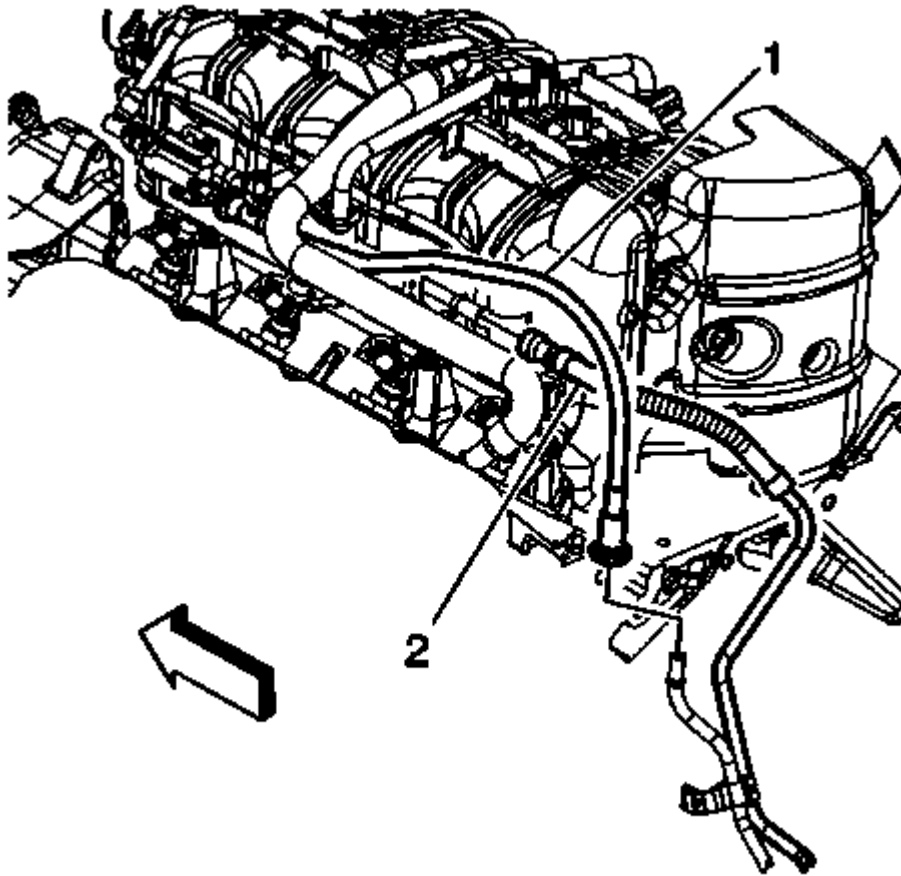


Fig. 78: View Of EVAP Canister Purge Tube & Quick Connect Fitting
Courtesy of GENERAL MOTORS CORP.

23. Disconnect the EVAP canister purge tube (1) quick connect fitting from the EVAP canister purge solenoid. Refer to **Plastic Collar Quick Connect Fitting Service** .
24. Disconnect the fuel feed line quick connect fitting (2) from the fuel rail. Refer to **Metal Collar Quick Connect Fitting Service** .

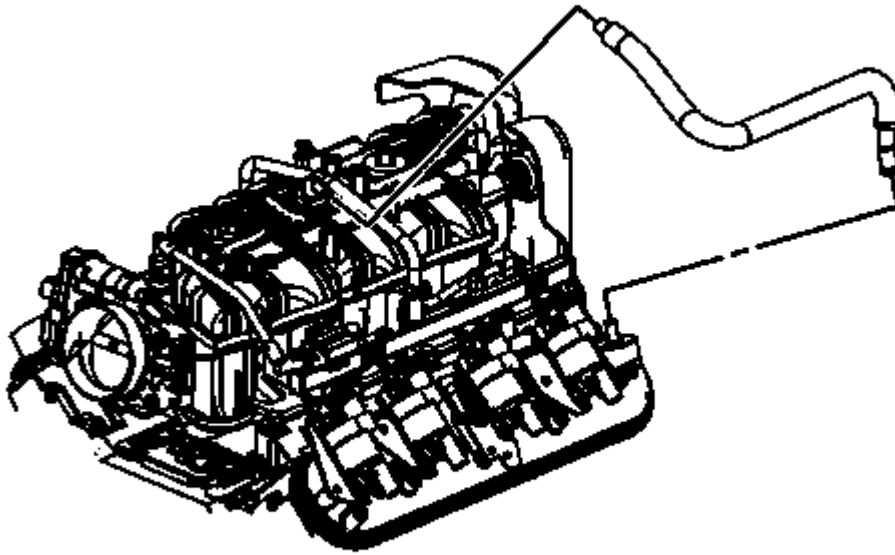


Fig. 79: View Of PCV Hose

Courtesy of GENERAL MOTORS CORP.

25. Remove the positive crankcase ventilation (PCV) hose from the intake manifold fitting.
26. Position the hose out of the way.

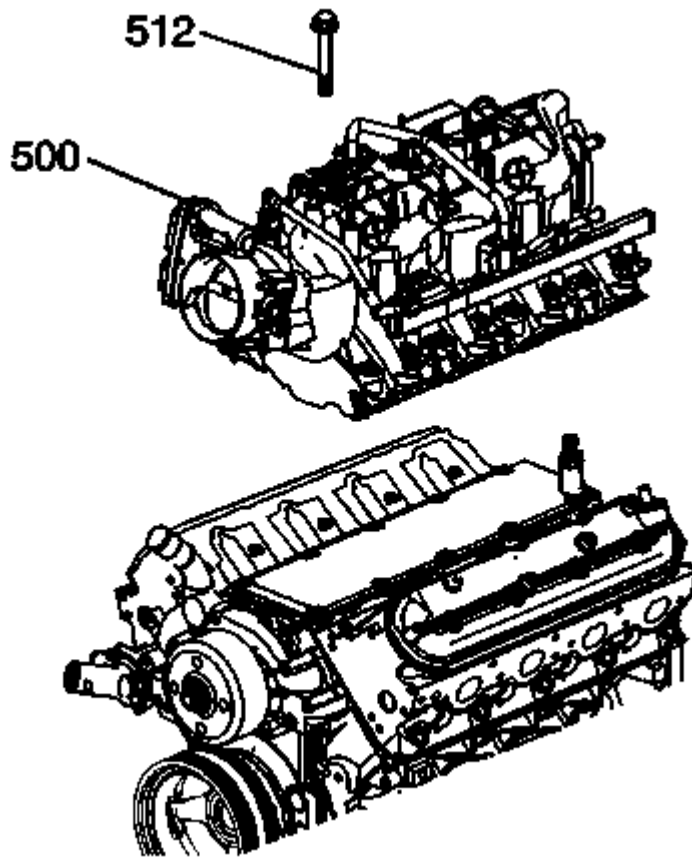


Fig. 80: Removing/Installing Intake Manifold Bolts
Courtesy of GENERAL MOTORS CORP.

27. Loosen the intake manifold bolts (512).

NOTE: The aid of an assistant may be helpful in holding the engine harness up out of the way so the upper intake manifold cover does not get caught against the engine harness.

28. Remove the intake manifold (500).
29. Cover the cylinder head passages in order to prevent dirt or debris from entering the passages.

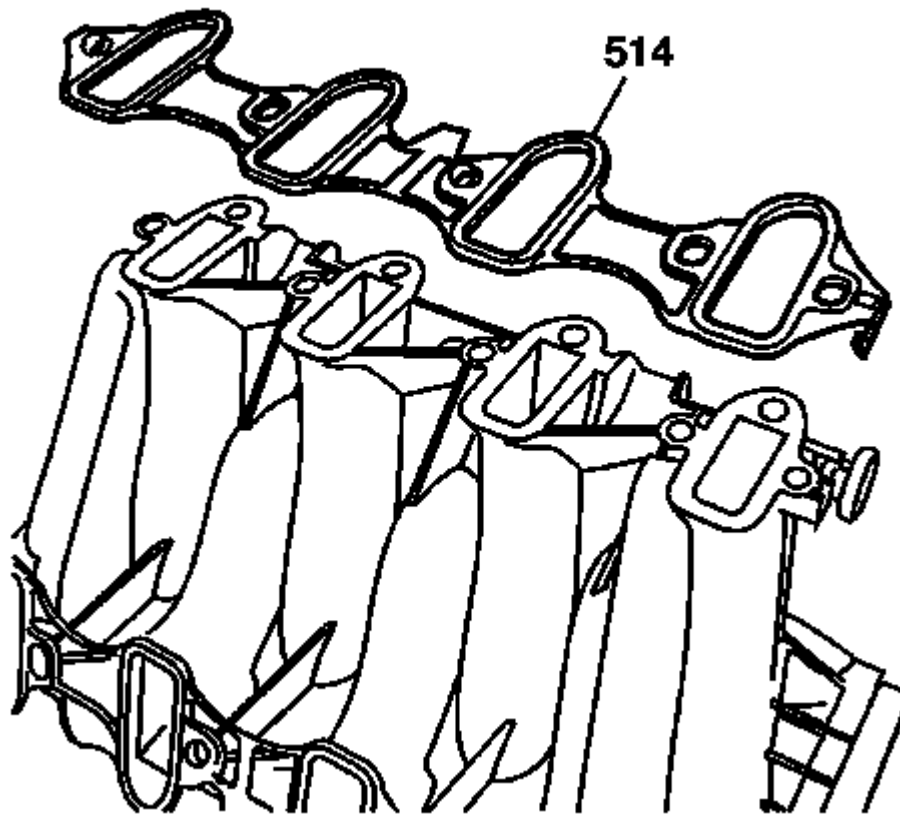


Fig. 81: View Of Intake Manifold-To-Cylinder Head Gasket
Courtesy of GENERAL MOTORS CORP.

30. Remove and discard the intake manifold gaskets (514).

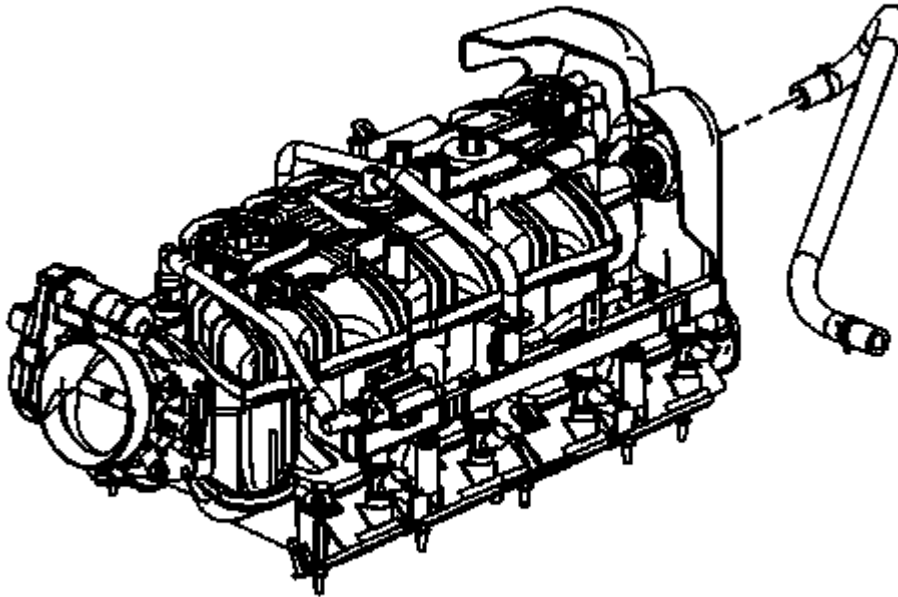


Fig. 82: View Of Vacuum Brake Booster Hose
Courtesy of GENERAL MOTORS CORP.

31. If replacing the intake manifold, perform the following steps, otherwise proceed to step 21 of the installation procedure.
32. Place the intake manifold on a clean work surface.
33. Reposition the brake booster vacuum hose clamp at the intake manifold.
34. Remove the brake booster vacuum hose from the intake manifold nipple.

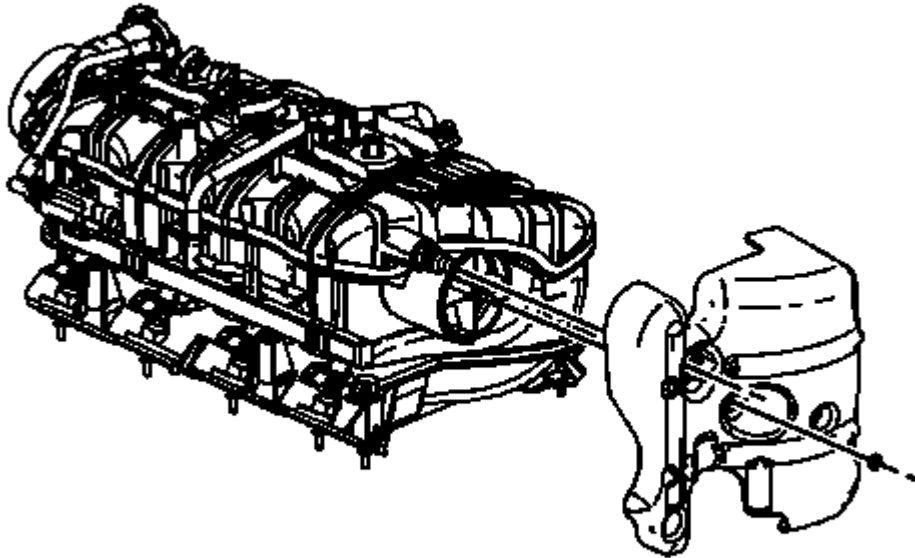


Fig. 83: View Of Upper Intake Manifold Cover & Nut
Courtesy of GENERAL MOTORS CORP.

35. Remove the upper intake manifold cover nut.
36. Remove the upper intake manifold cover.

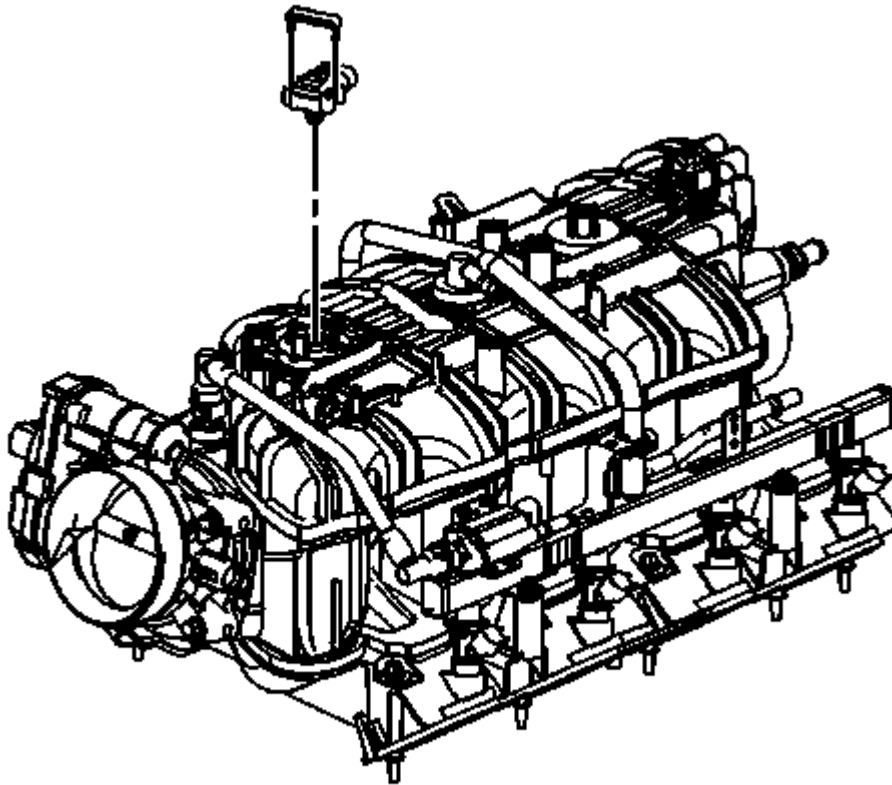


Fig. 84: View Of MAP Sensor & Retainer
Courtesy of GENERAL MOTORS CORP.

37. Remove the manifold absolute pressure (MAP) sensor retainer.
38. Remove the MAP sensor.

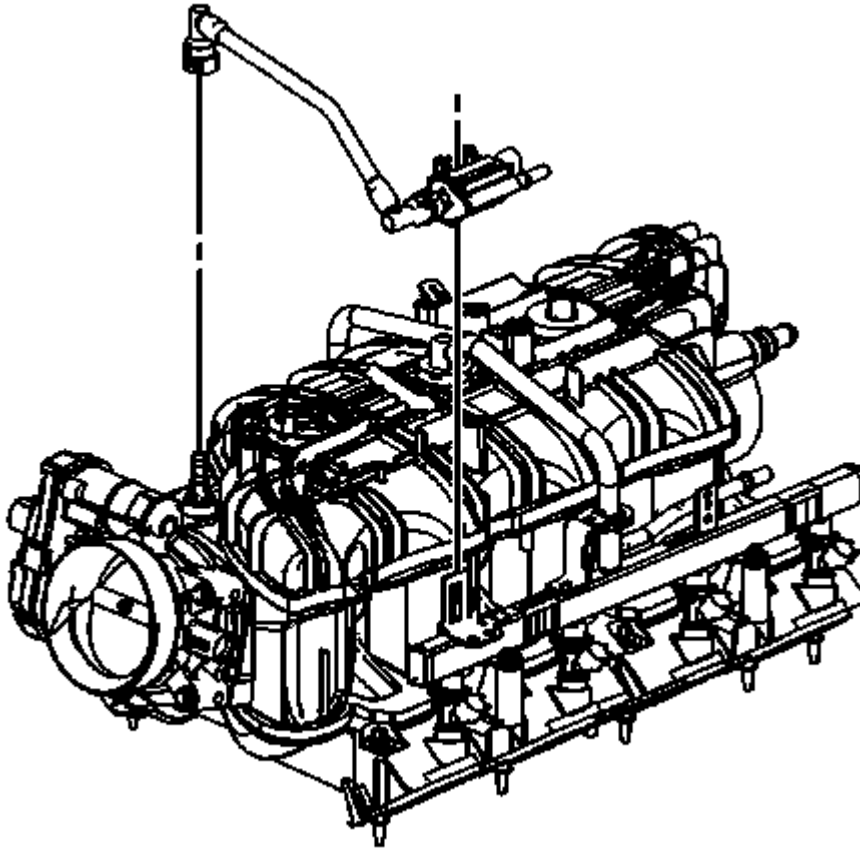


Fig. 85: View Of EVAP Tube & Purge Solenoid
Courtesy of GENERAL MOTORS CORP.

39. Disconnect the EVAP tube quick connect fitting at the intake manifold. Refer to **Plastic Collar Quick Connect Fitting Service** .
40. Disengage the retainer securing the EVAP canister purge solenoid to the fuel rail.
41. Remove the EVAP tube and purge solenoid.

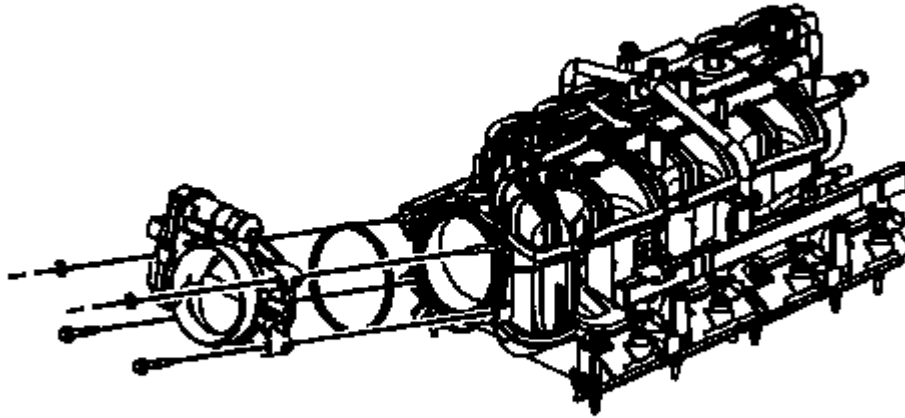


Fig. 86: View Of Throttle Body, Gasket & Bolts/Nuts
Courtesy of GENERAL MOTORS CORP.

42. Remove the throttle body bolts/nuts.
43. Remove the throttle body.
44. Remove and discard the throttle body gasket.

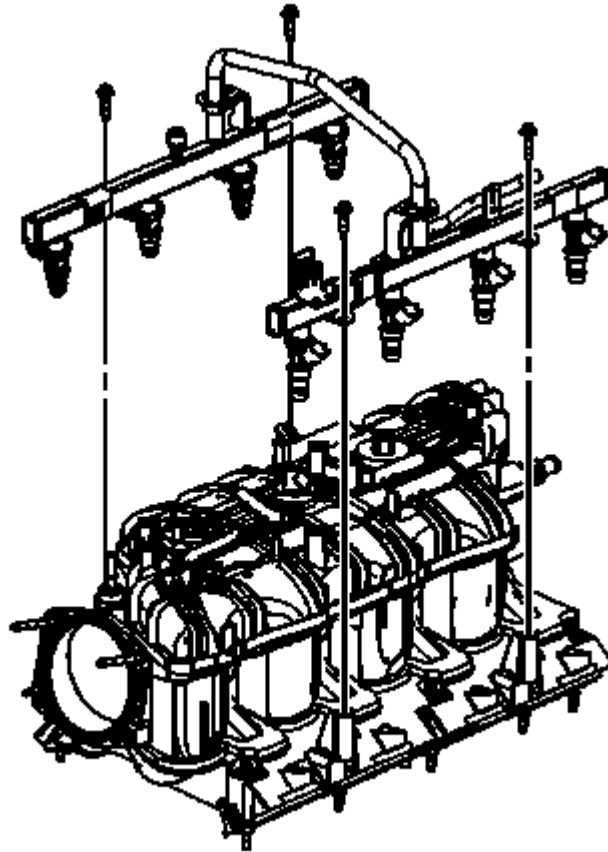


Fig. 87: View Of Fuel Rail & Bolts
Courtesy of GENERAL MOTORS CORP.

45. Remove the fuel rail bolts.

NOTE: Lift evenly on both sides of the fuel rail until all injectors are removed from their bores.

46. Remove the fuel rail.
47. Remove and discard the fuel injector lower O-ring seals.

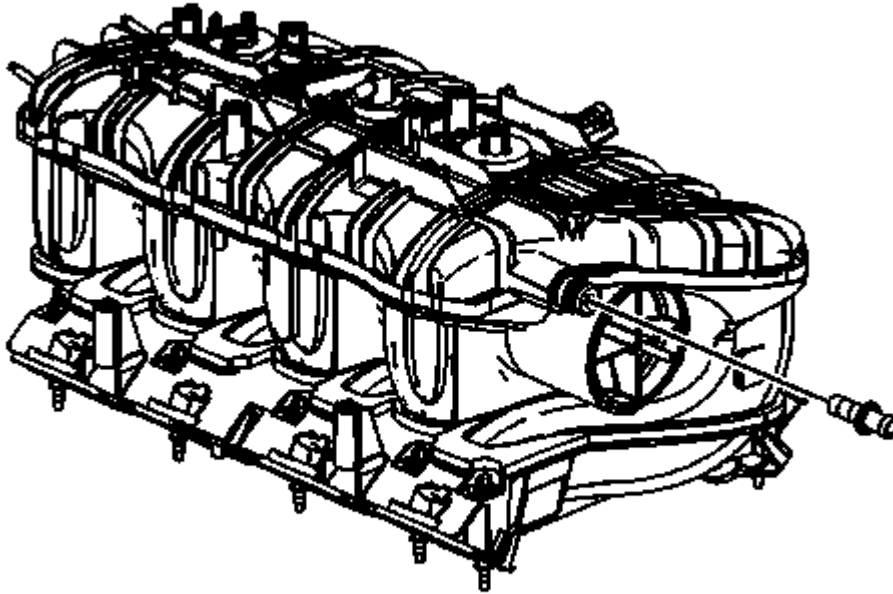


Fig. 88: View Of Brake Booster Vacuum Hose Nipple
Courtesy of GENERAL MOTORS CORP.

NOTE: Evenly push in the RED collar in order to remove the nipple.

48. Remove the brake booster vacuum hose nipple.

INSTALLATION PROCEDURE

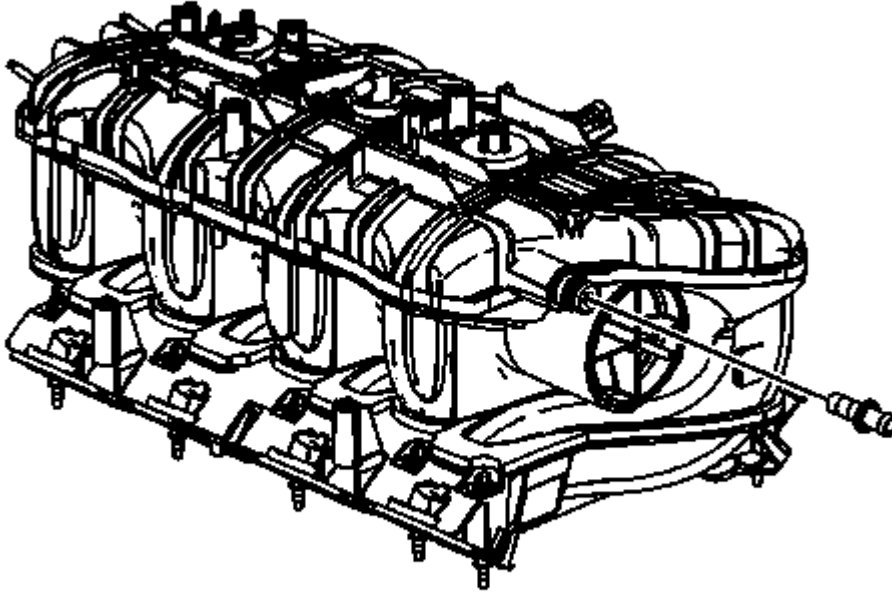


Fig. 89: View Of Brake Booster Vacuum Hose Nipple
Courtesy of GENERAL MOTORS CORP.

1. If the intake manifold was replaced perform the following steps, otherwise proceed to step 21.

NOTE: **Evenly push in the RED collar in order to install the nipple.**

2. Install the brake booster vacuum hose nipple to the NEW intake manifold.

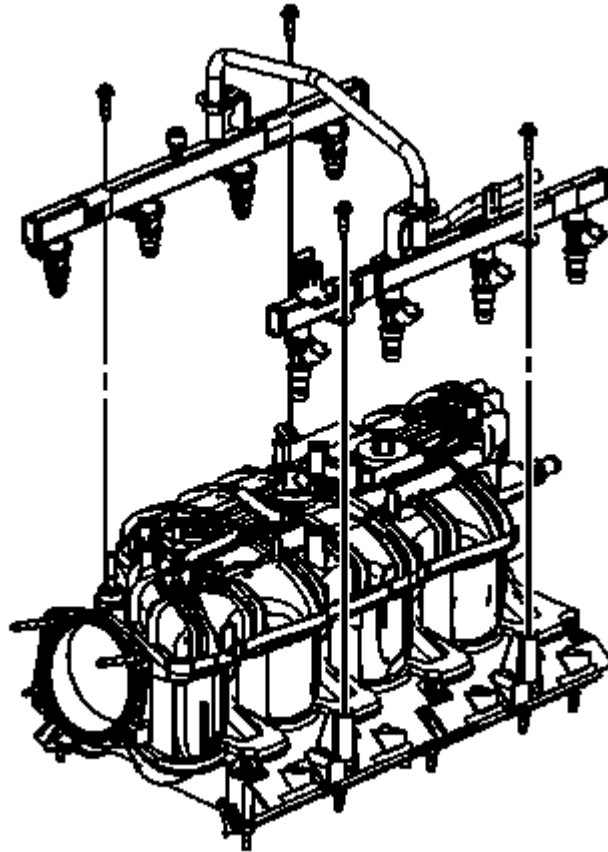


Fig. 90: View Of Fuel Rail & Bolts
Courtesy of GENERAL MOTORS CORP.

3. Install NEW fuel injector lower O-ring seals onto the injectors.
4. Lubricate the NEW O-ring seals with clean engine oil.

NOTE: Push down firmly on both sides of the rail until all the injectors have been seated into their bores.

5. Install the fuel rail.

CAUTION: Refer to Fastener Caution .

6. Install the fuel rail bolts and tighten to 10 N.m (89 lb in).

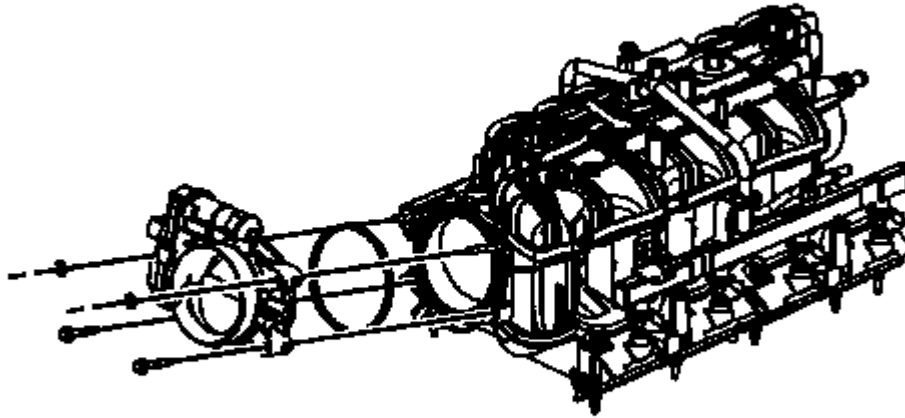


Fig. 91: View Of Throttle Body, Gasket & Bolts/Nuts
Courtesy of GENERAL MOTORS CORP.

7. Install a NEW throttle body gasket to the intake manifold.
8. Install the throttle body.
9. Install the throttle body bolts/nuts and tighten to 10 N.m (89 lb in).

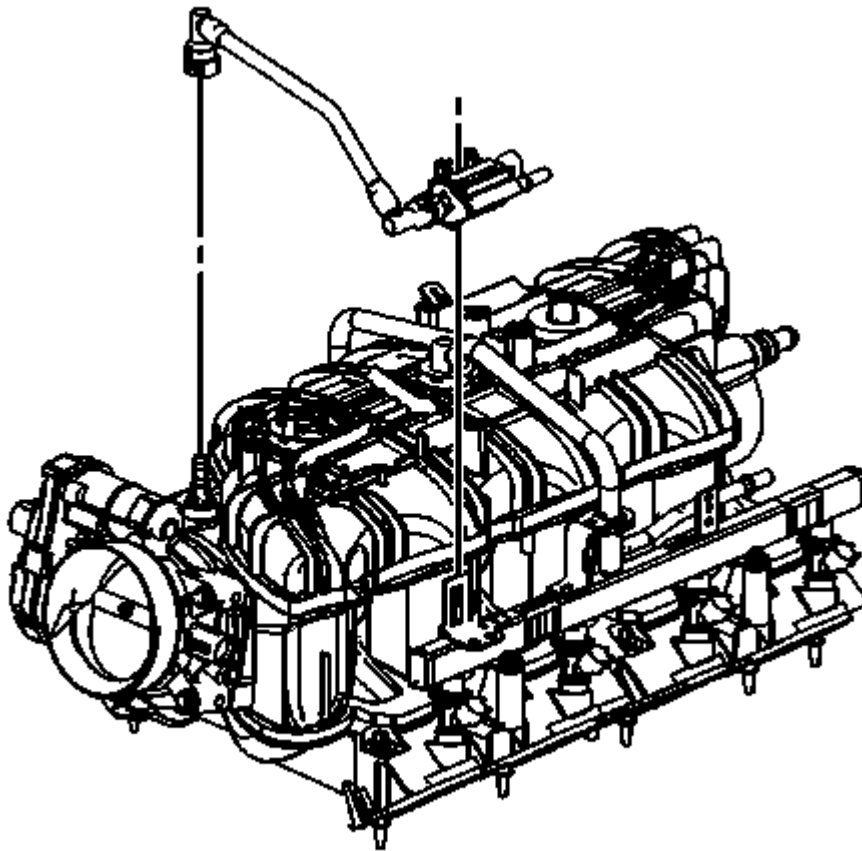


Fig. 92: View Of EVAP Tube & Purge Solenoid
Courtesy of GENERAL MOTORS CORP.

10. Install the EVAP tube and purge solenoid.
11. Install the EVAP canister purge solenoid to the fuel rail bracket and engage the retainer.
12. Connect the EVAP tube quick connect fitting at the intake manifold. Refer to **Plastic Collar Quick Connect Fitting Service** .

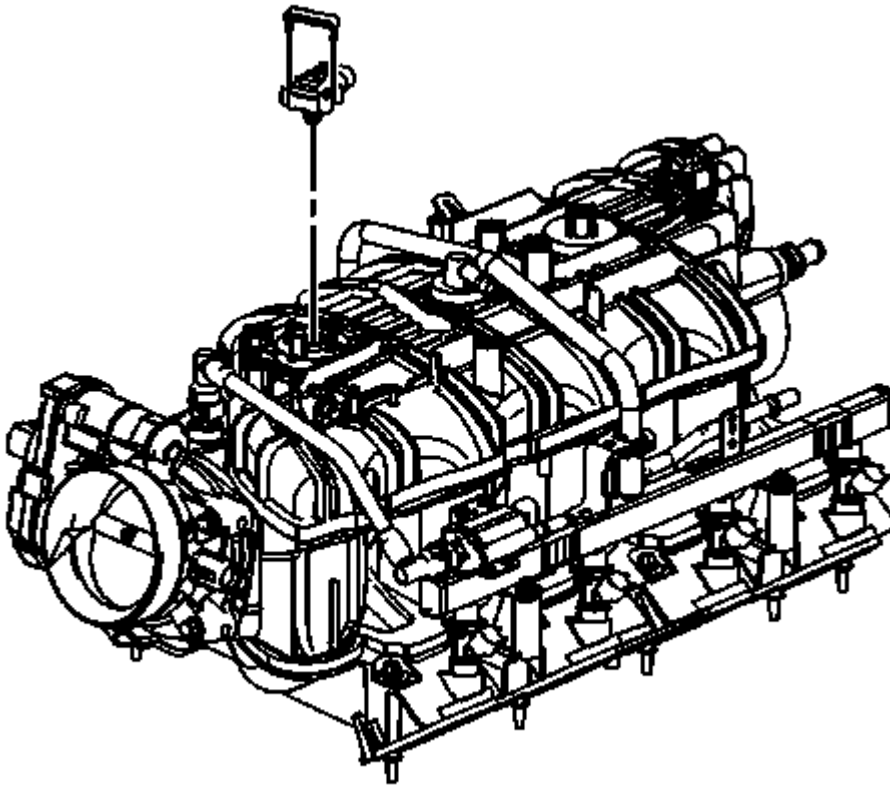


Fig. 93: View Of MAP Sensor & Retainer
Courtesy of GENERAL MOTORS CORP.

13. Lubricate the MAP sensor seal with clean engine oil.
14. Install the MAP sensor.
15. Install the MAP sensor retainer.

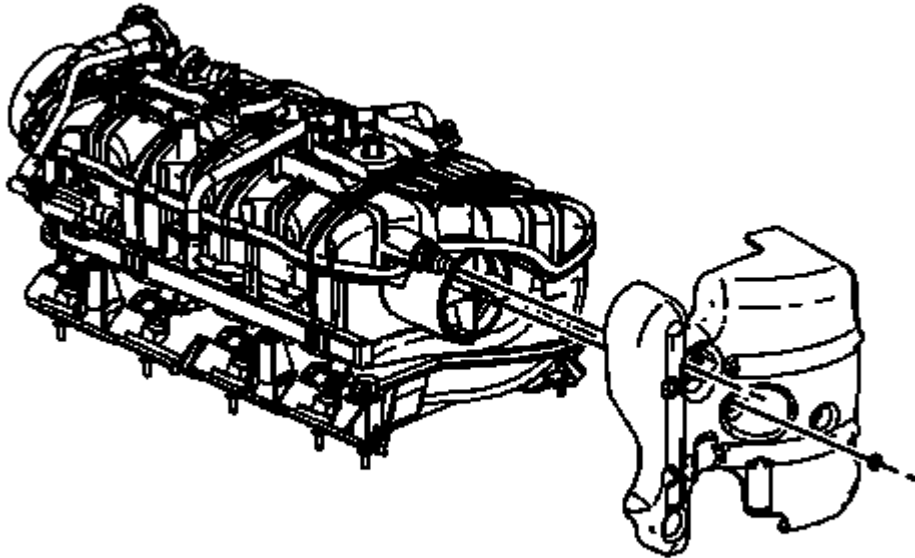


Fig. 94: View Of Upper Intake Manifold Cover & Nut
Courtesy of GENERAL MOTORS CORP.

16. Install the upper intake manifold cover.
17. Install the upper intake manifold cover nut until snug

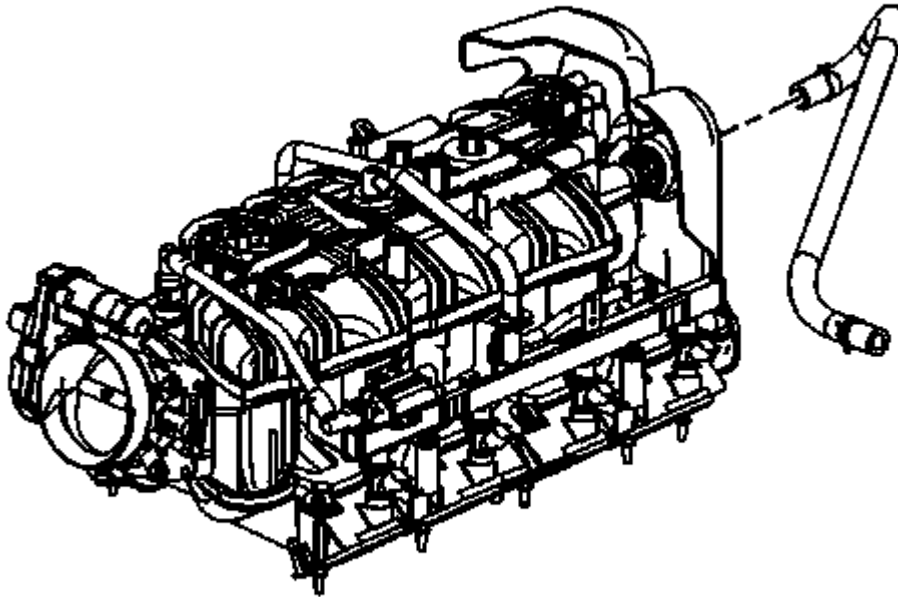


Fig. 95: View Of Vacuum Brake Booster Hose
Courtesy of GENERAL MOTORS CORP.

18. Install the brake booster vacuum hose to the intake manifold nipple.
19. Position the brake booster vacuum hose clamp at the intake manifold.
20. Secure the brake booster vacuum hose to the intake manifold.

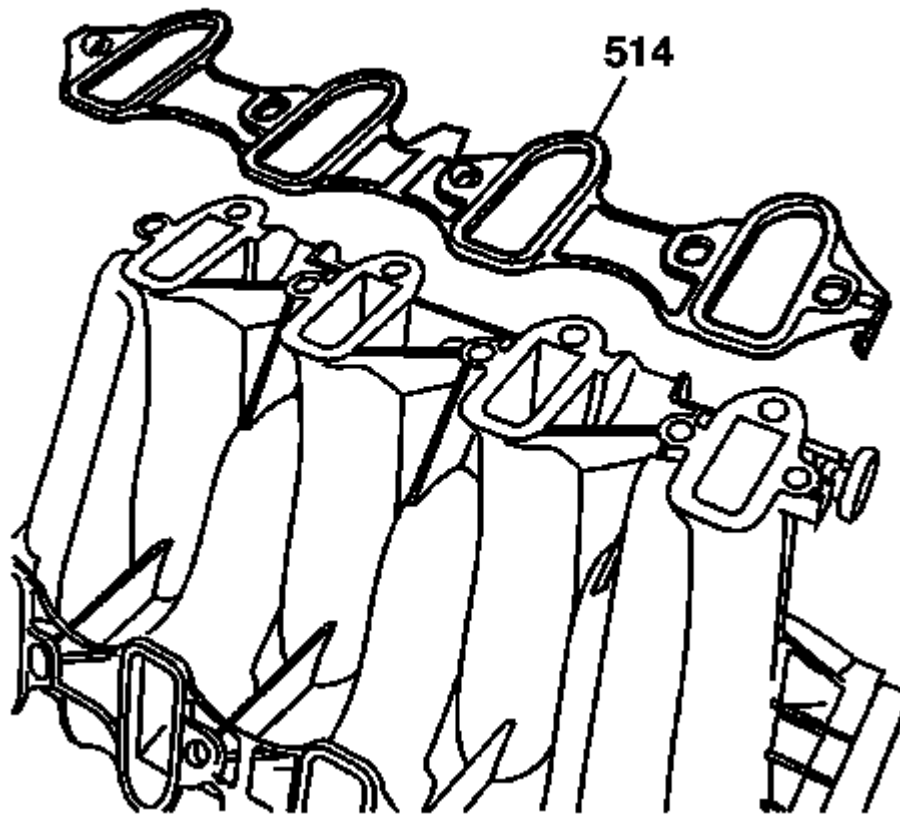


Fig. 96: View Of Intake Manifold-To-Cylinder Head Gasket
Courtesy of GENERAL MOTORS CORP.

21. Install NEW intake manifold gaskets (514) to the intake manifold.
22. Remove the covers from the cylinder head passages.

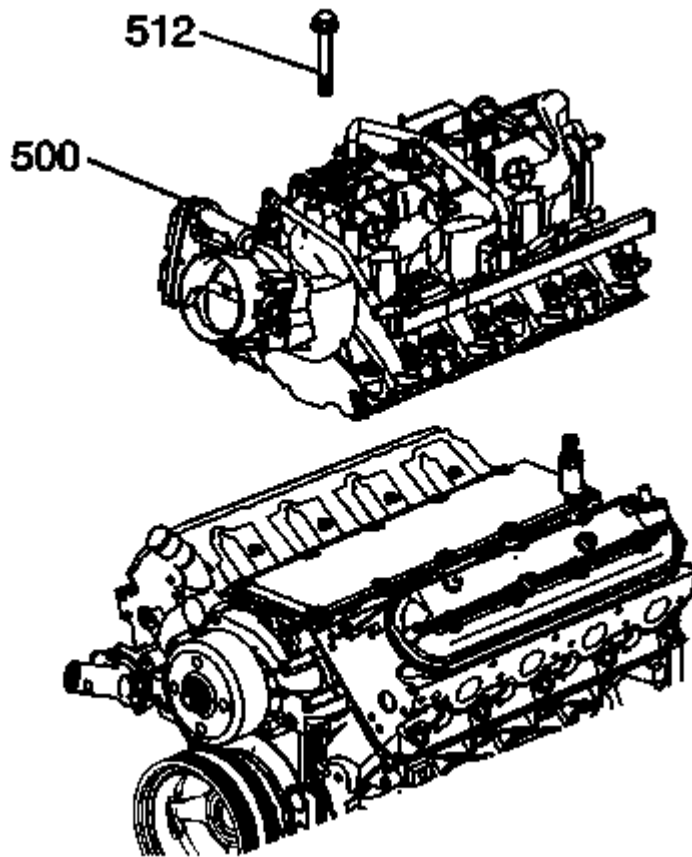


Fig. 97: Removing/Installing Intake Manifold Bolts
Courtesy of GENERAL MOTORS CORP.

23. Install the intake manifold (500).

NOTE: The aid of an assistant may be helpful in holding the engine harness up out of the way so the upper intake manifold cover does not get caught against the engine harness.

24. Tighten the intake manifold bolts (512) until snug.

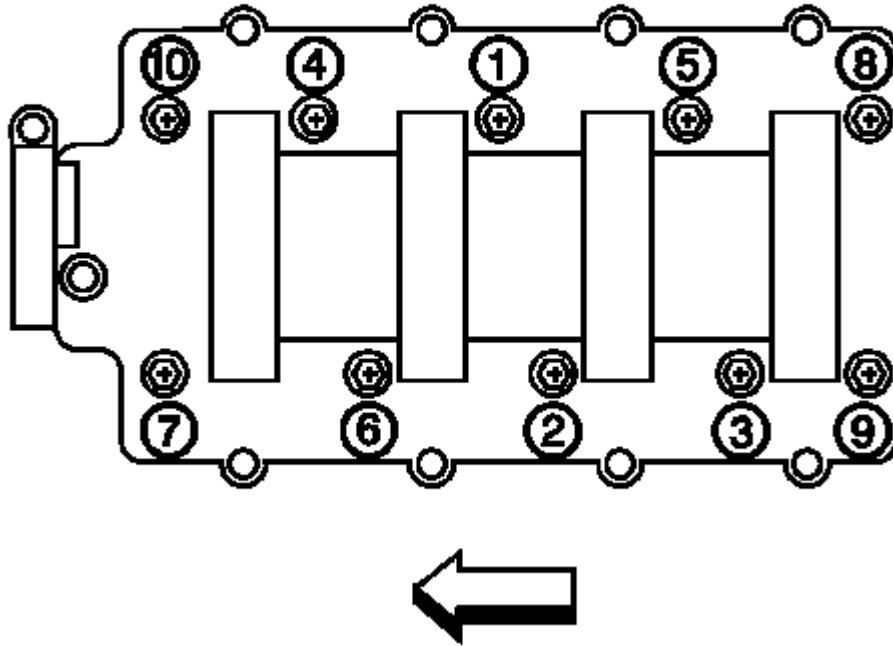


Fig. 98: Identifying Intake Manifold Bolt Tightening Sequence
Courtesy of GENERAL MOTORS CORP.

25. Tighten the intake manifold bolts to specifications.
- Tighten the bolts a first pass in the sequence shown to 5 N.m (44 lb in).
 - Tighten the bolts a final pass in the sequence shown to 10 N.m (89 lb in).

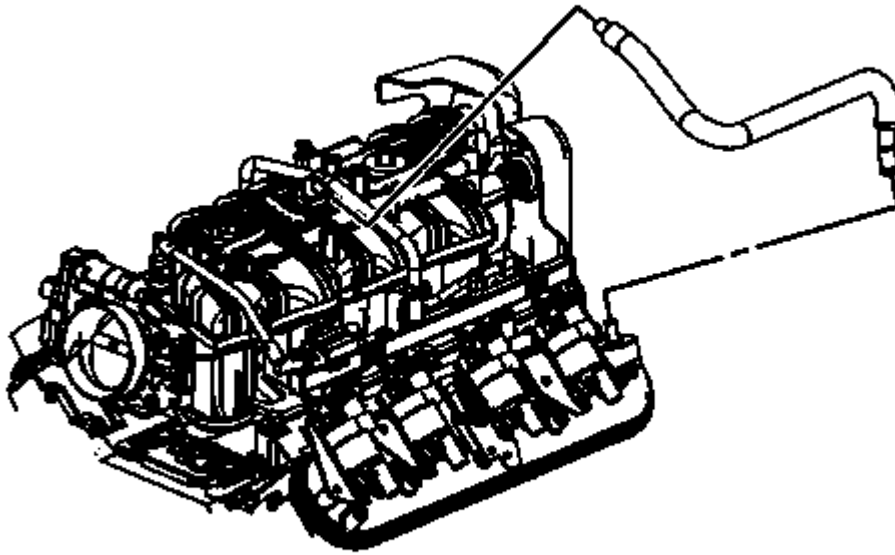


Fig. 99: View Of PCV Hose

Courtesy of GENERAL MOTORS CORP.

26. Position and install the PCV hose to the intake manifold fitting.

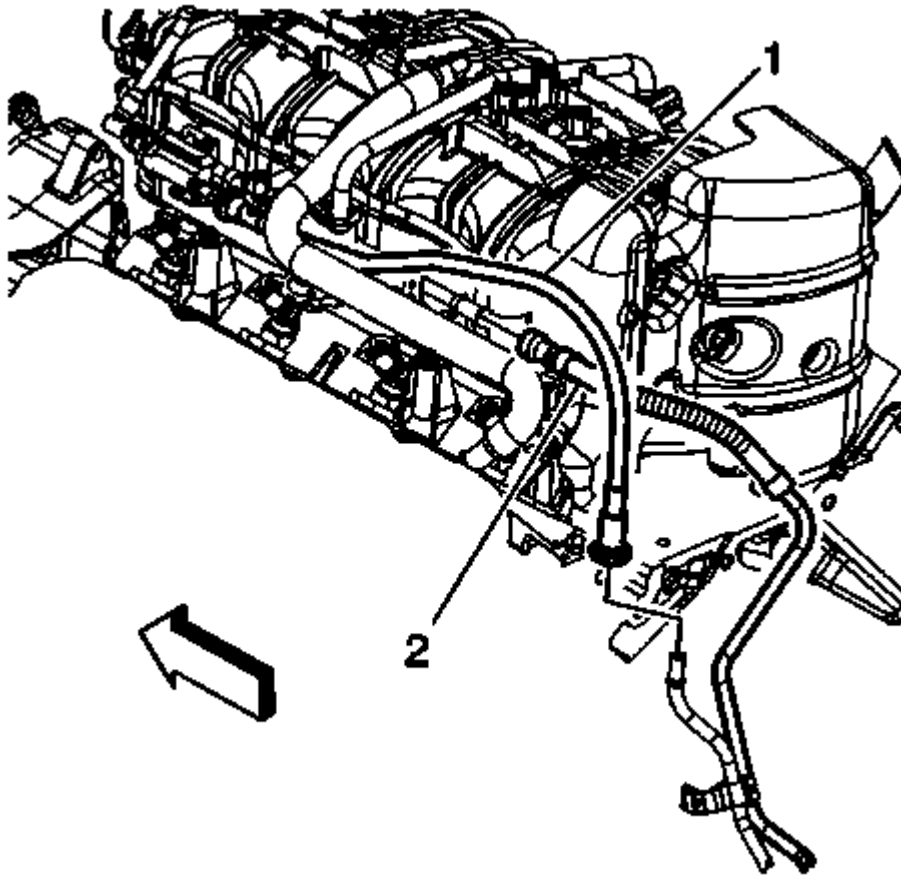


Fig. 100: View Of EVAP Canister Purge Tube & Quick Connect Fitting
Courtesy of GENERAL MOTORS CORP.

27. Connect the fuel feed line quick connect fitting (2) to the fuel rail. Refer to **Metal Collar Quick Connect Fitting Service** .
28. Connect the EVAP canister purge tube (1) quick connect fitting to the EVAP canister purge solenoid. Refer to **Plastic Collar Quick Connect Fitting Service** .

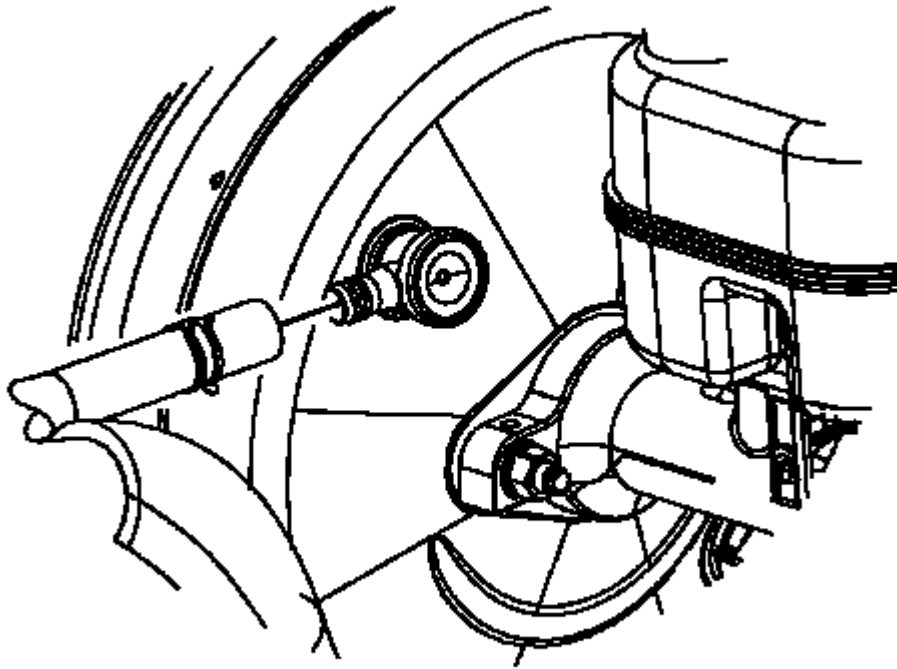


Fig. 101: View Of Brake Booster Vacuum Hose & Booster Fitting
Courtesy of GENERAL MOTORS CORP.

29. Unsecure the brake booster vacuum hose from the intake manifold.
30. Install the brake booster vacuum hose to the booster fitting.
31. Position the brake booster vacuum hose clamp at the booster.

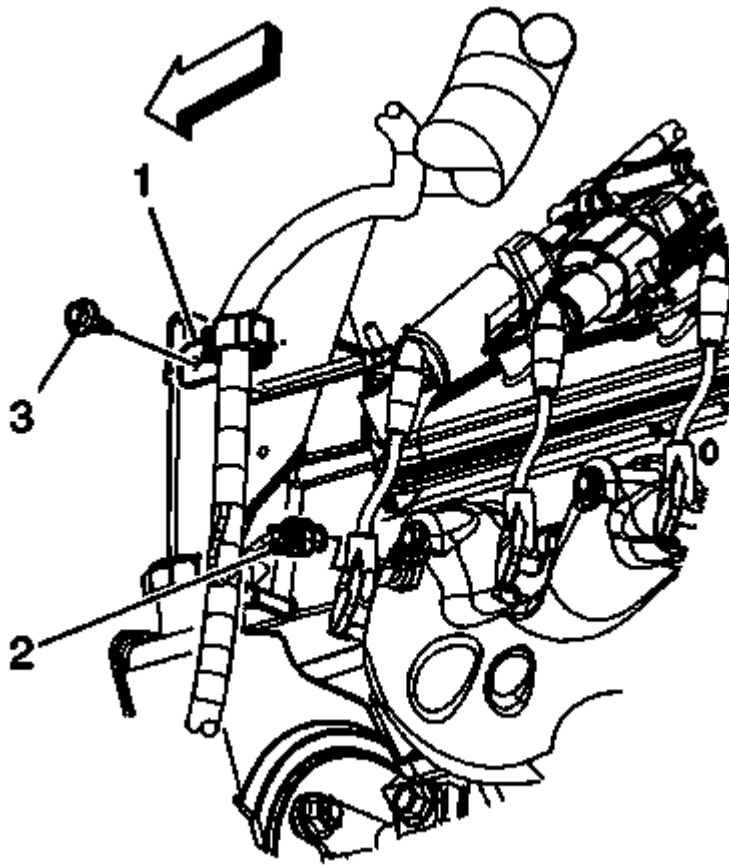


Fig. 102: View Of Engine Wiring Harness, Clip, Bolt & Connector
Courtesy of GENERAL MOTORS CORP.

32. Untie the engine harness branches from the cowl panel and position over the engine.
33. Connect the engine harness electrical connector (2) to the ECT sensor.
34. Position the engine harness clip (1) to the generator bracket and install the bolt (3).

Tighten the bolt to 9 N.m (80 lb in).

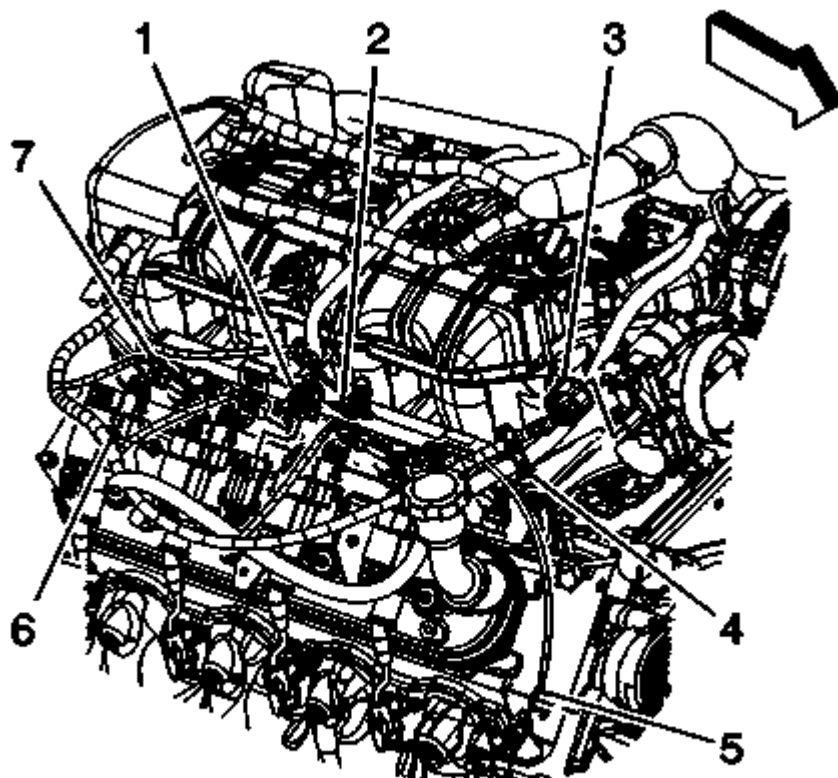


Fig. 103: View Of CPA Retainer, Engine Harness Electrical Connectors & Harness Clips
Courtesy of GENERAL MOTORS CORP.

35. Connect the engine harness electrical connectors (7) to the right side fuel injectors.
36. Install the engine harness clip (6) to the ignition coil bracket stud.
37. Install the engine harness clip (4) to the generator battery jumper cable.
38. Connect the engine harness electrical connector (3) to the throttle actuator.
39. Connect the engine harness electrical connector (1) to the ignition coil harness electrical connector.
40. Install the CPA retainer (2).

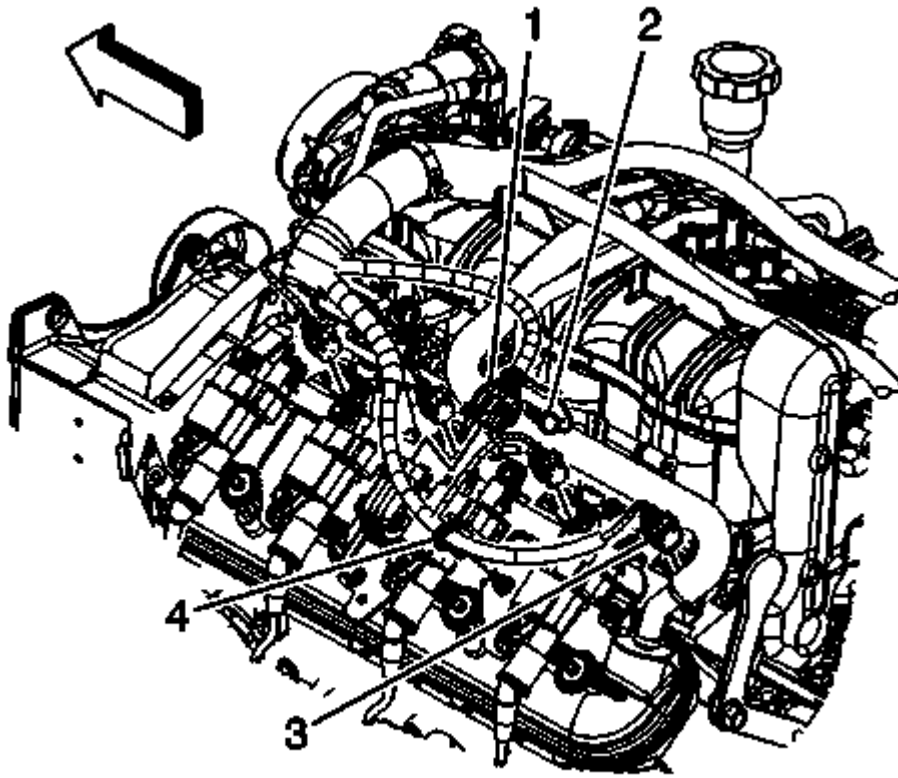


Fig. 104: View Of CPA Retainer, Electrical Connectors & Engine Harness Clips
Courtesy of GENERAL MOTORS CORP.

41. Install the engine harness clip (4) to the ignition coil bracket stud.
42. Connect the engine harness electrical connectors (3) to the left side fuel injectors.
43. Connect the engine harness electrical connector (1) to the ignition coil harness electrical connector.
44. Install the CPA retainer (1).

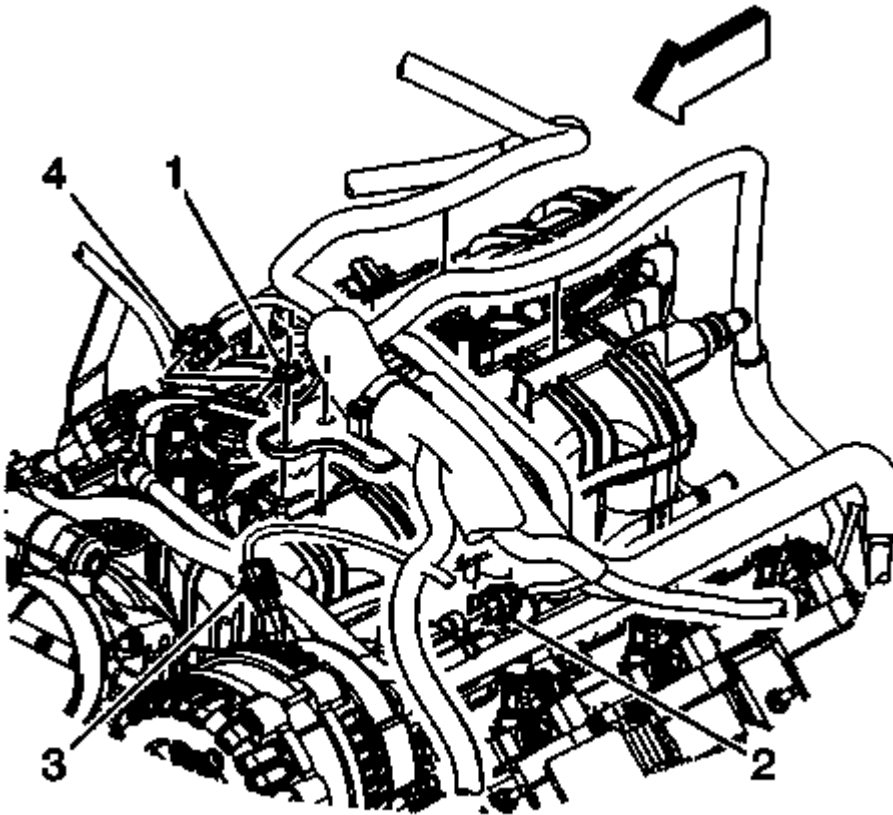


Fig. 105: View Of Engine Harness Retainer Nut & Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

45. Connect the engine wiring harness electrical connector (4) to the MAP sensor.
46. Connect the engine harness electrical connector (2) to the EVAP canister purge solenoid.
47. Install the engine harness retainer to the stud and locator pin.
48. Install the engine harness retainer nut (1) and tighten to 5 N.m (44 lb in).
49. Install the generator. Refer to **Generator Replacement (V6)** or **Generator Replacement (V8)** or **Generator Replacement (6.6L)** .
50. Install the air cleaner outlet duct. Refer to **Air Cleaner Resonator Outlet Duct Replacement** .

INTAKE MANIFOLD REPLACEMENT (WITH AFM)

REMOVAL PROCEDURE

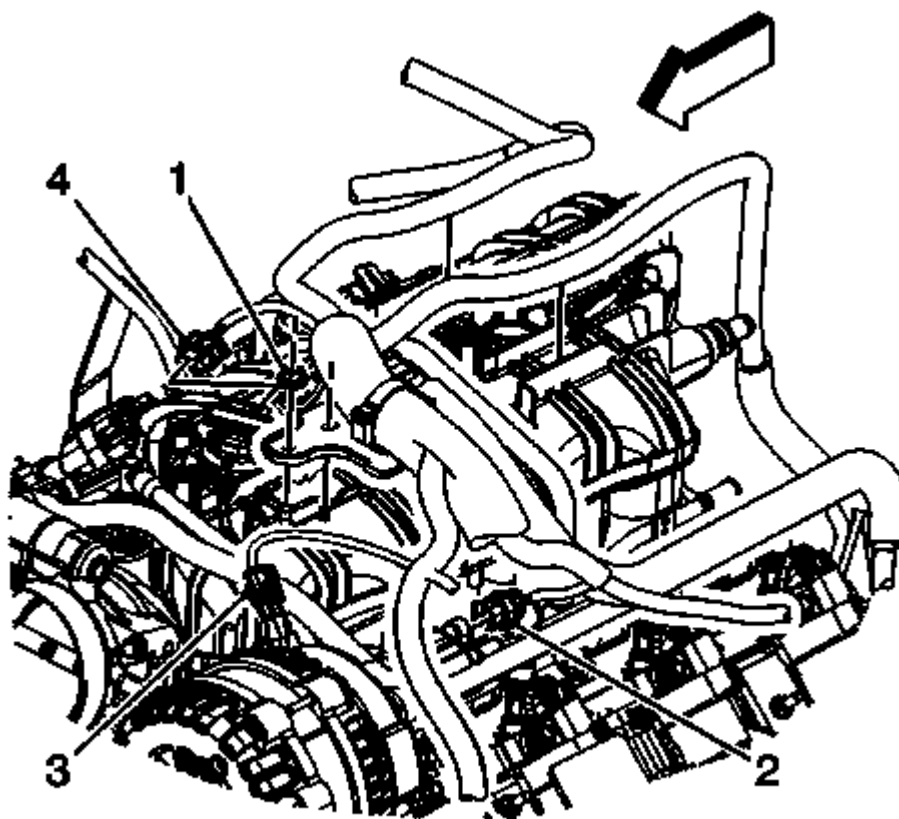


Fig. 106: View Of Engine Harness Retainer Nut & Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

1. Remove the air cleaner outlet duct. Refer to [Air Cleaner Resonator Outlet Duct Replacement](#) .
2. Remove the generator. Refer to [Generator Replacement \(V6\)](#) or [Generator Replacement \(V8\)](#) or [Generator Replacement \(6.6L\)](#) .
3. Remove the engine harness retainer nut (1).
4. Remove the engine harness retainer from the stud and locator.
5. Disconnect the engine harness electrical connector (2) from the evaporative emission (EVAP) canister purge solenoid.
6. Disconnect the engine wiring harness electrical connector (4) from the manifold absolute pressure (MAP) sensor.

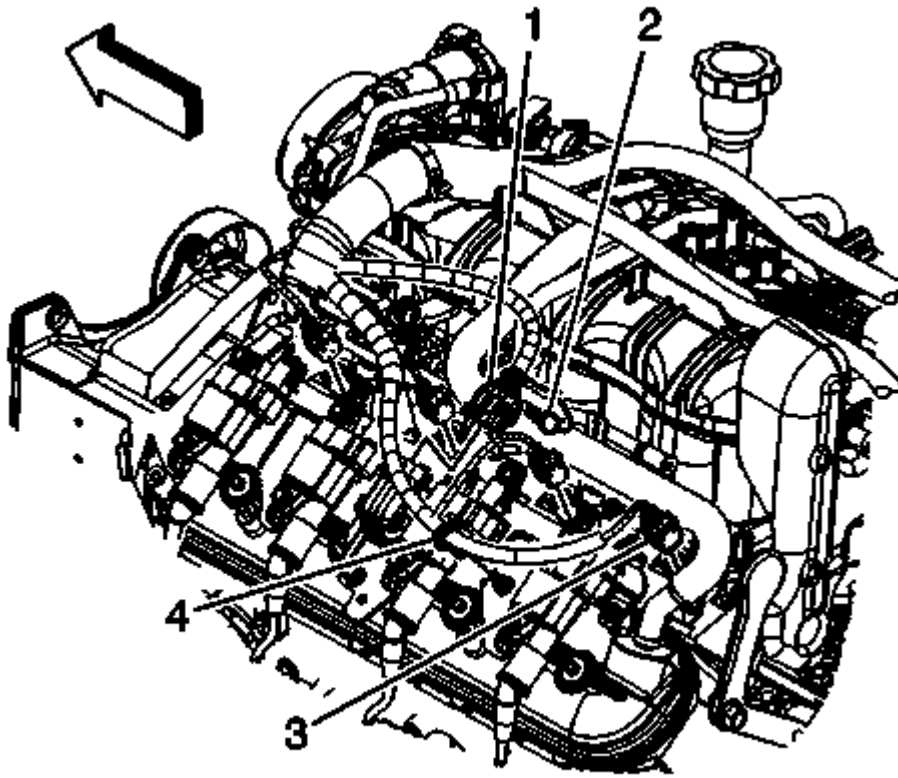


Fig. 107: View Of CPA Retainer, Electrical Connectors & Engine Harness Clips
Courtesy of GENERAL MOTORS CORP.

7. Remove the connector position assurance (CPA) retainer.
8. Disconnect the engine harness electrical connector from the ignition coil harness electrical connector.
9. Disconnect the engine harness electrical connectors from the left side fuel injectors.
10. Remove the engine harness clip (4) from the ignition coil bracket stud.

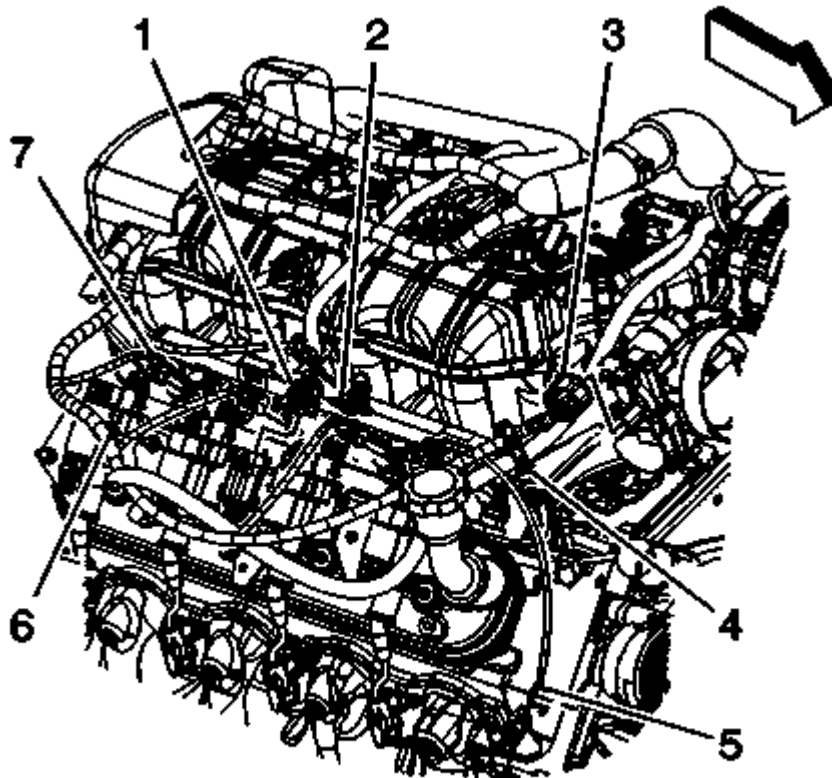


Fig. 108: View Of CPA Retainer, Engine Harness Electrical Connectors & Harness Clips
Courtesy of GENERAL MOTORS CORP.

11. Remove the CPA retainer (2).
12. Disconnect the engine harness electrical connector (1) from the ignition coil harness electrical connector.
13. Disconnect the engine harness electrical connector (3) from the throttle actuator.
14. Remove the engine harness clip (4) from the generator battery jumper cable.
15. Remove the engine harness clip (6) from the ignition coil bracket stud.
16. Disconnect the engine harness electrical connectors (7) from the right side fuel injectors.

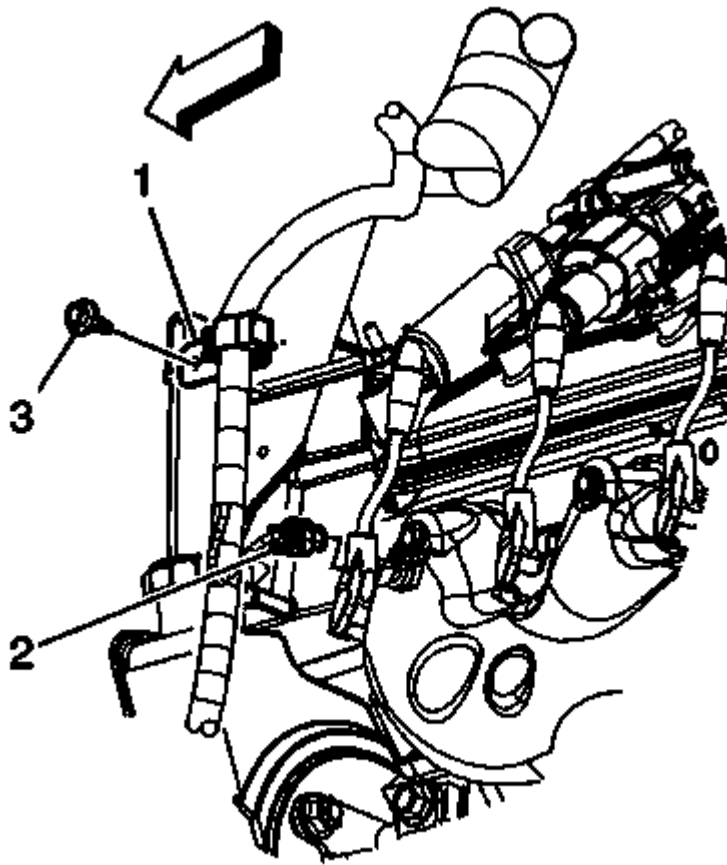


Fig. 109: View Of Engine Wiring Harness, Clip, Bolt & Connector
Courtesy of GENERAL MOTORS CORP.

17. Remove the engine harness clip (1) and bolt (3).
18. Disconnect the engine harness electrical connector (2) from the engine coolant temperature (ECT) sensor.
19. Gather the engine harness branches and tie the harness up out of the way to the cowl panel.

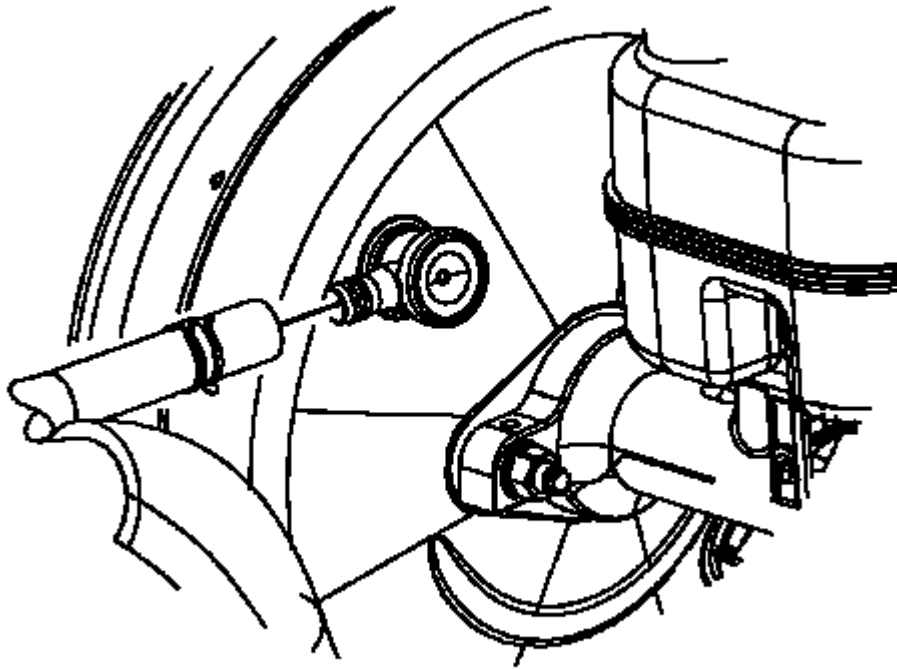


Fig. 110: View Of Brake Booster Vacuum Hose & Booster Fitting
Courtesy of GENERAL MOTORS CORP.

20. Reposition the brake booster vacuum hose clamp at the booster, if necessary.
21. Remove the brake booster vacuum hose from the booster fitting, if necessary.
22. Secure the brake booster vacuum hose to the intake manifold if necessary.

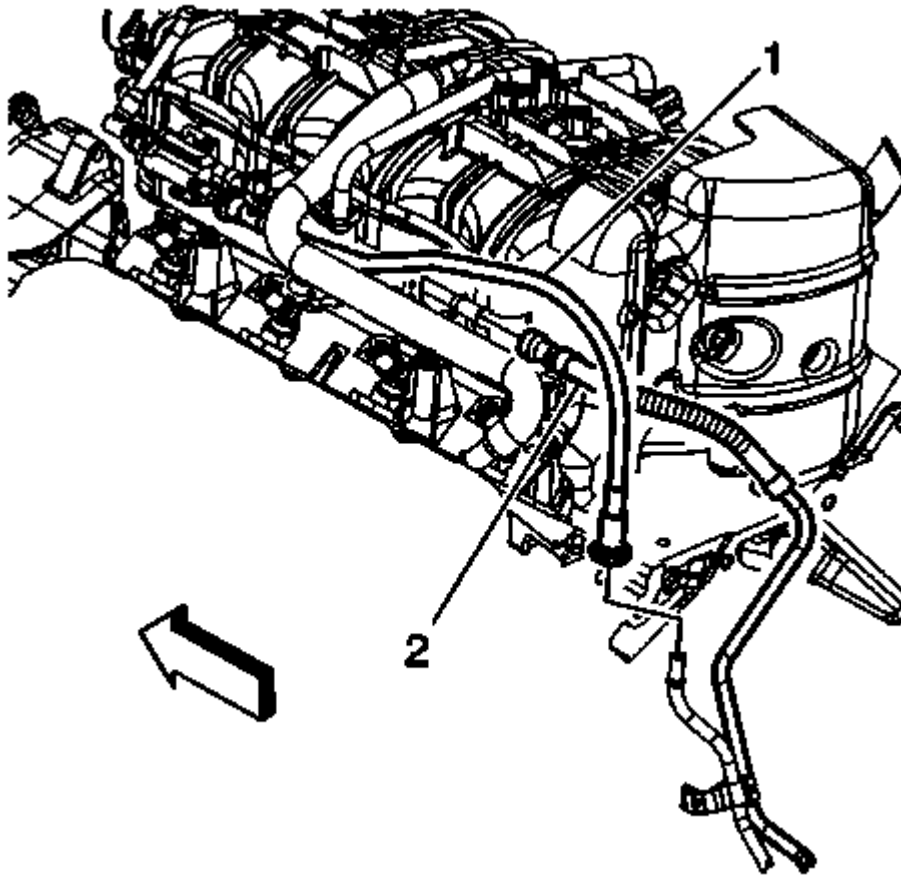


Fig. 111: View Of EVAP Canister Purge Tube & Quick Connect Fitting
Courtesy of GENERAL MOTORS CORP.

23. Disconnect the EVAP canister purge tube (1) quick connect fitting from the EVAP canister purge solenoid. Refer to **Plastic Collar Quick Connect Fitting Service** .
24. Disconnect the fuel feed line quick connect fitting (2) from the fuel rail. Refer to **Metal Collar Quick Connect Fitting Service** .

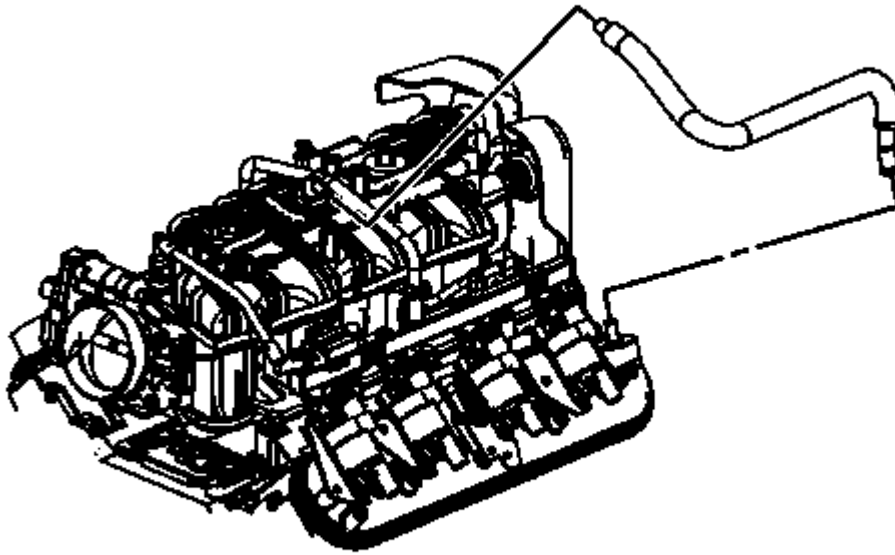


Fig. 112: View Of PCV Hose

Courtesy of GENERAL MOTORS CORP.

25. Remove the positive crankcase ventilation (PCV) hose from the intake manifold fitting.

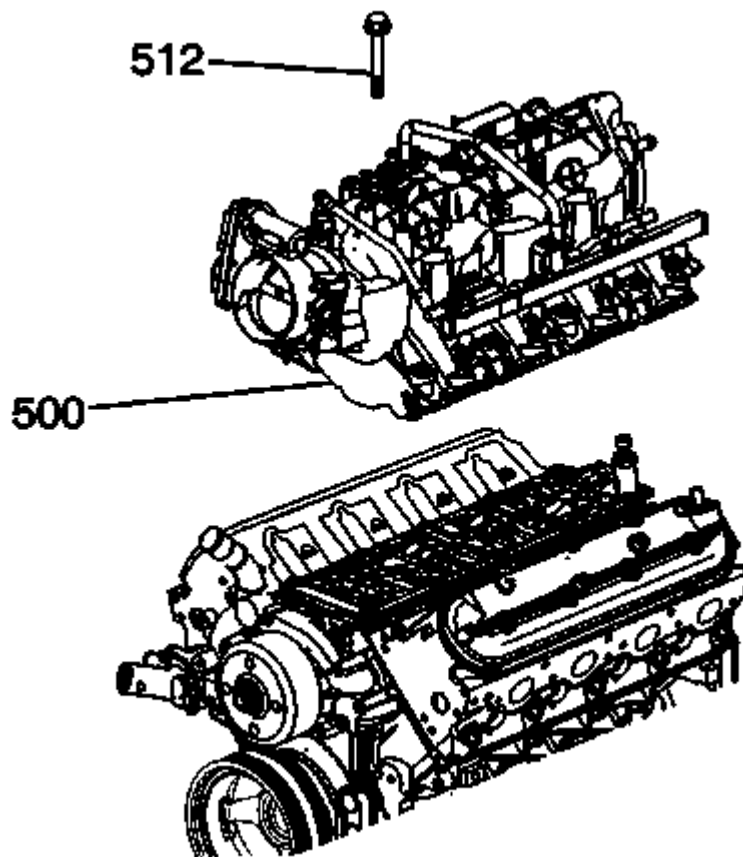


Fig. 113: Intake Manifold

Courtesy of GENERAL MOTORS CORP.

26. Loosen the intake manifold bolts.
27. Remove the intake manifold (500).

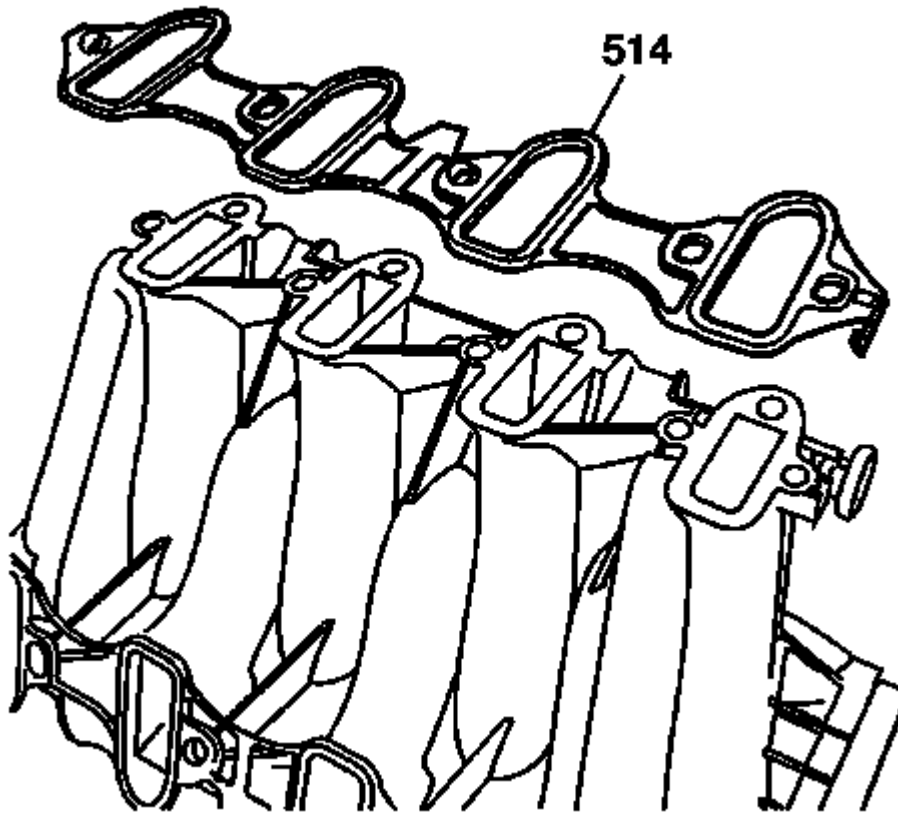


Fig. 114: View Of Intake Manifold-To-Cylinder Head Gasket
Courtesy of GENERAL MOTORS CORP.

28. Remove and discard the intake manifold gaskets (514).
29. Cover the cylinder head passages in order to prevent dirt or debris from entering the passages.

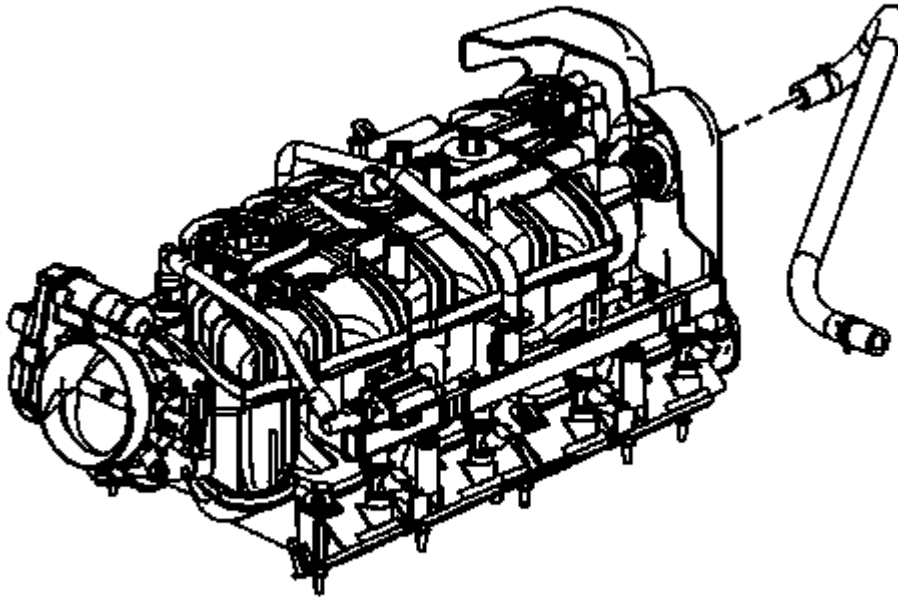


Fig. 115: View Of Vacuum Brake Booster Hose
Courtesy of GENERAL MOTORS CORP.

30. If replacing the intake manifold, perform the following steps, otherwise proceed to step 21 of the installation procedure.
31. Place the intake manifold on a clean work surface.
32. Reposition the brake booster vacuum hose clamp at the intake manifold.
33. Remove the brake booster vacuum hose from the intake manifold nipple.

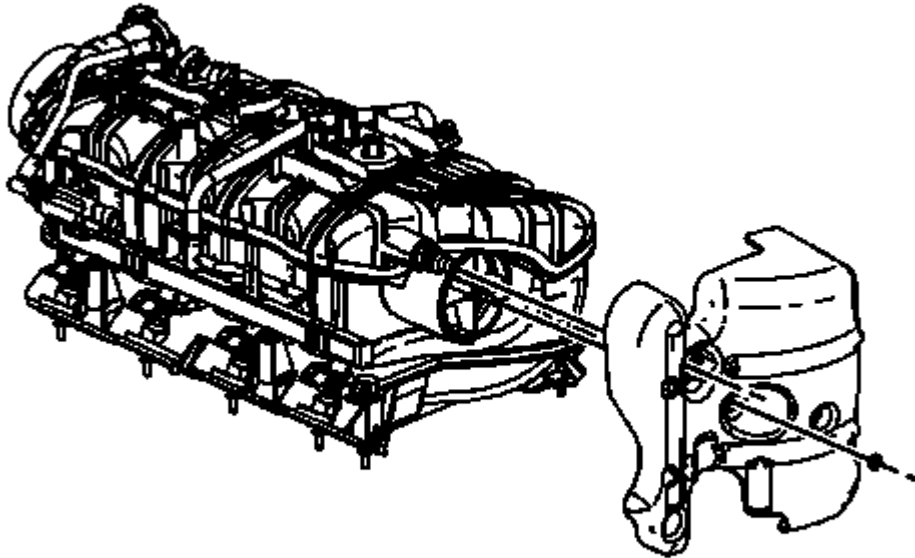


Fig. 116: View Of Upper Intake Manifold Cover & Nut
Courtesy of GENERAL MOTORS CORP.

34. Remove the upper intake manifold cover nut.
35. Remove the upper intake manifold cover.

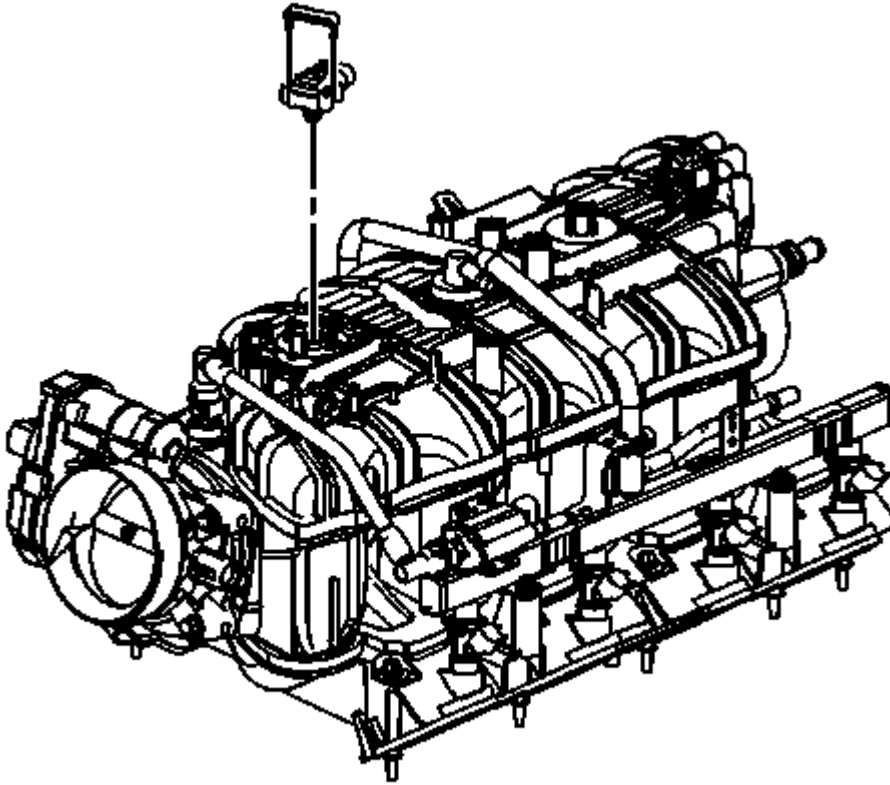


Fig. 117: View Of MAP Sensor & Retainer
Courtesy of GENERAL MOTORS CORP.

36. Remove the manifold absolute pressure (MAP) sensor retainer.
37. Remove the MAP sensor.

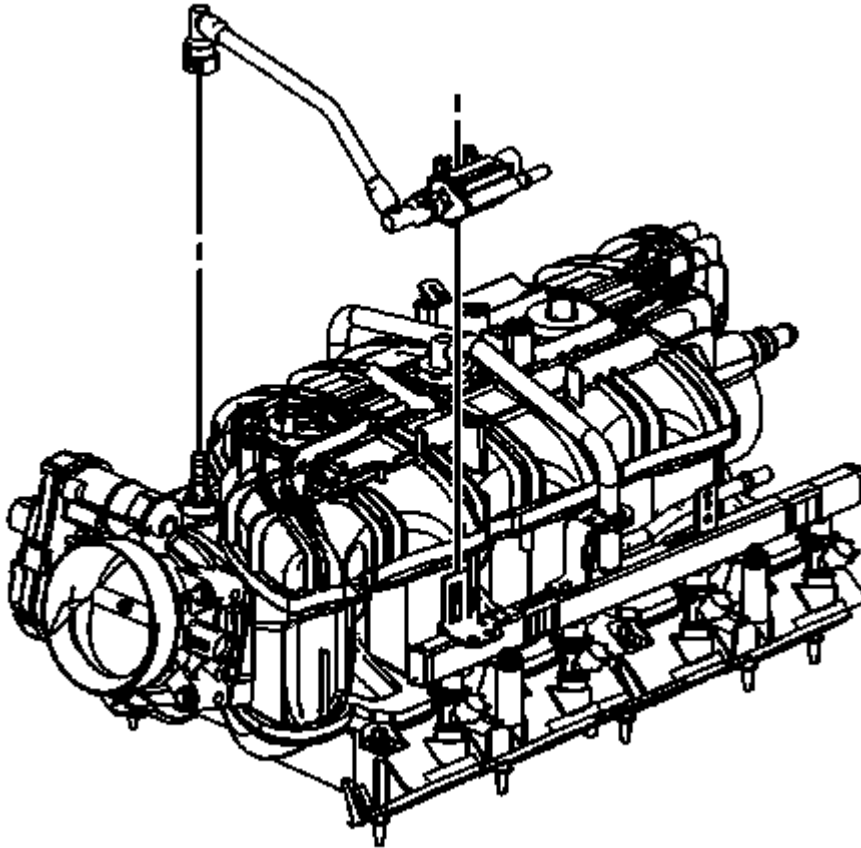


Fig. 118: View Of EVAP Tube & Purge Solenoid
Courtesy of GENERAL MOTORS CORP.

38. Disconnect the EVAP tube quick connect fitting at the intake manifold. Refer to **Plastic Collar Quick Connect Fitting Service** .
39. Disengage the retainer securing the EVAP canister purge solenoid to the fuel rail.
40. Remove the EVAP tube and purge solenoid.

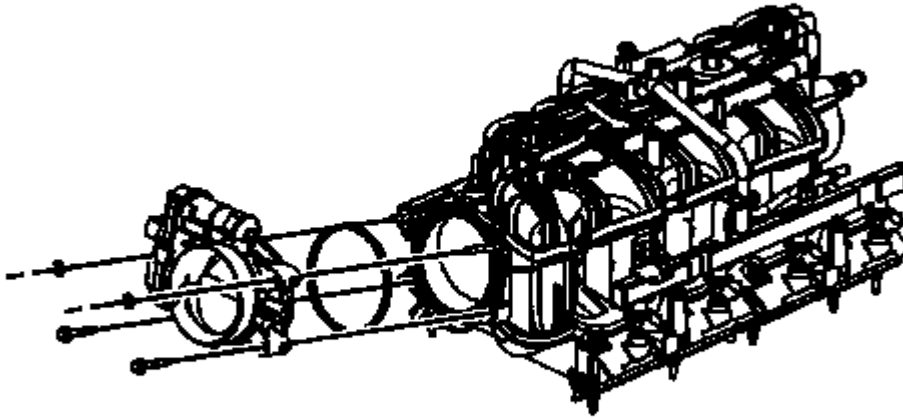


Fig. 119: View Of Throttle Body, Gasket & Bolts/Nuts
Courtesy of GENERAL MOTORS CORP.

41. Remove the throttle body bolts/nuts.
42. Remove the throttle body.
43. Remove and discard the throttle body gasket.

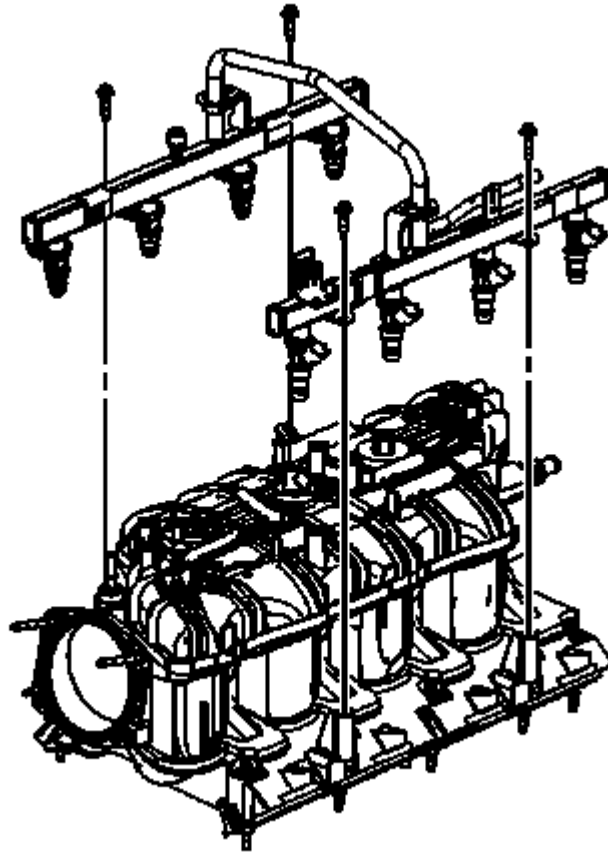


Fig. 120: View Of Fuel Rail & Bolts
Courtesy of GENERAL MOTORS CORP.

44. Remove the fuel rail bolts.

NOTE: Lift evenly on both sides of the fuel rail until all injectors are removed from their bores.

45. Remove the fuel rail.
46. Remove and discard the fuel injector lower O-ring seals.

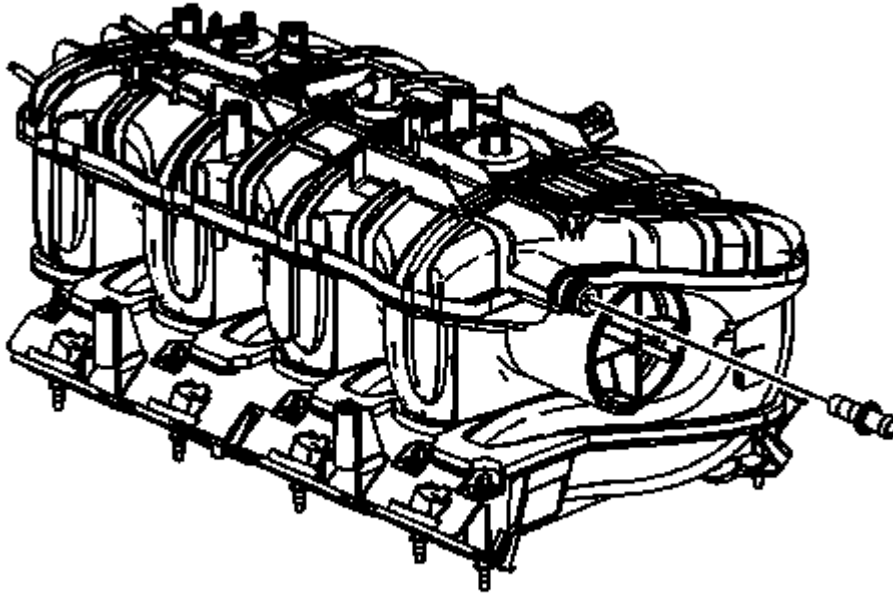


Fig. 121: View Of Brake Booster Vacuum Hose Nipple
Courtesy of GENERAL MOTORS CORP.

NOTE: Evenly push in the RED collar in order to remove the nipple.

47. Remove the brake booster vacuum hose nipple.

INSTALLATION PROCEDURE

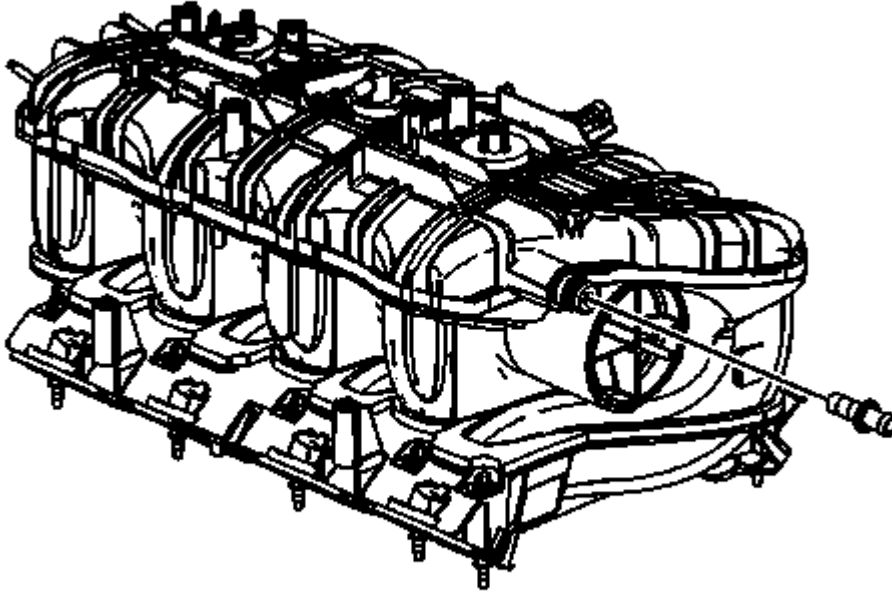


Fig. 122: View Of Brake Booster Vacuum Hose Nipple
Courtesy of GENERAL MOTORS CORP.

1. If the intake manifold was replaced perform the following steps, otherwise proceed to step 21.

NOTE: **Evenly push in the RED collar in order to install the nipple.**

2. Install the brake booster vacuum hose nipple to the NEW intake manifold.

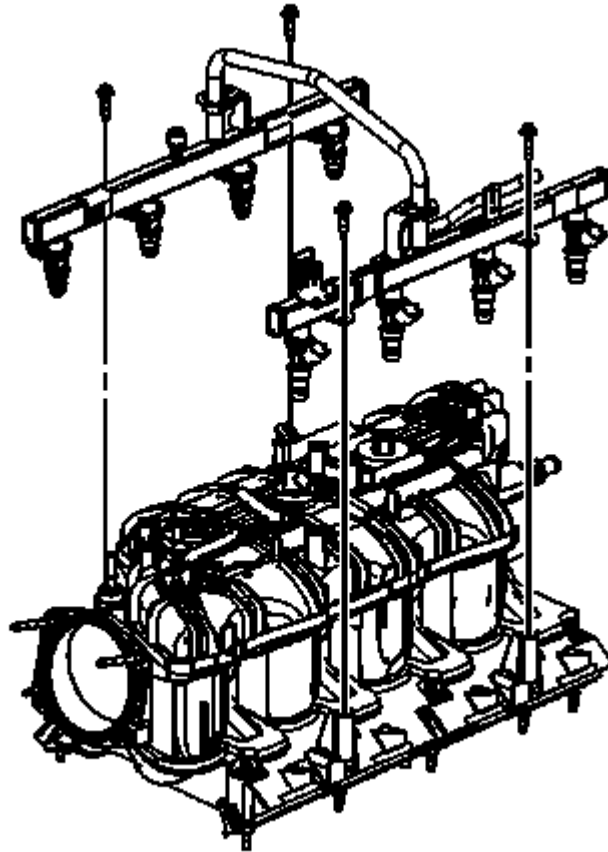


Fig. 123: View Of Fuel Rail & Bolts
Courtesy of GENERAL MOTORS CORP.

3. Install NEW fuel injector lower O-ring seals onto the injectors.
4. Lubricate the NEW O-ring seals with clean engine oil.

NOTE: Push down firmly on both sides of the rail until all the injectors have been seated into their bores.

5. Install the fuel rail.

CAUTION: Refer to Fastener Caution .

6. Install the fuel rail bolts.

Tighten: Tighten the bolts to 10 N.m (89 lb in).

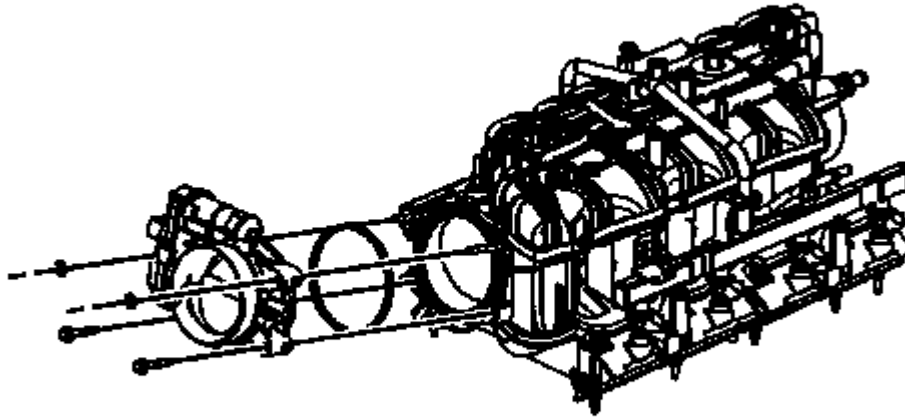


Fig. 124: View Of Throttle Body, Gasket & Bolts/Nuts
Courtesy of GENERAL MOTORS CORP.

7. Install a NEW throttle body gasket to the intake manifold.
8. Install the throttle body.
9. Install the throttle body bolts/nuts.

Tighten: Tighten the bolts/nuts to 10 N.m (89 lb in).

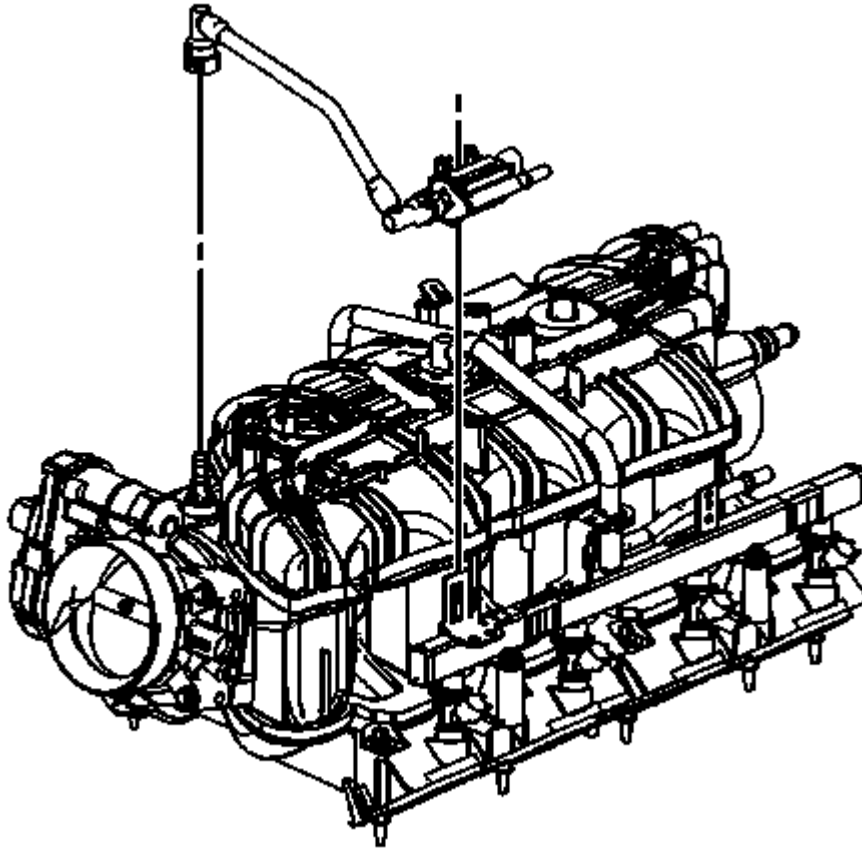


Fig. 125: View Of EVAP Tube & Purge Solenoid
Courtesy of GENERAL MOTORS CORP.

10. Install the EVAP tube and purge solenoid.
11. Install the EVAP canister purge solenoid to the fuel rail bracket and engage the retainer.
12. Connect the EVAP tube quick connect fitting at the intake manifold. Refer to **Plastic Collar Quick Connect Fitting Service** .

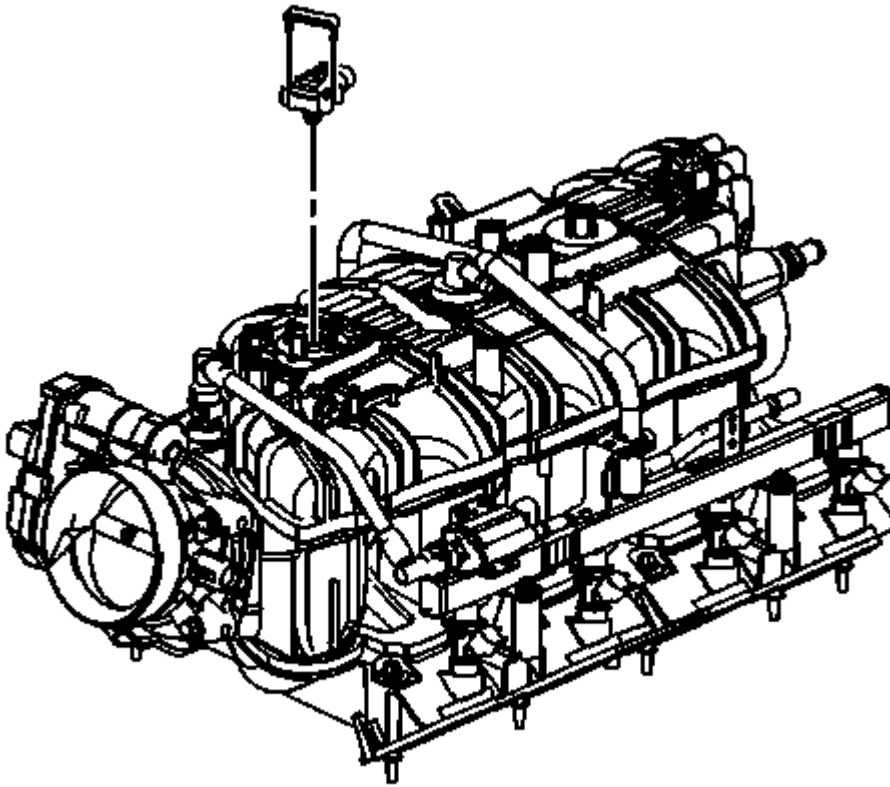


Fig. 126: View Of MAP Sensor & Retainer
Courtesy of GENERAL MOTORS CORP.

13. Lubricate the MAP sensor seal with clean engine oil.
14. Install the MAP sensor.
15. Install the MAP sensor retainer.

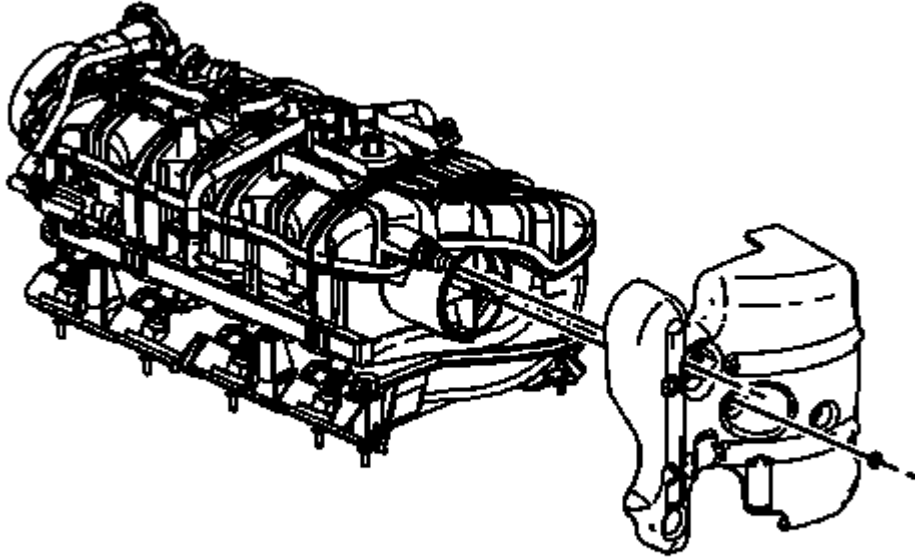


Fig. 127: View Of Upper Intake Manifold Cover & Nut
Courtesy of GENERAL MOTORS CORP.

16. Install the upper intake manifold cover.
17. Install the upper intake manifold cover nut until snug.

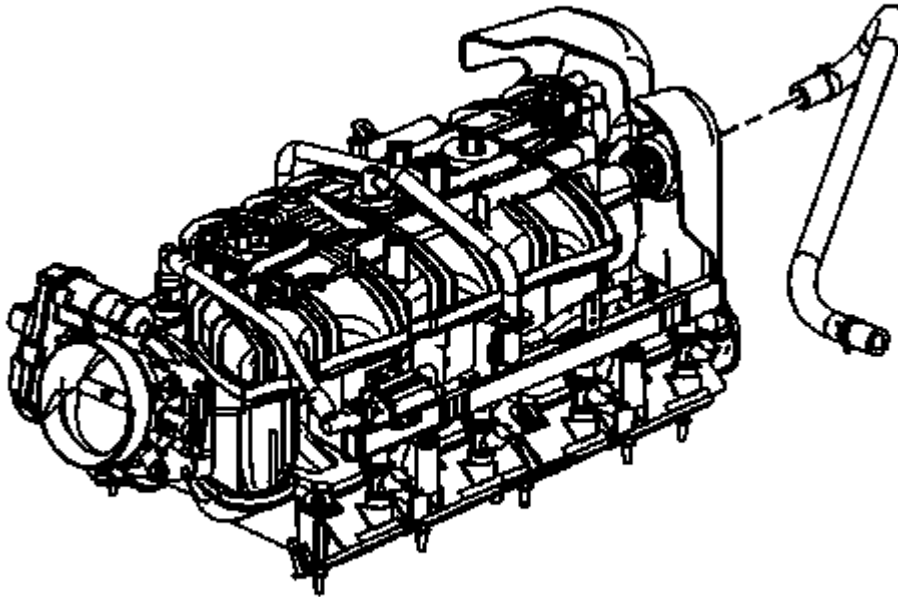


Fig. 128: View Of Vacuum Brake Booster Hose
Courtesy of GENERAL MOTORS CORP.

18. Install the brake booster vacuum hose to the intake manifold nipple.
19. Position the brake booster vacuum hose clamp at the intake manifold.
20. Secure the brake booster vacuum hose to the intake manifold.

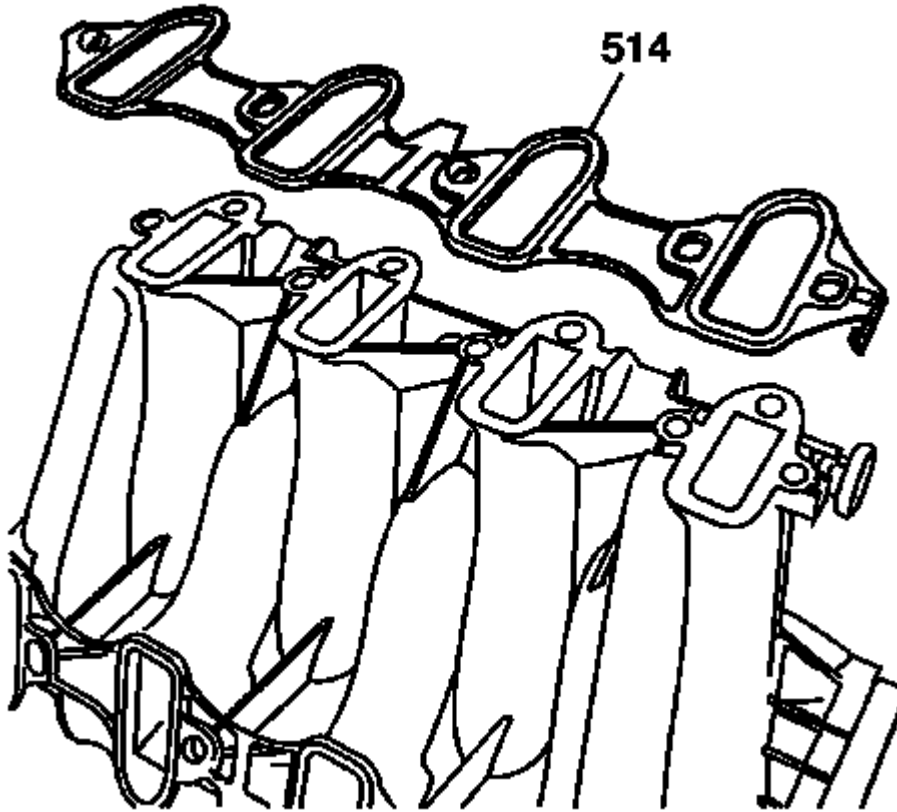


Fig. 129: View Of Intake Manifold-To-Cylinder Head Gasket
Courtesy of GENERAL MOTORS CORP.

21. Install NEW intake manifold gaskets (514) to the intake manifold.
22. Remove the covers from the cylinder head passages.

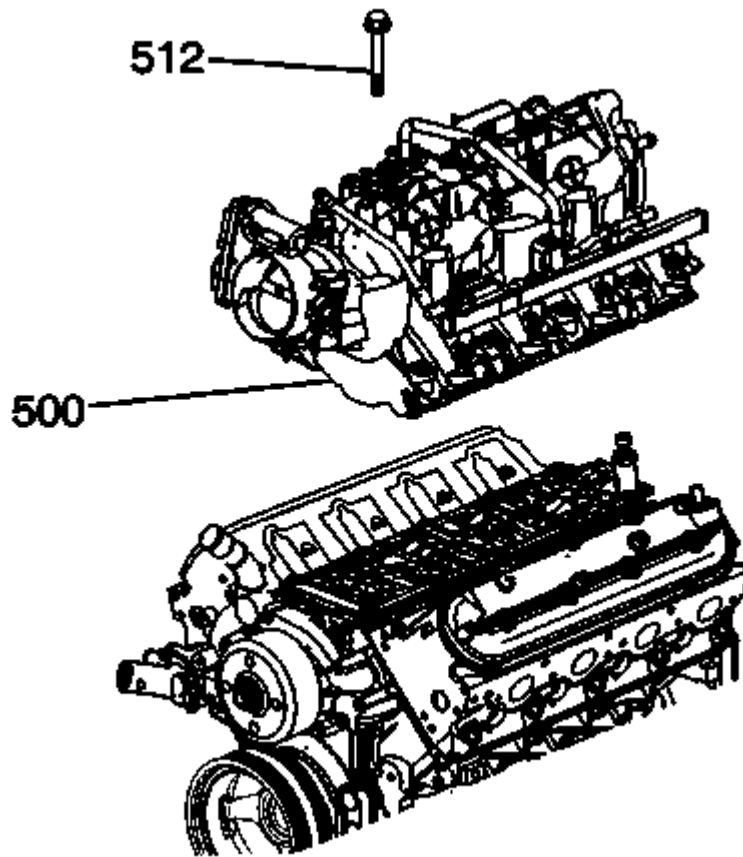


Fig. 130: Intake Manifold

Courtesy of GENERAL MOTORS CORP.

23. Install the intake manifold (500).

NOTE: The aid of an assistant may be helpful in holding the engine harness up out of the way so the upper intake manifold cover does not get caught against the engine harness.

24. Tighten the intake manifold bolts (512) until snug.

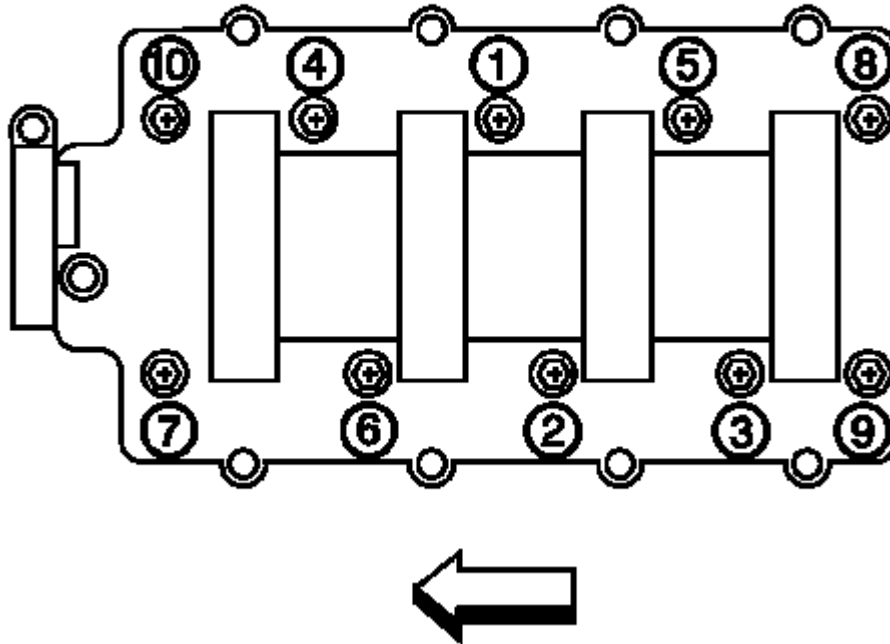


Fig. 131: Identifying Intake Manifold Bolt Tightening Sequence
Courtesy of GENERAL MOTORS CORP.

25. Tighten the intake manifold bolts to specifications.

Tighten:

- Tighten the bolts a first pass in the sequence shown to 5 N.m (44 lb in).
- Tighten the bolts a final pass in the sequence shown to 10 N.m (89 lb in).

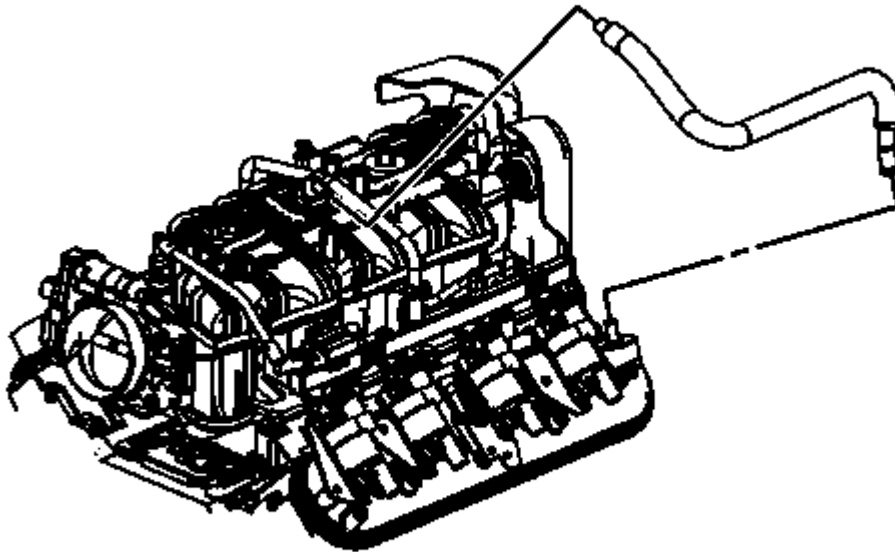


Fig. 132: View Of PCV Hose

Courtesy of GENERAL MOTORS CORP.

26. Position and install the PCV hose to the intake manifold fitting.

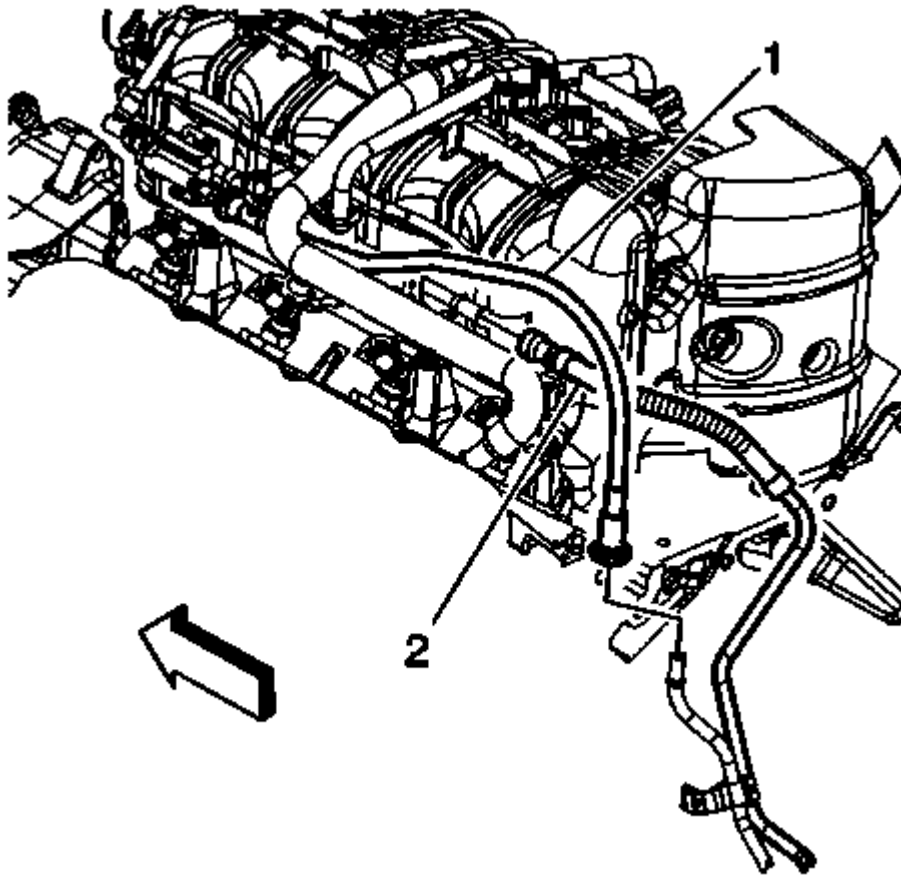


Fig. 133: View Of EVAP Canister Purge Tube & Quick Connect Fitting
Courtesy of GENERAL MOTORS CORP.

27. Connect the fuel feed line quick connect fitting (2) to the fuel rail. Refer to **Metal Collar Quick Connect Fitting Service** .
28. Connect the EVAP canister purge tube (1) quick connect fitting to the EVAP canister purge solenoid. Refer to **Plastic Collar Quick Connect Fitting Service** .

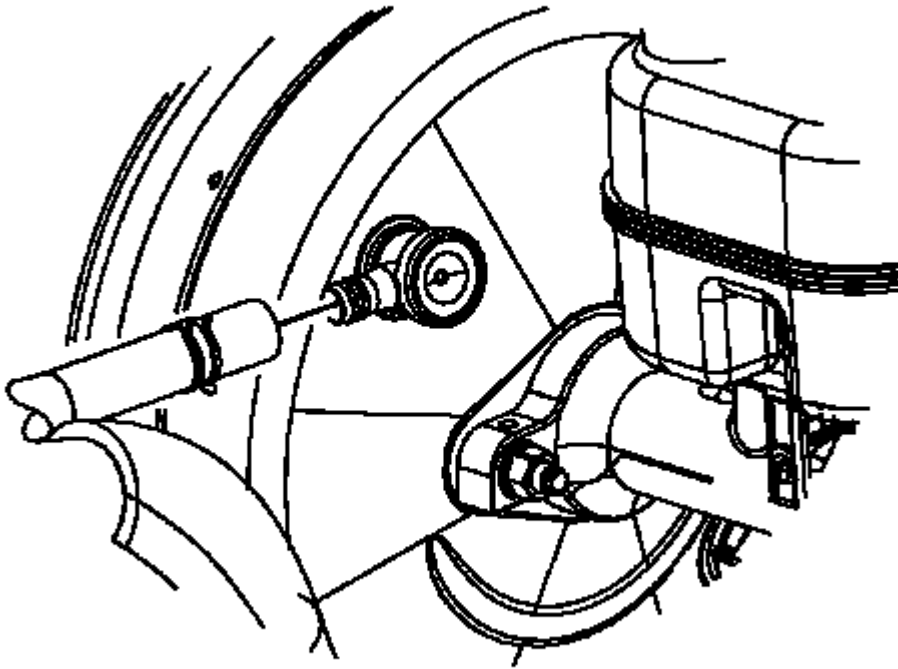


Fig. 134: View Of Brake Booster Vacuum Hose & Booster Fitting
Courtesy of GENERAL MOTORS CORP.

29. Unsecure the brake booster vacuum hose from the intake manifold, if removed.
30. Install the brake booster vacuum hose to the booster fitting, if removed.
31. Position the brake booster vacuum hose clamp at the booster, if removed.

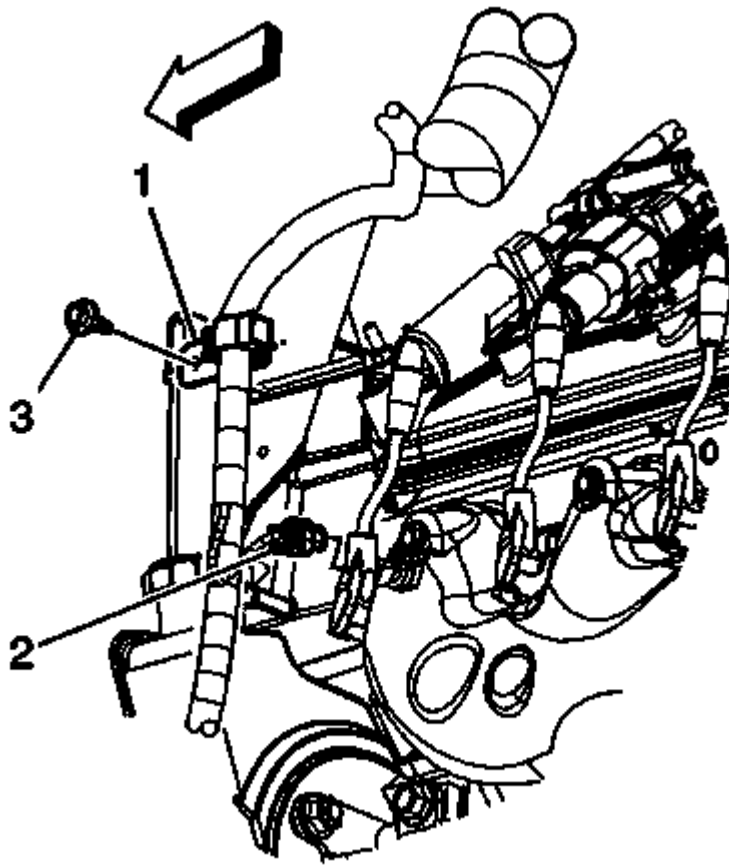


Fig. 135: View Of Engine Wiring Harness, Clip, Bolt & Connector
Courtesy of GENERAL MOTORS CORP.

32. Untie the engine harness branches from the cowl panel and position over the engine.
33. Connect the engine harness electrical connector (2) to the ECT sensor.
34. Position the engine harness clip (1) to the generator bracket and install the bolt (3).

Tighten: Tighten the bolt to 9 N.m (80 lb in).

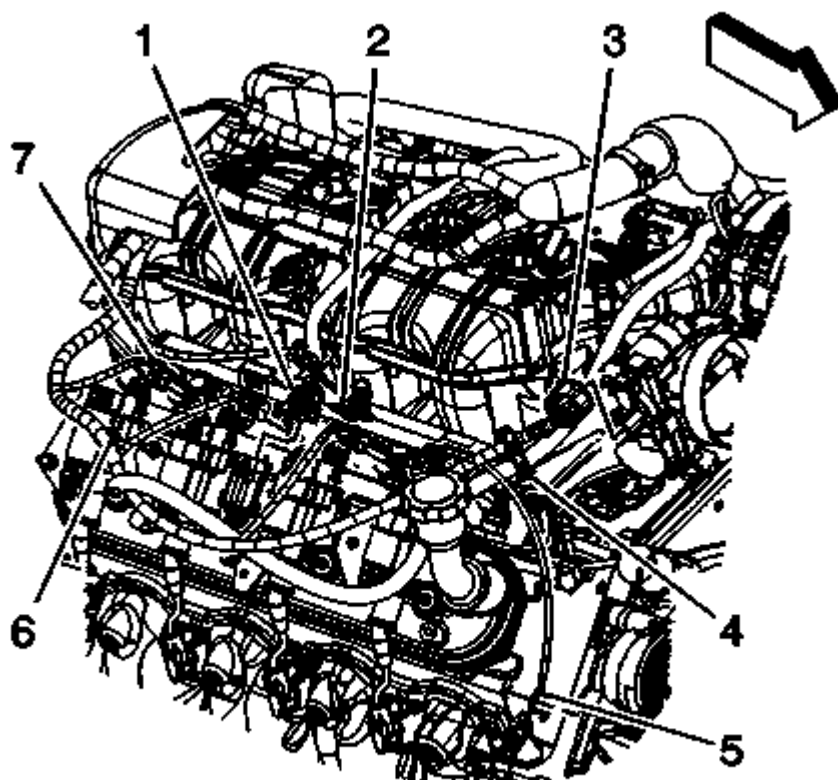


Fig. 136: View Of CPA Retainer, Engine Harness Electrical Connectors & Harness Clips
Courtesy of GENERAL MOTORS CORP.

35. Connect the engine harness electrical connectors (7) to the right side fuel injectors.
36. Install the engine harness clip (6) to the ignition coil bracket stud.
37. Install the engine harness clip (4) to the generator battery jumper cable.
38. Connect the engine harness electrical connector (3) to the throttle actuator.
39. Connect the engine harness electrical connector (1) to the ignition coil harness electrical connector.
40. Install the CPA retainer (2).

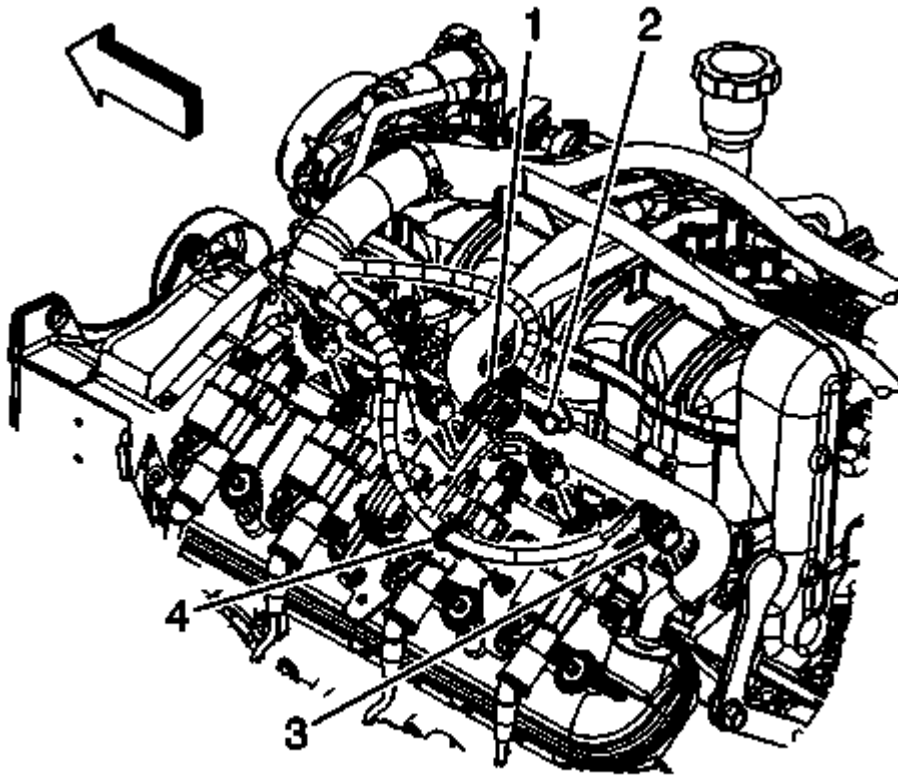


Fig. 137: View Of CPA Retainer, Electrical Connectors & Engine Harness Clips
Courtesy of GENERAL MOTORS CORP.

41. Install the engine harness clip (4) to the ignition coil bracket stud.
42. Connect the engine harness electrical connectors to the left side fuel injectors.
43. Connect the engine harness electrical connector to the ignition coil harness electrical connector.
44. Install the CPA retainer.

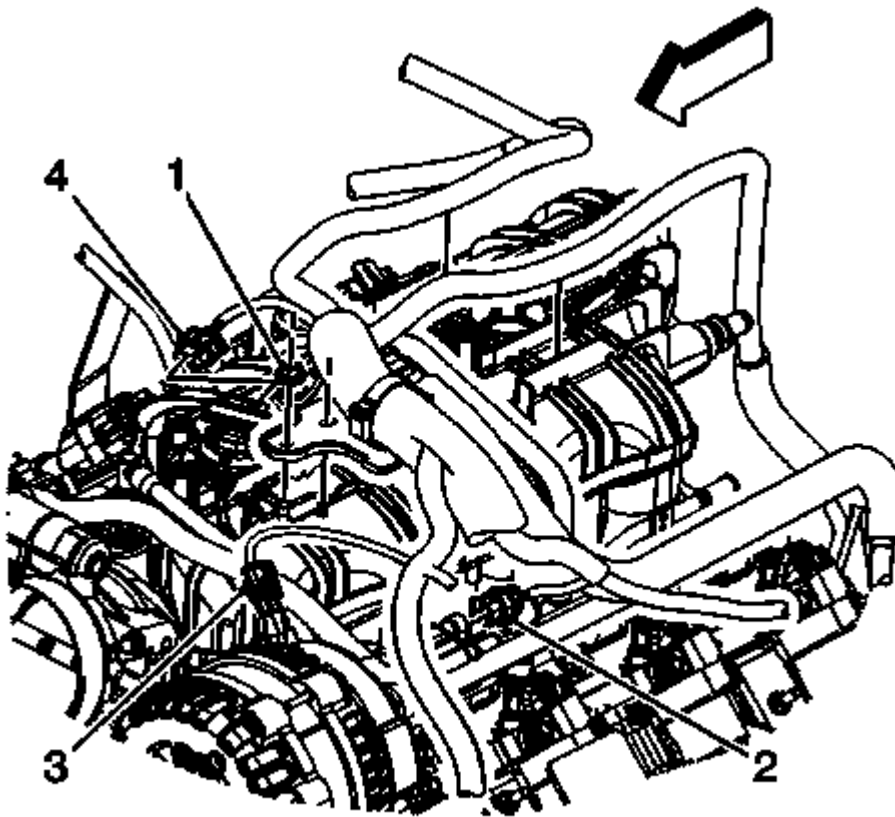


Fig. 138: View Of Engine Harness Retainer Nut & Electrical Connectors
 Courtesy of GENERAL MOTORS CORP.

45. Connect the engine wiring harness electrical connector (4) to the MAP sensor.
46. Connect the engine harness electrical connector (2) to the EVAP canister purge solenoid.
47. Install the engine harness retainer to the stud and locator pin.
48. Install the engine harness retainer nut (1).

Tighten: Tighten the nut to 5 N.m (44 lb in).

49. Install the generator. Refer to **Generator Replacement (V6)** or **Generator Replacement (V8)** or **Generator Replacement (6.6L)**.
50. Install the air cleaner outlet duct. Refer to **Air Cleaner Resonator Outlet Duct Replacement**.

UPPER INTAKE MANIFOLD COVER REPLACEMENT

REMOVAL PROCEDURE

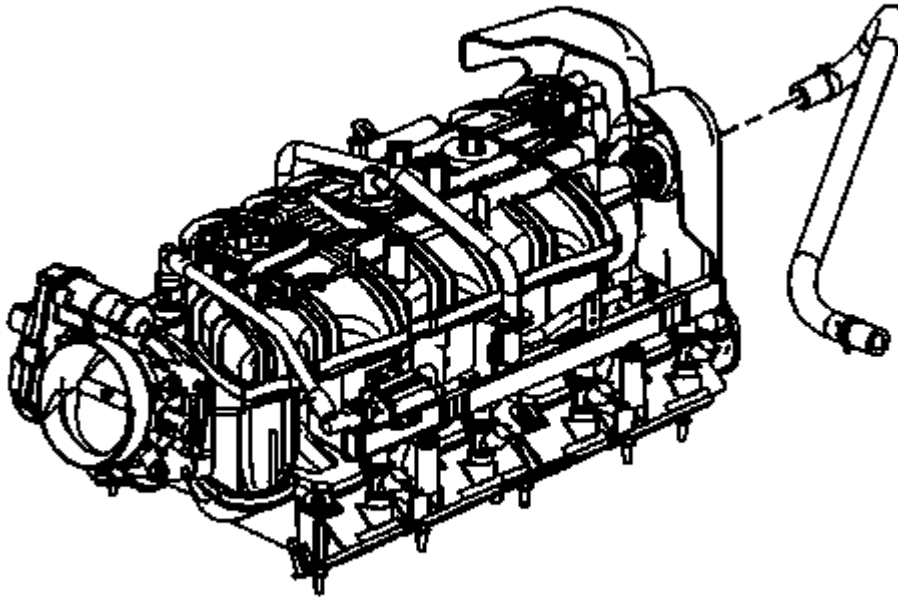


Fig. 139: View Of Vacuum Brake Booster Hose
Courtesy of GENERAL MOTORS CORP.

1. Remove the intake manifold. Refer to **Intake Manifold Replacement (Without AFM)** or **Intake Manifold Replacement (With AFM)**.
2. Reposition the brake booster vacuum hose clamp at the intake manifold.
3. Remove the brake booster vacuum hose from the intake manifold nipple.

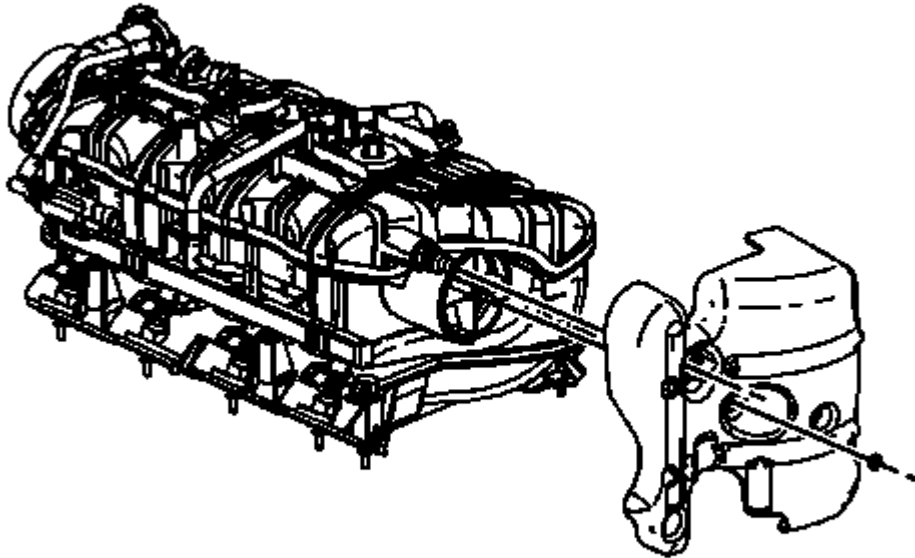


Fig. 140: View Of Upper Intake Manifold Cover & Nut
Courtesy of GENERAL MOTORS CORP.

4. Remove the upper intake manifold cover nut.
5. Remove the upper intake manifold cover.

INSTALLATION PROCEDURE

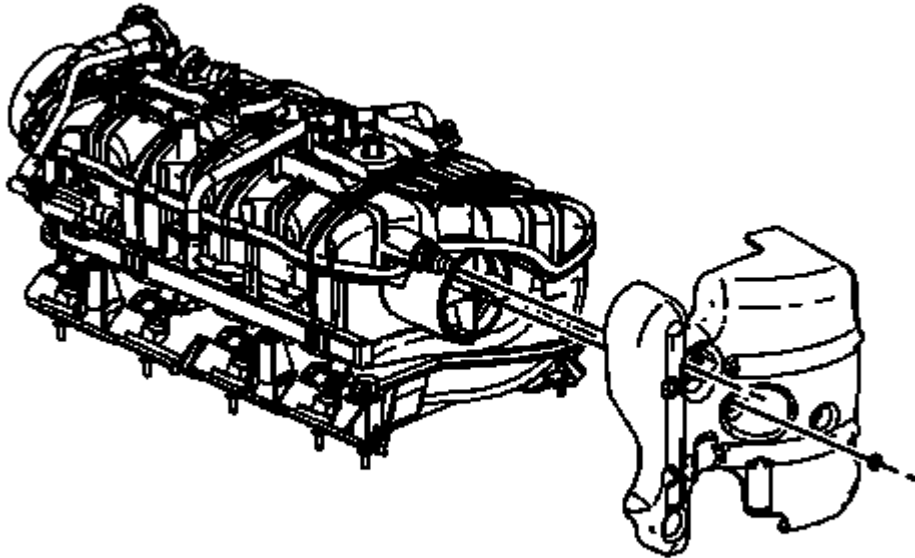


Fig. 141: View Of Upper Intake Manifold Cover & Nut
Courtesy of GENERAL MOTORS CORP.

1. Install the upper intake manifold cover.
2. Install the upper intake manifold cover nut until snug

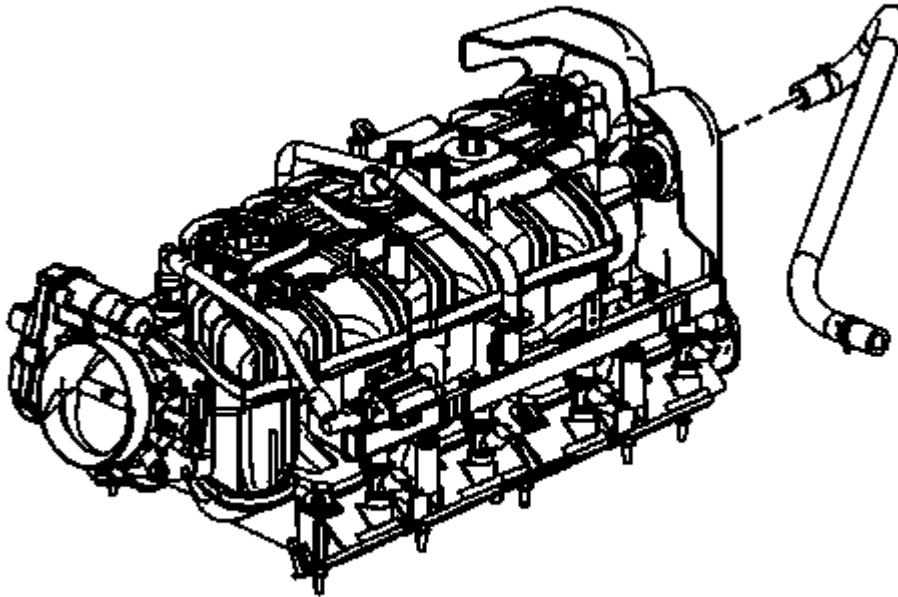


Fig. 142: View Of Vacuum Brake Booster Hose
Courtesy of GENERAL MOTORS CORP.

3. Install the brake booster vacuum hose to the intake manifold nipple.
4. Position the brake booster vacuum hose clamp at the intake manifold.
5. Install the intake manifold. Refer to **Intake Manifold Replacement (Without AFM)** or **Intake Manifold Replacement (With AFM)**.

ENGINE BLOCK VALLEY COVER REPLACEMENT

REMOVAL PROCEDURE

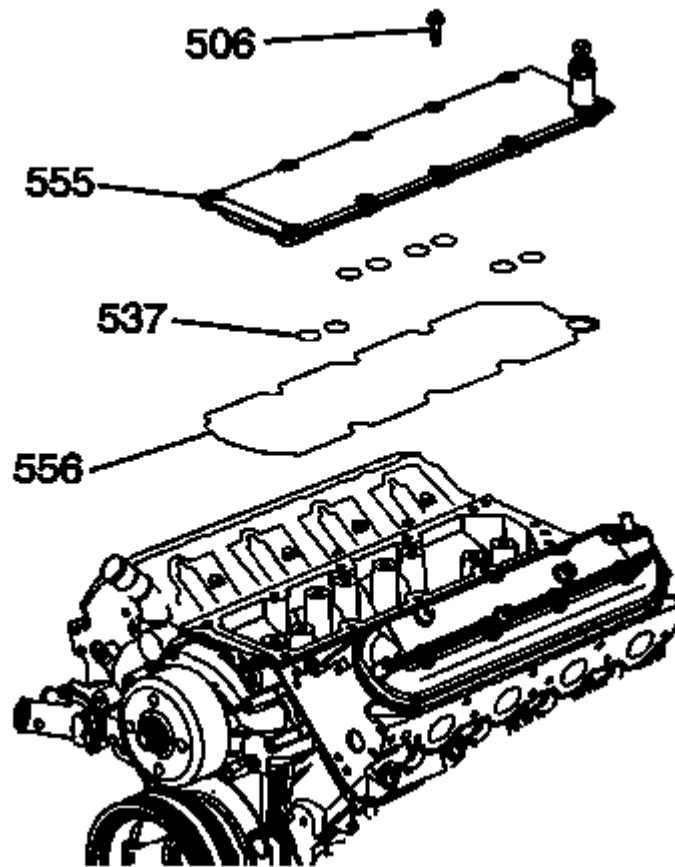


Fig. 143: Removing/Installing Engine Valley Cover
Courtesy of GENERAL MOTORS CORP.

1. Remove the intake manifold. Refer to **Intake Manifold Replacement (Without AFM)** or **Intake Manifold Replacement (With AFM)**.
2. Remove the engine valley cover bolts (506).
3. Remove the engine valley cover (555) and gasket (556).
4. Remove the O-ring seals (537) from the cover.

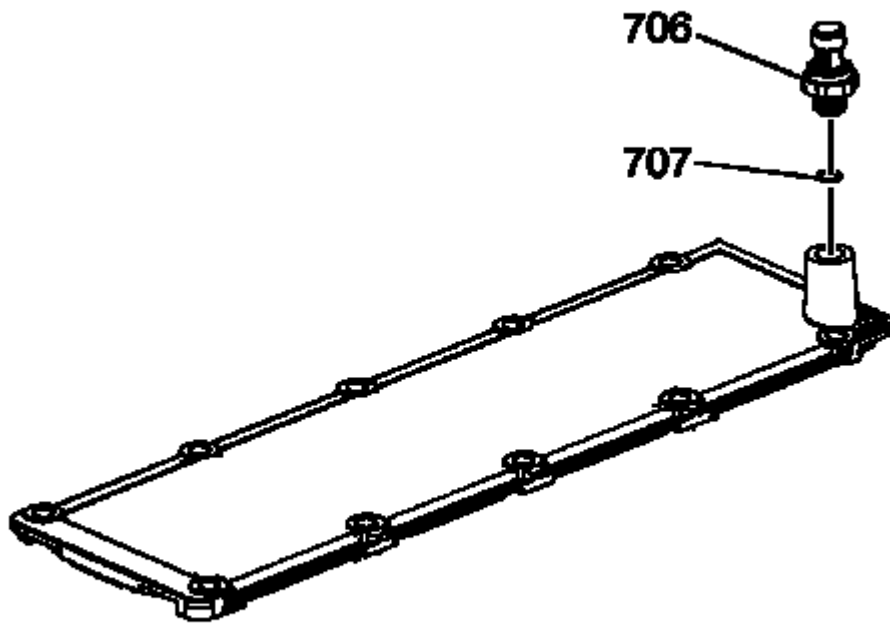


Fig. 144: Removing/Installing Oil Pressure Sensor & Washer
Courtesy of GENERAL MOTORS CORP.

5. Remove the oil pressure sensor (706) and washer (707).

INSTALLATION PROCEDURE

NOTE: All gasket surfaces should be free of oil or other foreign material during assembly.

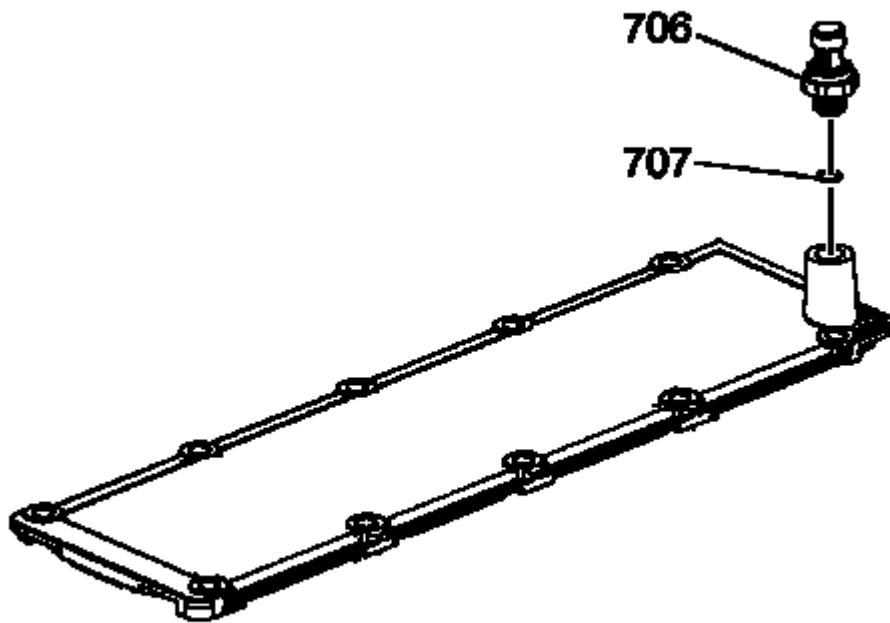


Fig. 145: Removing/Installing Oil Pressure Sensor & Washer
 Courtesy of GENERAL MOTORS CORP.

1. Apply sealant GM P/N 12346004 (Canadian P/N 10953480) or equivalent, to the threads of the oil pressure sensor.

CAUTION: Refer to Fastener Caution .

2. Install a NEW washer (707) and the oil pressure sensor (706).

Tighten: Tighten the sensor to 35 N.m (26 lb ft).

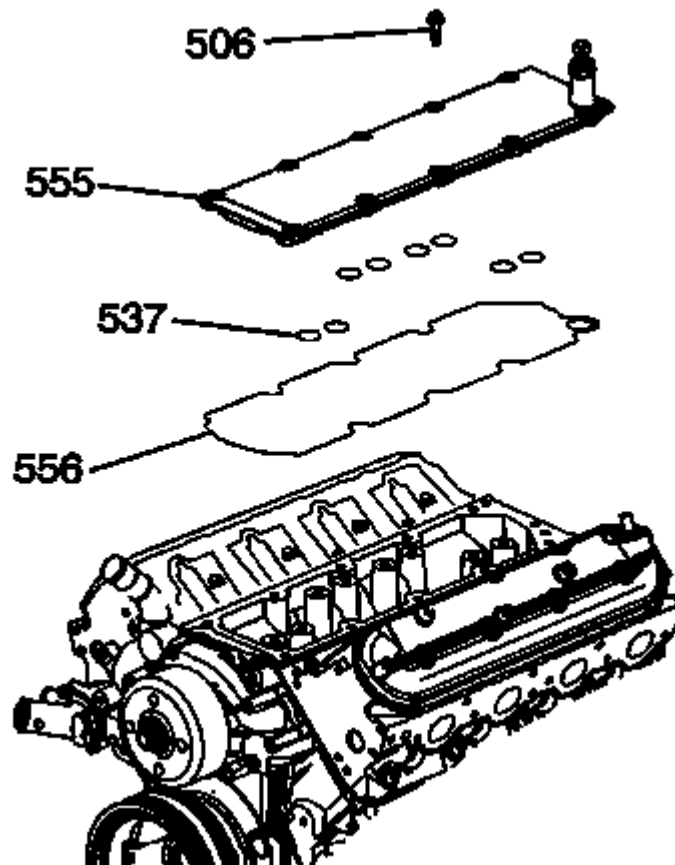


Fig. 146: Removing/Installing Engine Valley Cover
Courtesy of GENERAL MOTORS CORP.

3. Lubricate the O-ring seals with clean engine oil.
4. Install the O-ring seals (537) to the cover.
5. Set the engine valley cover (555) onto the engine.
6. Install the engine valley cover bolts (506).

Tighten: Tighten the bolts to 25 N.m (18 lb ft).

7. Install the intake manifold. Refer to **Intake Manifold Replacement (Without AFM)** or **Intake Manifold Replacement (With AFM)**.

VALVE LIFTER OIL MANIFOLD REPLACEMENT

REMOVAL PROCEDURE

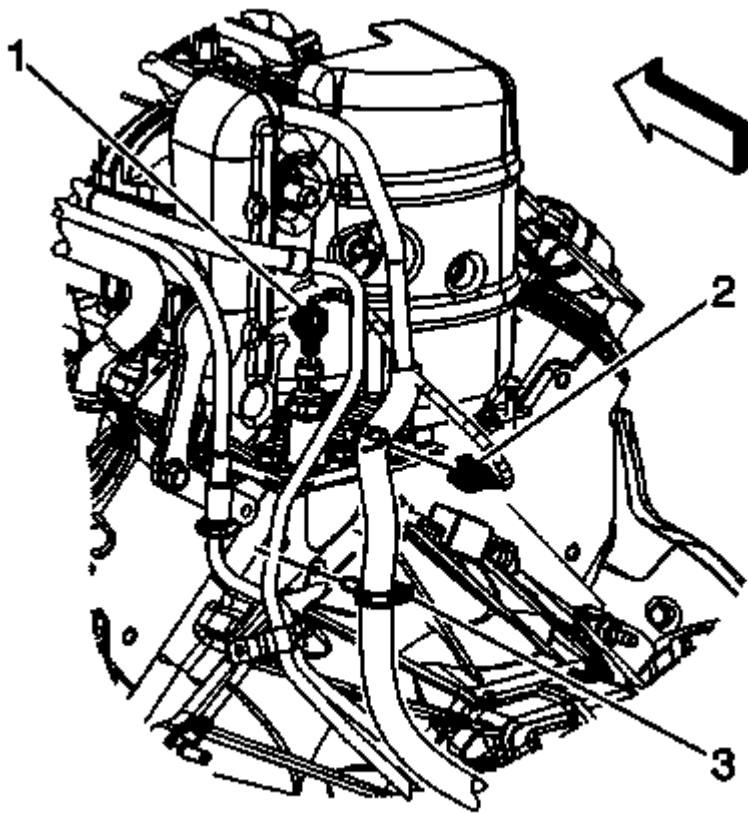


Fig. 147: View Of Engine Harness Electrical Connectors & Inlet Hose Clamp
 Courtesy of GENERAL MOTORS CORP.

1. Remove the intake manifold. Refer to **Intake Manifold Replacement (Without AFM)** or **Intake Manifold Replacement (With AFM)**.
2. Disconnect the engine harness electrical connector (1) from the oil pressure sensor.

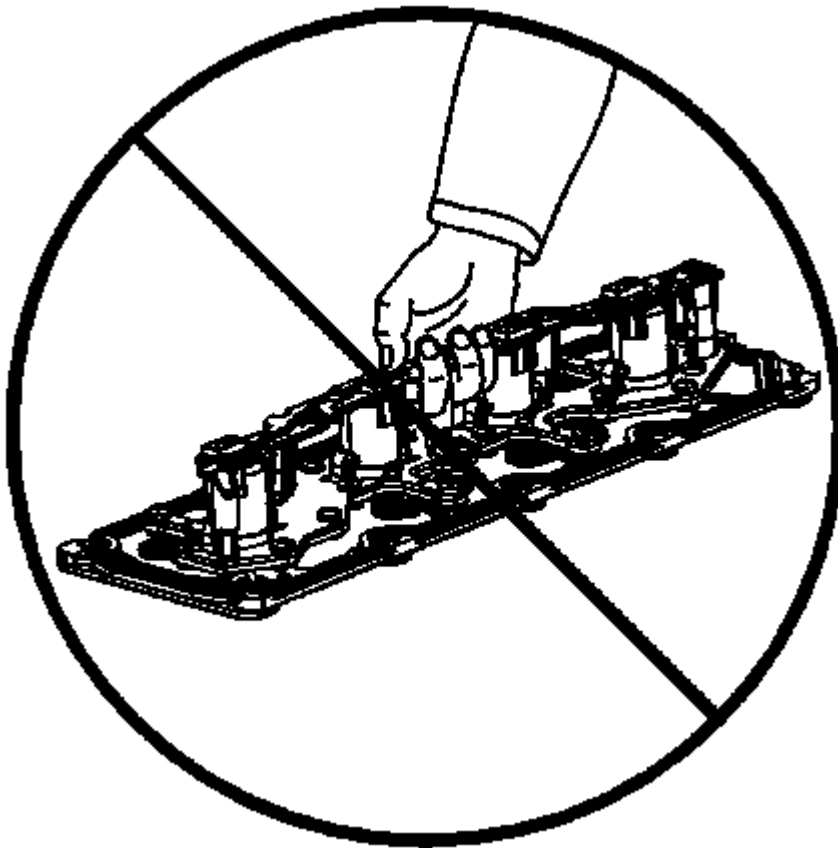


Fig. 148: Valve Lifter Oil Manifold Handling Precaution
Courtesy of GENERAL MOTORS CORP.

3. DO NOT lift the valve lifter oil manifold by the electrical lead frame.

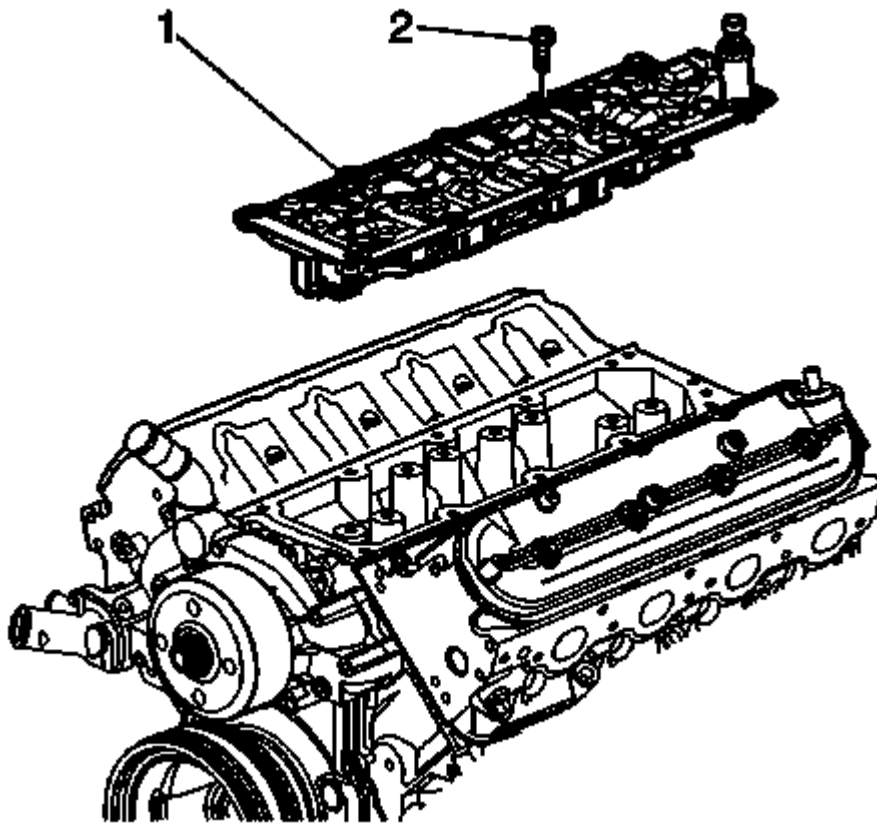


Fig. 149: Valve Lifter Oil Manifold

Courtesy of GENERAL MOTORS CORP.

4. Remove the valve lifter oil manifold bolts (2).
5. Remove the valve lifter oil manifold (1).

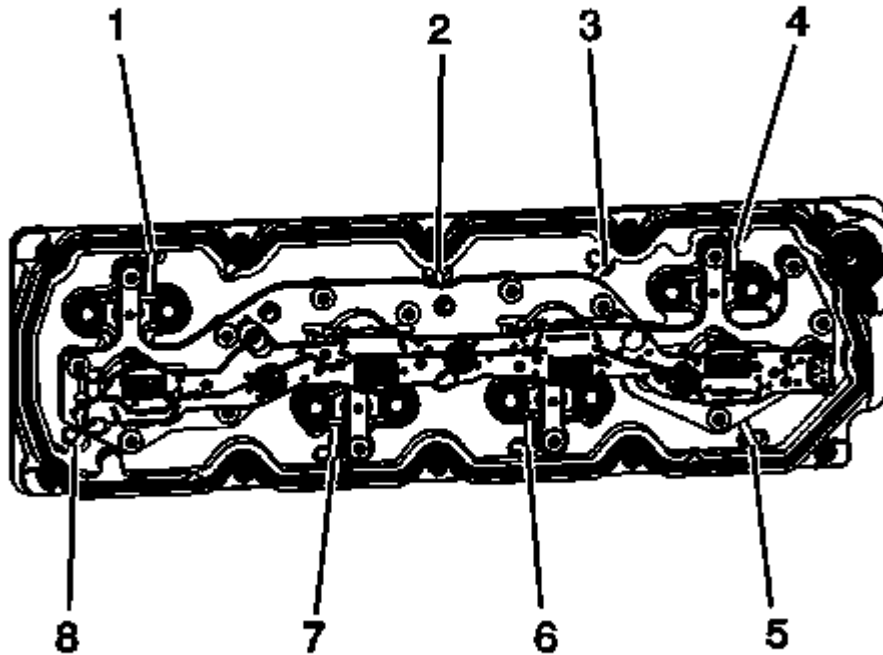


Fig. 150: Gasket Retaining Strap Locations
Courtesy of GENERAL MOTORS CORP.

NOTE: Remove only the outer gasket from the manifold. Do not disassemble any of the internal components of the manifold in an attempt to remove the 8 inner sealing gaskets. If the inner gaskets are cut or damaged, replace the manifold as an assembly. Only use a wire-cutter type tool in order to minimize the amount of debris. Do not use a rotary-type cutting tool on the retaining straps.

6. Identify the 8 gasket retaining strap locations (1-8).

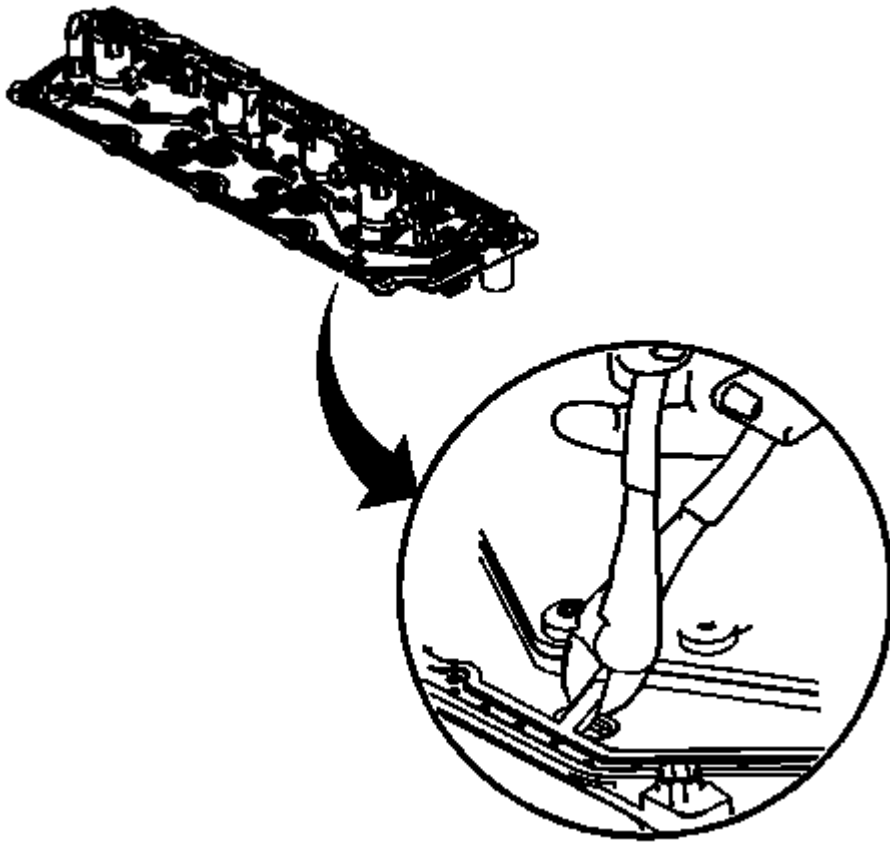


Fig. 151: Cutting Retaining Straps
Courtesy of GENERAL MOTORS CORP.

7. Using a cutter type tool, cut the 8 retaining straps.

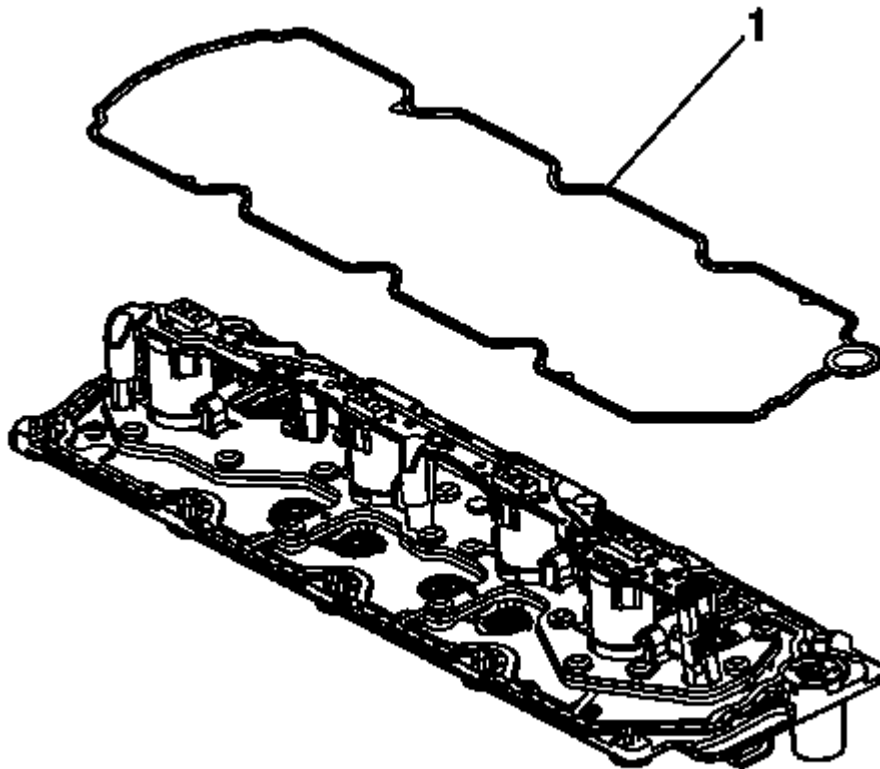


Fig. 152: Outer Gasket

Courtesy of GENERAL MOTORS CORP.

8. Remove the outer gasket (1) from the valve lifter oil manifold.

INSTALLATION PROCEDURE

NOTE: All gasket surfaces should be free of oil or other foreign material during assembly.

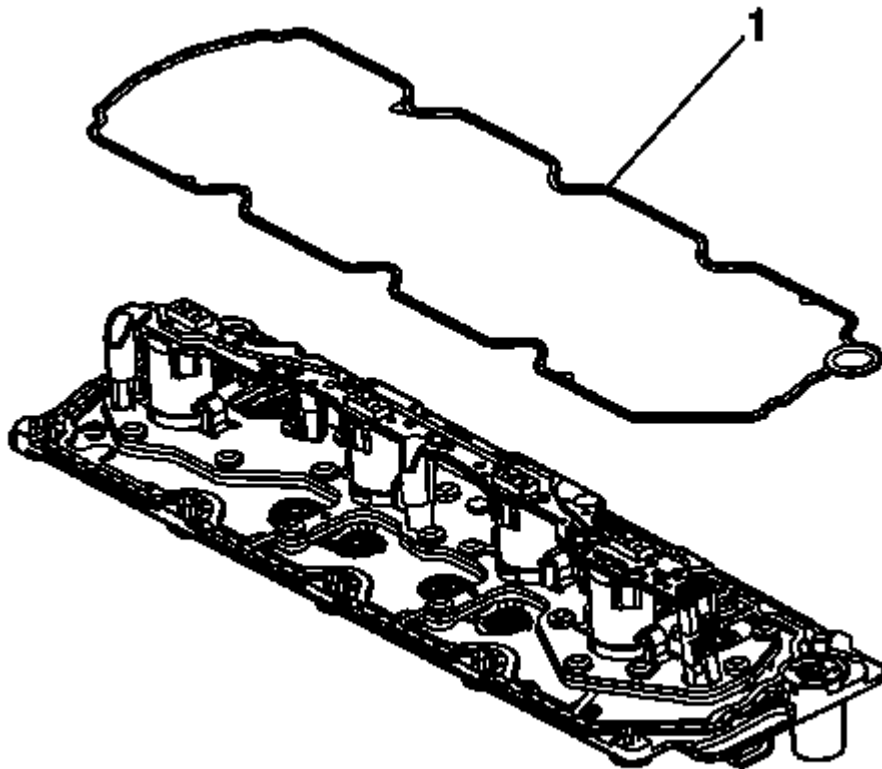


Fig. 153: Outer Gasket

Courtesy of GENERAL MOTORS CORP.

1. Place the service gasket (1) onto the valve lifter oil manifold.

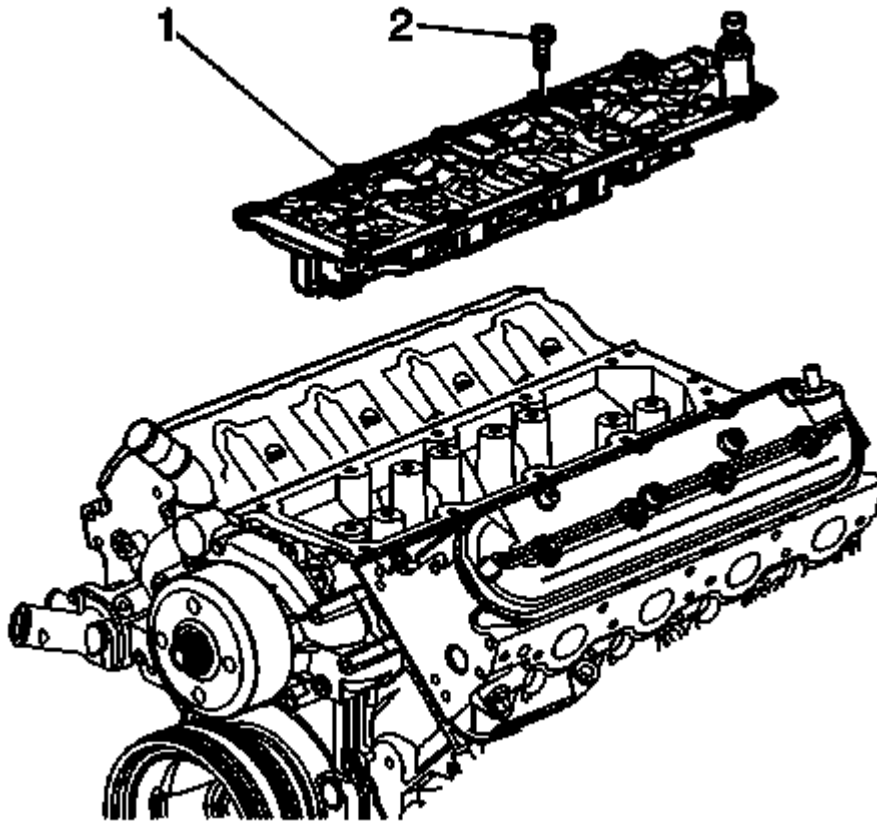


Fig. 154: Valve Lifter Oil Manifold
Courtesy of GENERAL MOTORS CORP.

2. Install the valve lifter oil manifold (1) to the engine.

CAUTION: Refer to Fastener Caution .

3. Install the valve lifter oil manifold bolts (2).

Tighten: Tighten the bolts to 25 N.m (18 lb ft).

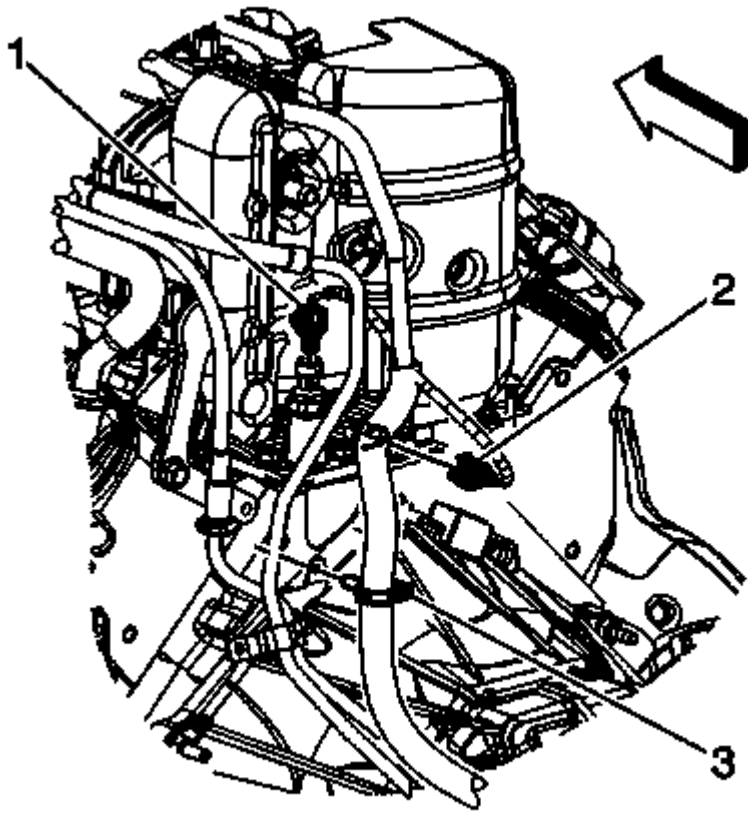


Fig. 155: View Of Engine Harness Electrical Connectors & Inlet Hose Clamp
Courtesy of GENERAL MOTORS CORP.

4. Connect the engine harness electrical connector (1) to the oil pressure sensor.
5. Install the intake manifold. Refer to Intake Manifold Replacement (Without AFM) or Intake Manifold Replacement (With AFM).

VALVE LIFTER OIL FILTER REPLACEMENT

REMOVAL PROCEDURE

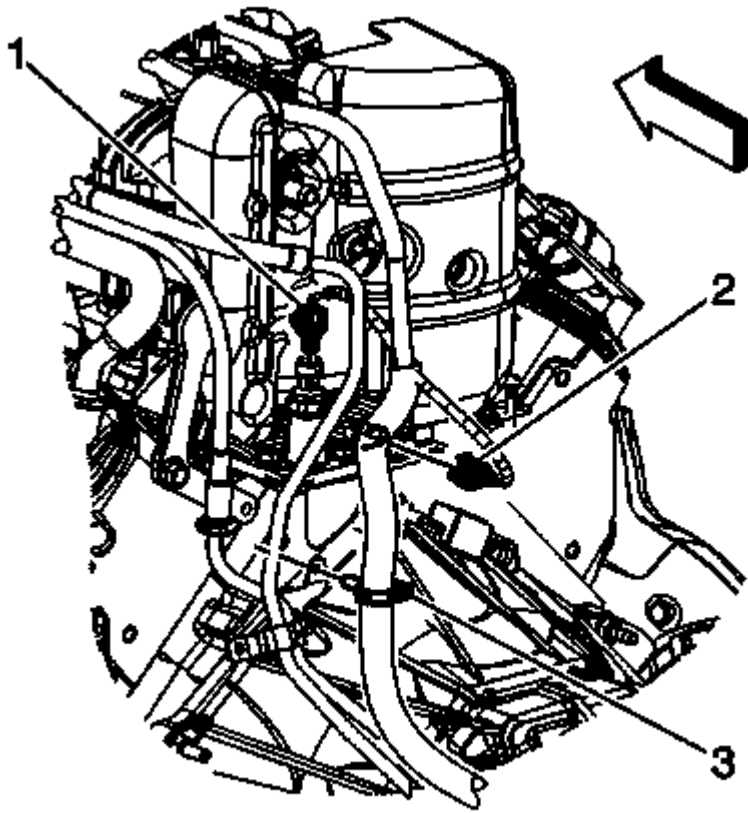


Fig. 156: View Of Engine Harness Electrical Connectors & Inlet Hose Clamp
Courtesy of GENERAL MOTORS CORP.

1. Remove the intake manifold. Refer to **Intake Manifold Replacement (Without AFM)** or **Intake Manifold Replacement (With AFM)**.
2. Disconnect the engine harness electrical connector (1) from the oil pressure sensor.

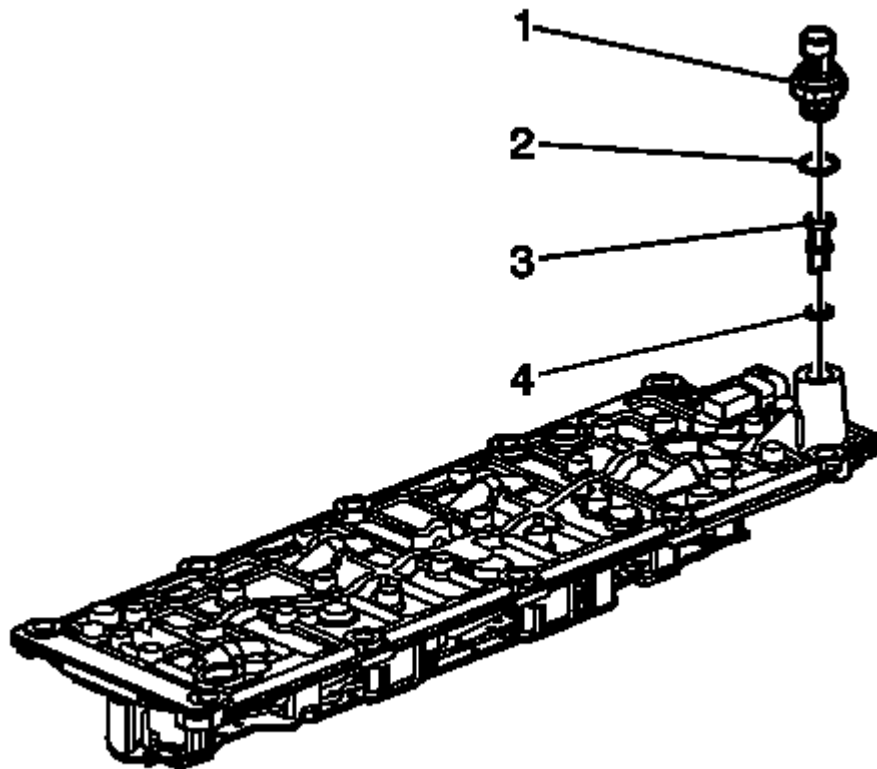


Fig. 157: View Of Oil Pressure Sensor
Courtesy of GENERAL MOTORS CORP.

3. Remove the oil pressure sensor (1) and washer (2).
4. Remove and discard the valve lifter oil filter (3).
5. Remove and discard the valve lifter oil filter O-ring seal (4).

INSTALLATION PROCEDURE

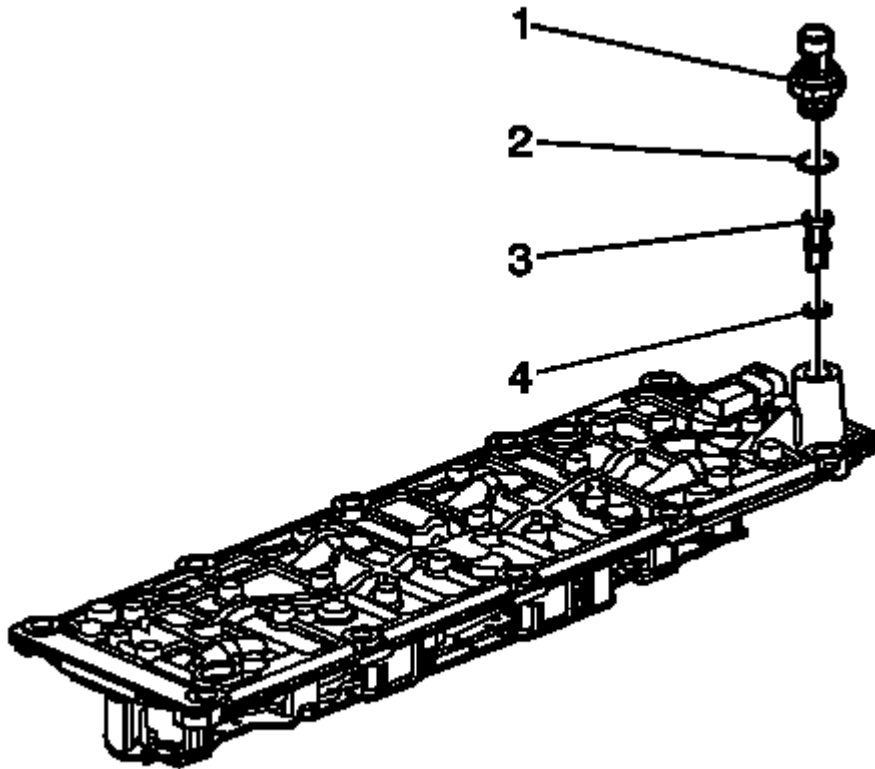


Fig. 158: View Of Oil Pressure Sensor
Courtesy of GENERAL MOTORS CORP.

1. Install a NEW valve lifter oil filter O-ring seal (4) into the valve lifter oil manifold.
2. Install the NEW valve lifter oil filter (3).
3. Apply sealant GM P/N 12346004 (Canadian P/N 10953480) or equivalent to the threads of the oil pressure sensor.

CAUTION: Refer to Fastener Caution .

4. Install the oil pressure sensor washer (2) and sensor (1).

Tighten: Tighten the sensor to 35 N.m (26 lb ft).

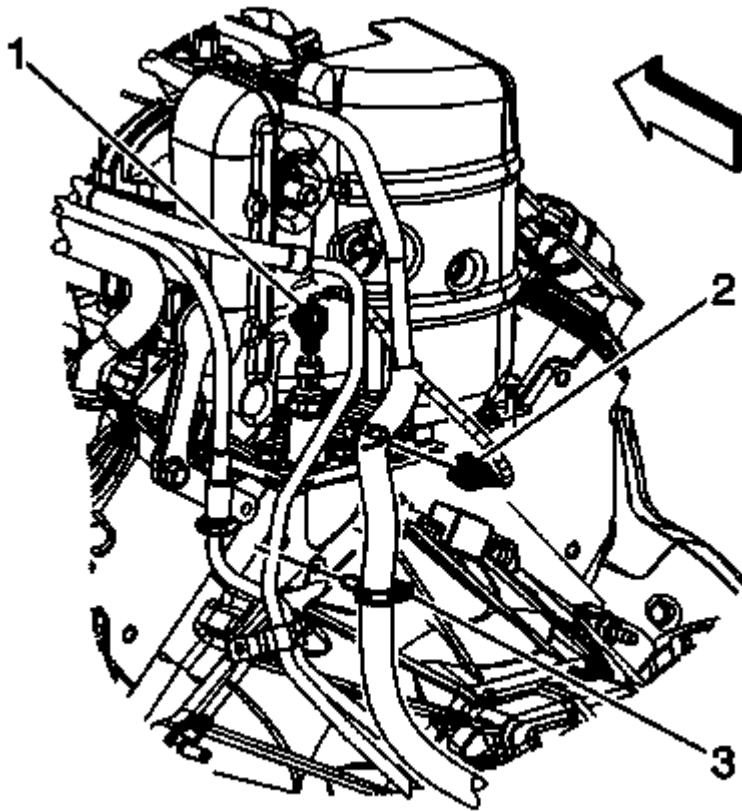


Fig. 159: View Of Engine Harness Electrical Connectors & Inlet Hose Clamp
Courtesy of GENERAL MOTORS CORP.

5. Connect the engine harness electrical connector (1) to the oil pressure sensor.
6. Install the intake manifold. Refer to Intake Manifold Replacement (Without AFM) or Intake Manifold Replacement (With AFM).

VALVE ROCKER ARM COVER REPLACEMENT - LEFT SIDE

REMOVAL PROCEDURE

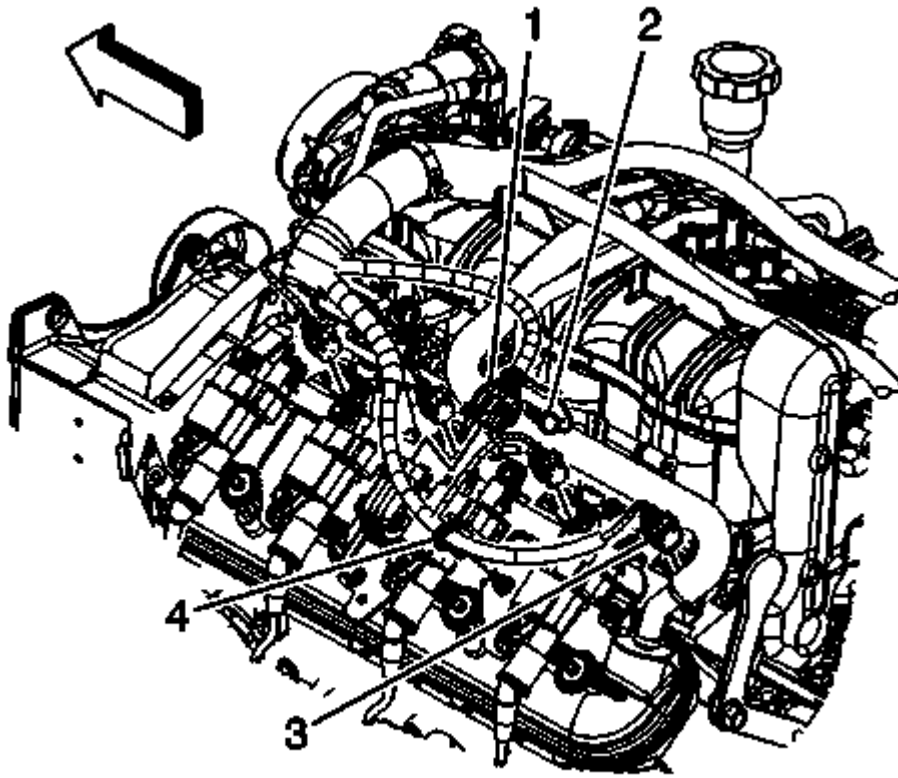


Fig. 160: View Of CPA Retainer, Electrical Connectors & Engine Harness Clips
Courtesy of GENERAL MOTORS CORP.

1. Remove the intake manifold cover. Refer to Upper Intake Manifold Sight Shield Replacement.
2. Remove the connector position assurance (CPA) retainer (2).
3. Disconnect the engine harness electrical connector (1) from the ignition coil wire harness.
4. Remove the engine harness clip (4) from the ignition coil bracket stud.
5. Reposition the engine harness, as necessary.

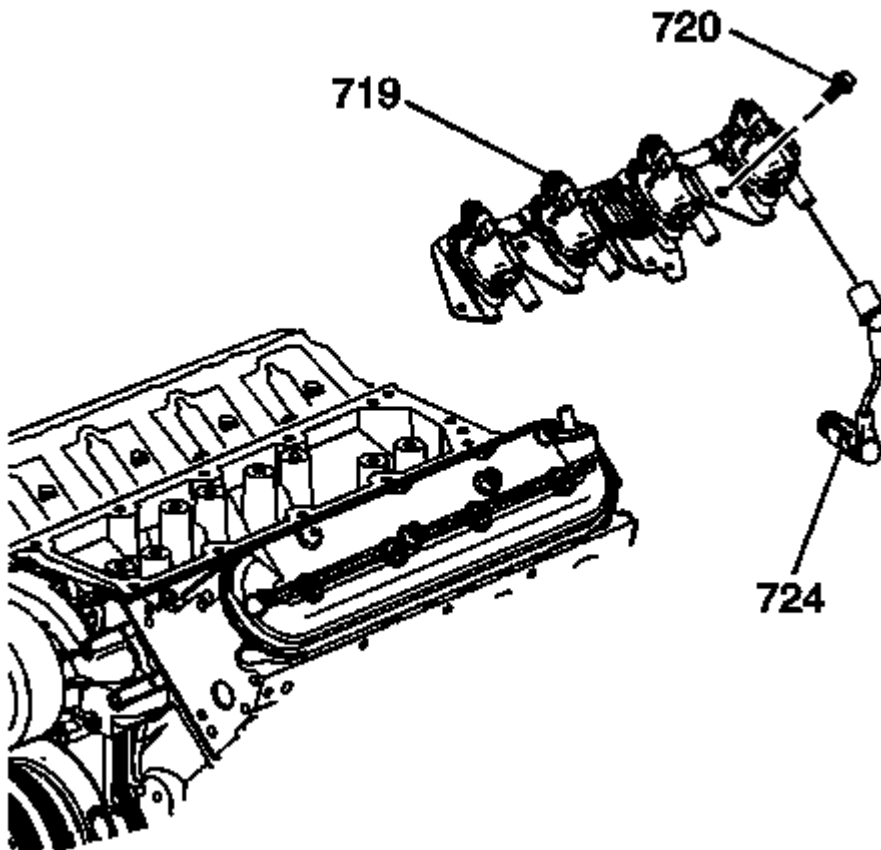


Fig. 161: Ignition Coils & Bracket
 Courtesy of GENERAL MOTORS CORP.

6. Remove the spark plug wires (724) from the ignition coils.
 - Twist each plug wire 1/2 turn.
 - Pull only on the boot in order to remove the wire from the ignition coil.
7. Remove the ignition coil bracket studs (720).
8. Remove the ignition coil bracket (719).

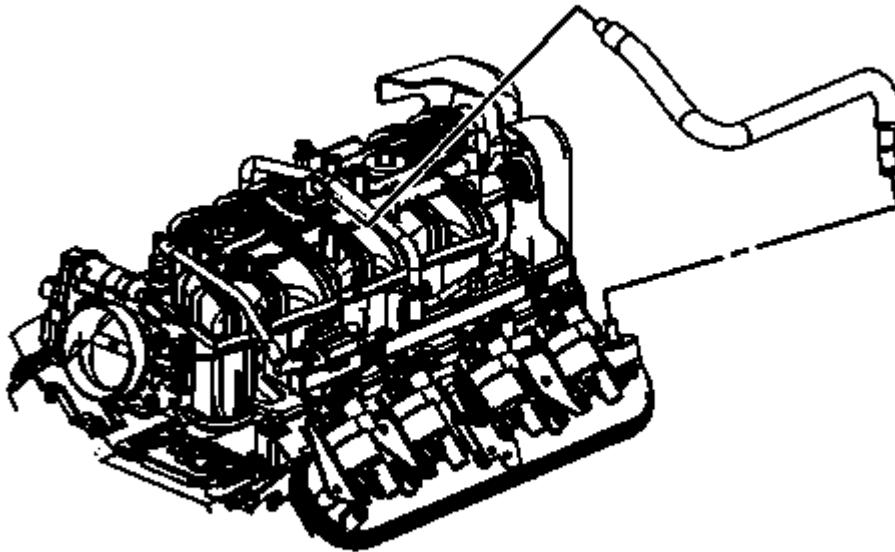


Fig. 162: View Of PCV Hose

Courtesy of GENERAL MOTORS CORP.

9. Remove the positive crankcase ventilation (PCV) hose.

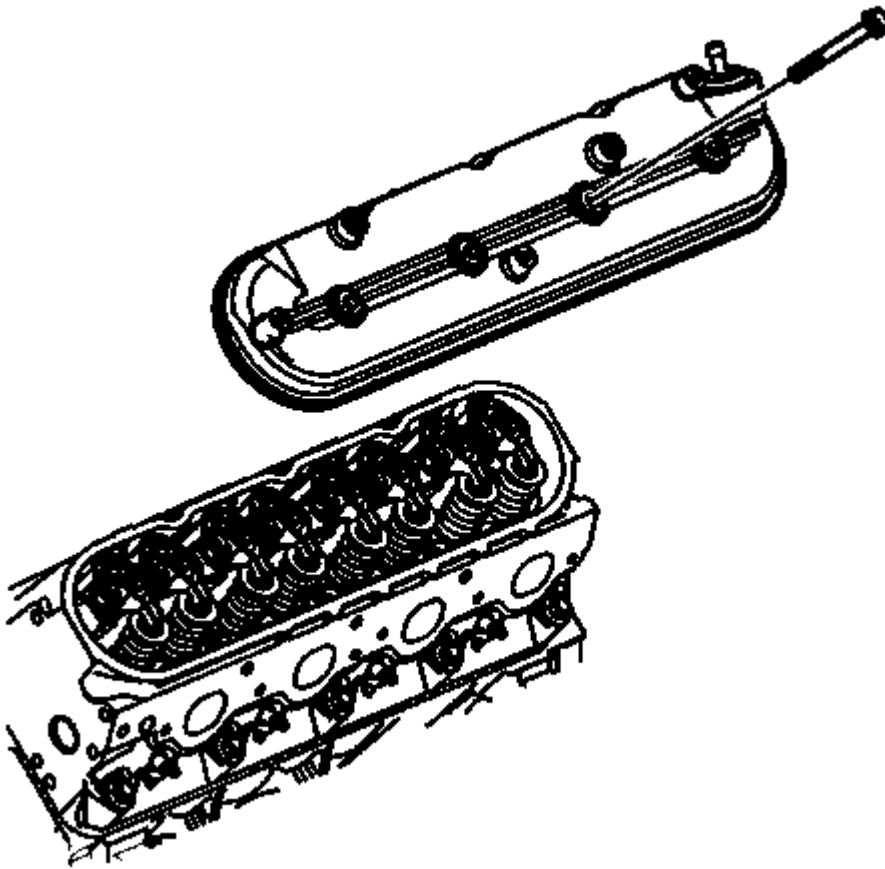


Fig. 163: View Of Valve Rocker Arm Cover
Courtesy of GENERAL MOTORS CORP.

10. Loosen the valve rocker arm cover bolts.
11. Remove the valve rocker arm cover.

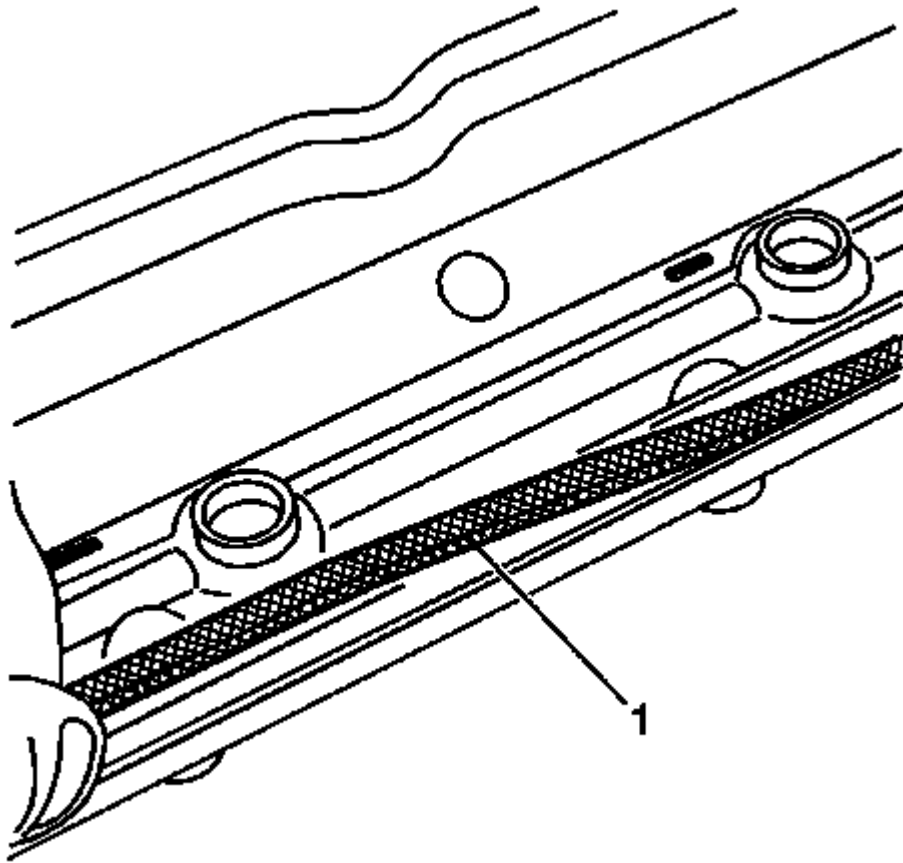


Fig. 164: Rocker Arm Cover Gasket
Courtesy of GENERAL MOTORS CORP.

12. Remove and discard the old gasket (1).

INSTALLATION PROCEDURE

NOTE:

- All gasket surfaces should be free of oil an/or other foreign material during assembly.
- DO NOT reuse the valve rocker arm cover gasket.
- If the PCV valve grommet has been removed from the rocker cover, install a NEW grommet during assembly.

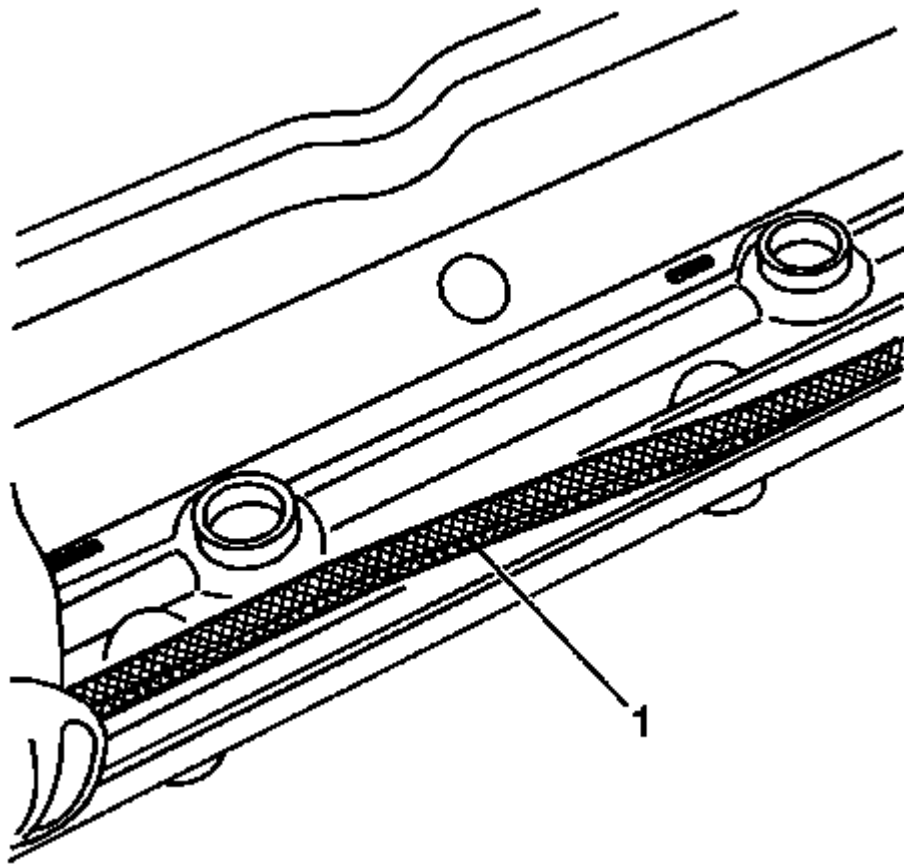


Fig. 165: Rocker Arm Cover Gasket
Courtesy of GENERAL MOTORS CORP.

1. Install a NEW rocker cover gasket (1).

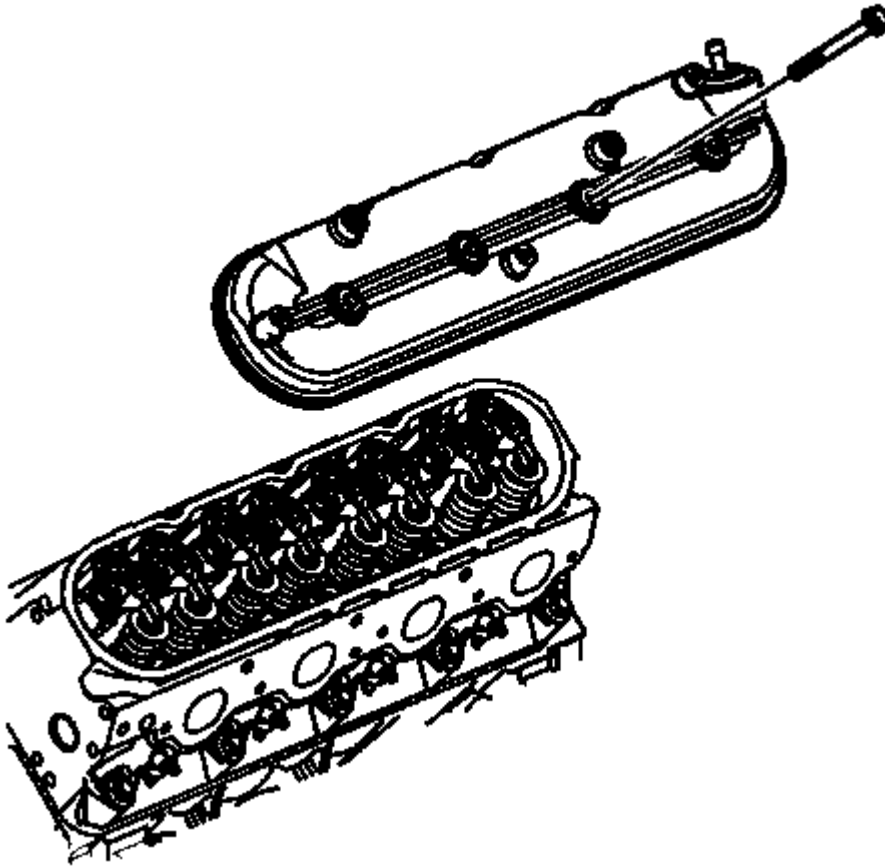


Fig. 166: View Of Valve Rocker Arm Cover
Courtesy of GENERAL MOTORS CORP.

2. Install the valve rocker arm cover.

CAUTION: Refer to Fastener Caution .

3. Tighten the rocker arm cover bolts.

Tighten: Tighten the bolts to 12 N.m (106 lb in).

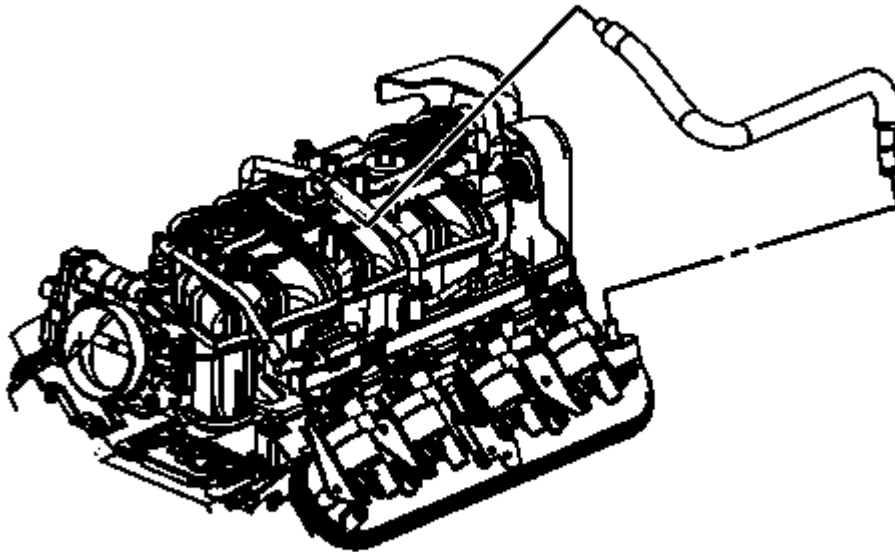


Fig. 167: View Of PCV Hose
Courtesy of GENERAL MOTORS CORP.

4. Install the PCV hose.

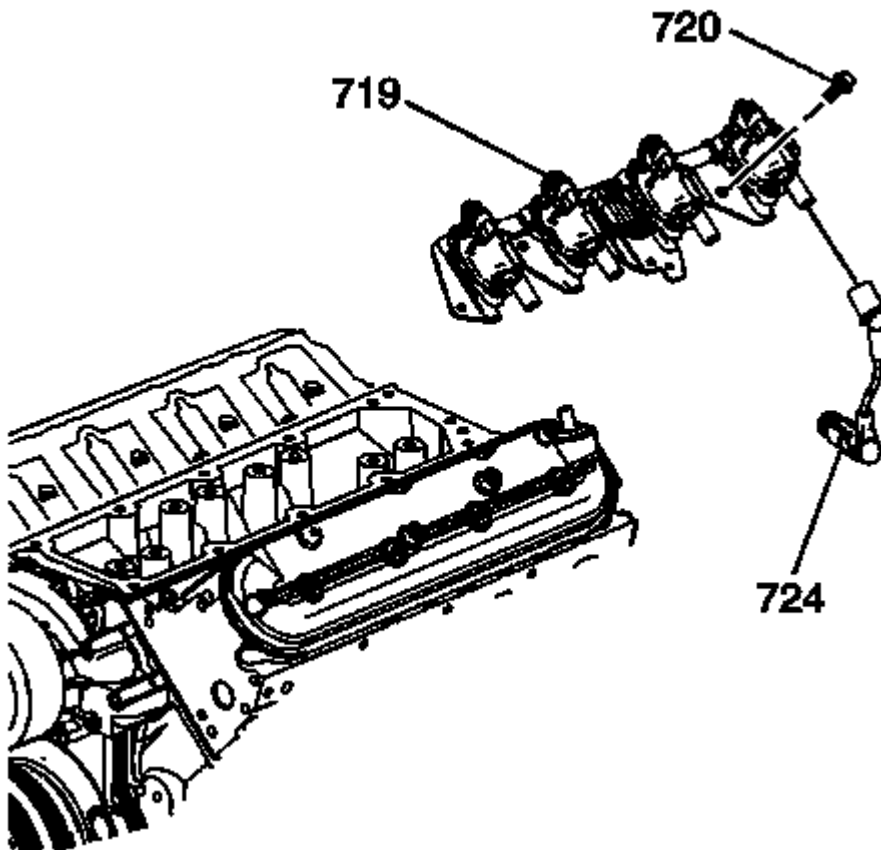


Fig. 168: Ignition Coils & Bracket
Courtesy of GENERAL MOTORS CORP.

5. Apply threadlock to the threads of the ignition coil bracket studs. Refer to **Adhesives, Fluids, Lubricants, and Sealers** .
6. Position the ignition coil bracket (719) onto the rocker cover.
7. Install the ignition coil bracket studs (720).

Tighten: Tighten the studs to 12 N.m (106 lb in).

8. Install the spark plug wires (724) to the ignition coils.

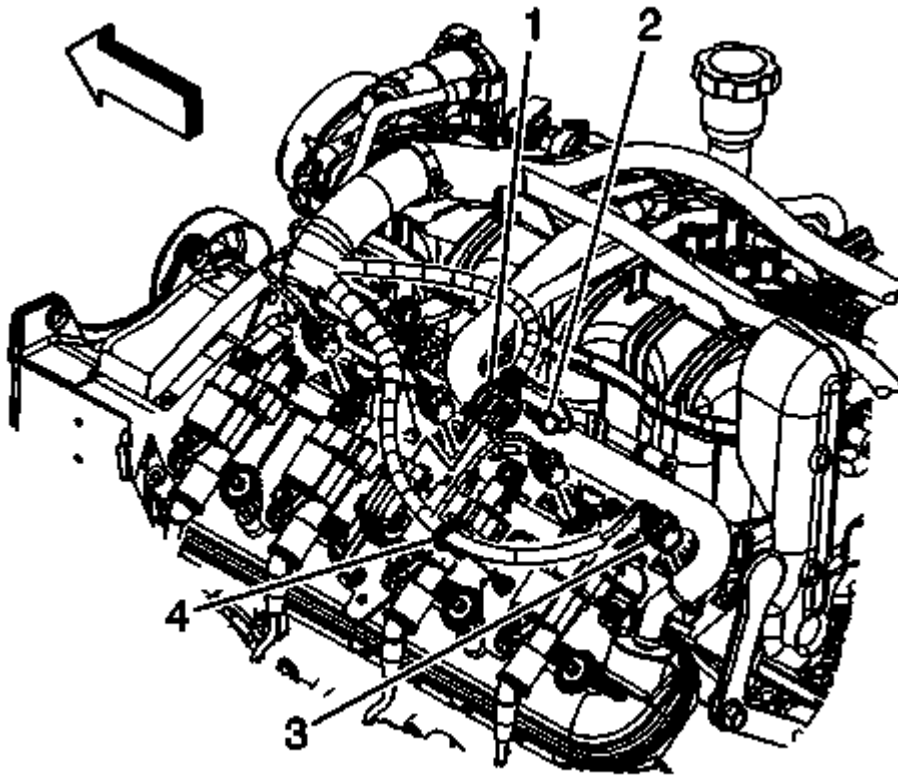


Fig. 169: View Of CPA Retainer, Electrical Connectors & Engine Harness Clips
Courtesy of GENERAL MOTORS CORP.

9. Position the engine harness, as necessary.
10. Install the engine harness clip (4) to the ignition coil bracket stud.
11. Connect the engine harness electrical connector (1) to the ignition coil wire harness.
12. Install the CPA retainer (2).
13. Install the intake manifold cover. Refer to **Upper Intake Manifold Sight Shield Replacement**.

VALVE ROCKER ARM COVER REPLACEMENT - RIGHT SIDE

REMOVAL PROCEDURE

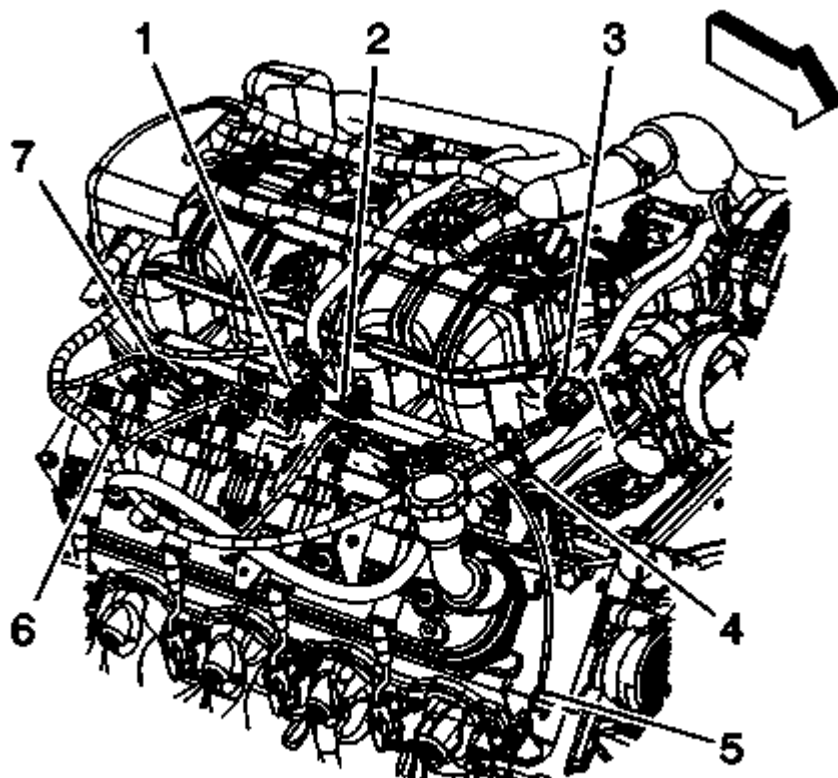


Fig. 170: View Of CPA Retainer, Engine Harness Electrical Connectors & Harness Clips
Courtesy of GENERAL MOTORS CORP.

1. Remove the intake manifold cover. Refer to Upper Intake Manifold Sight Shield Replacement.
2. Remove the connector position assurance (CPA) retainer (2).
3. Disconnect the engine harness electrical connector (1) from the ignition coil wire harness.
4. Remove the engine wiring harness (electronic throttle control branch) clip (6) from the ignition coil bracket stud.
5. Reposition the engine wiring harness (electronic throttle control branch) as necessary.

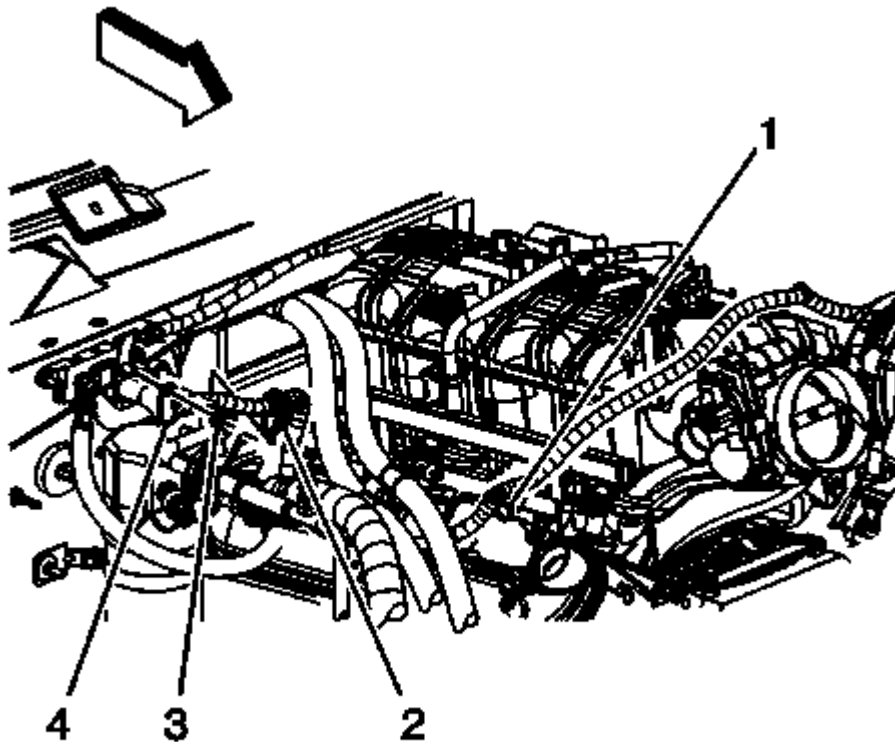


Fig. 171: View Of Generator Battery Jumper Cable & Components
Courtesy of GENERAL MOTORS CORP.

6. Remove the generator battery cable clip (1) from the ignition coil bracket stud.
7. Reposition the generator battery cable as necessary.

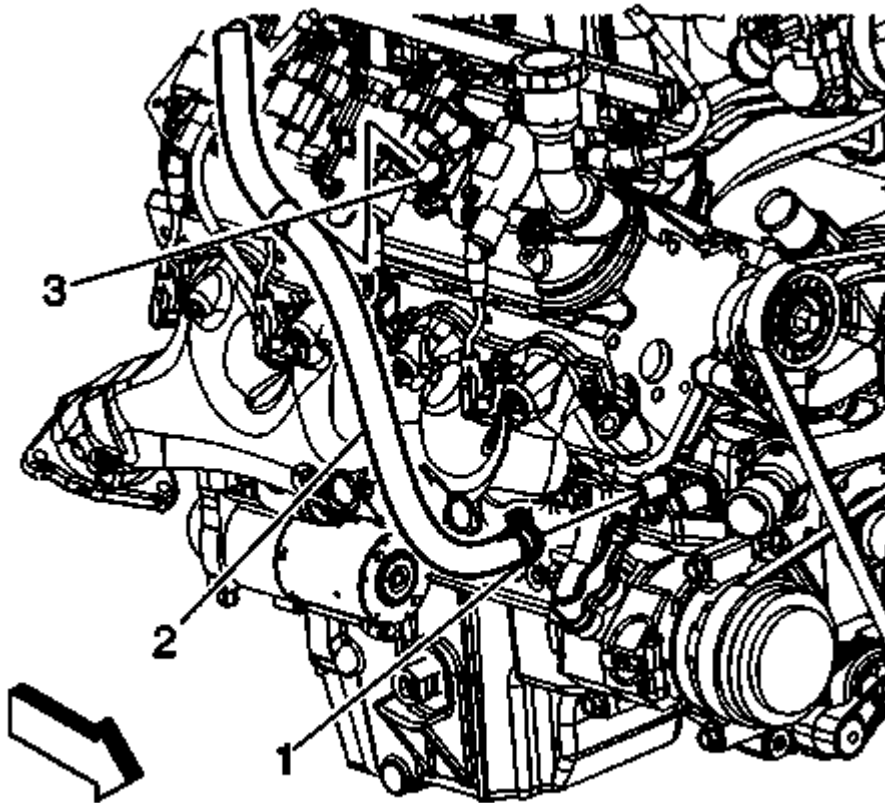


Fig. 172: View Of Heater Inlet Hose, Clamp & Water Pump
Courtesy of GENERAL MOTORS CORP.

8. Remove the heater inlet hose (2) from the heater hose bracket (3).

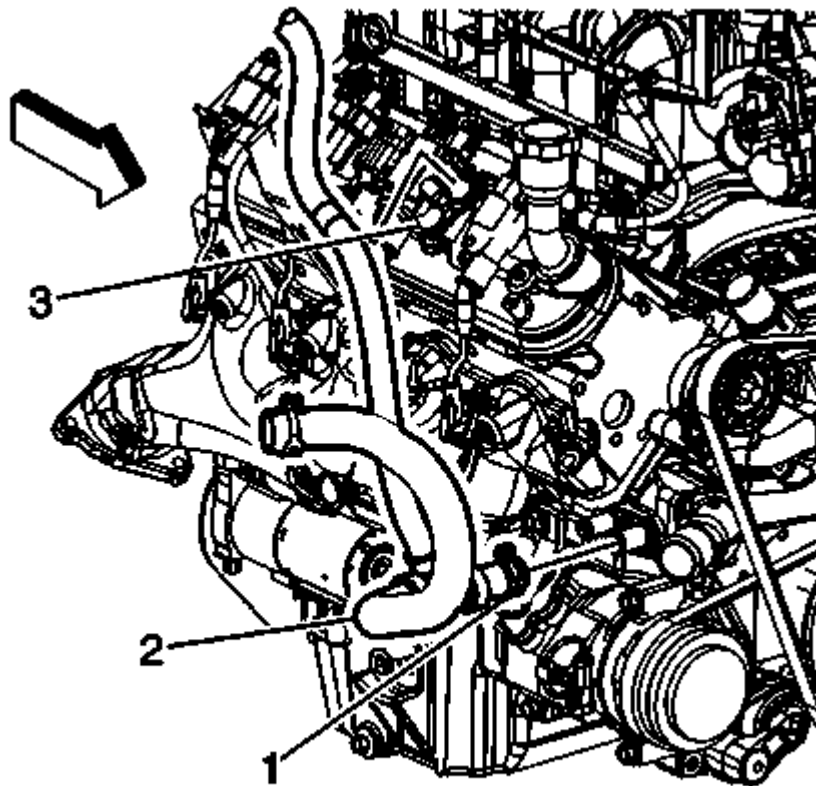


Fig. 173: View Of Radiator Surge Tank Outlet Hose, Clamp & Water Pump
Courtesy of GENERAL MOTORS CORP.

9. Remove the surge tank outlet hose (2) from the heater hose bracket (3).

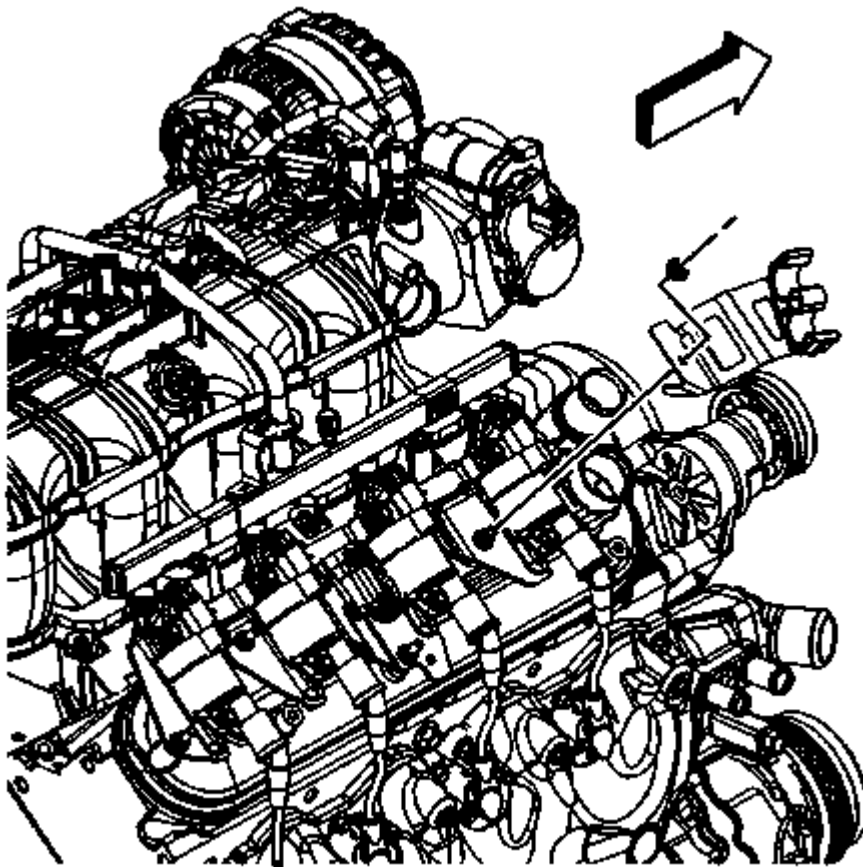


Fig. 174: View Of Heater Hose Bracket & Nut
Courtesy of GENERAL MOTORS CORP.

10. Remove the heater hose bracket nut and bracket

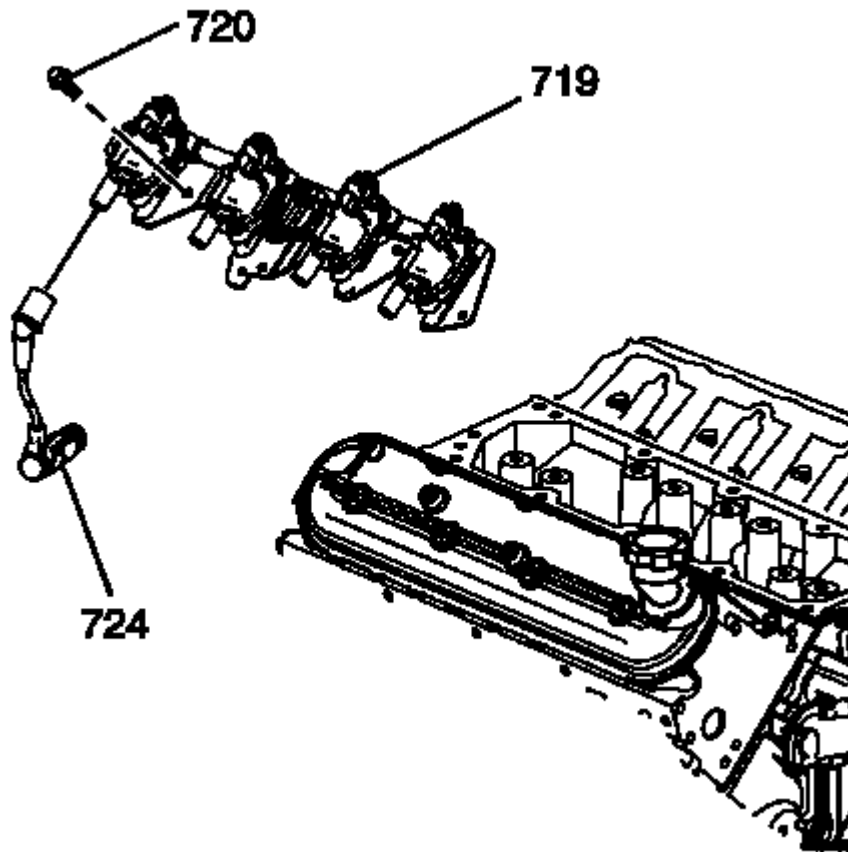


Fig. 175: Ignition Coils & Bracket
 Courtesy of GENERAL MOTORS CORP.

11. Remove the spark plug wires (724) from the ignition coils.
 - Twist each plug wire 1/2 turn.
 - Pull only on the boot in order to remove the wire from the ignition coil.
12. Remove the ignition coil bracket studs (720).
13. Remove the ignition coil bracket (719).

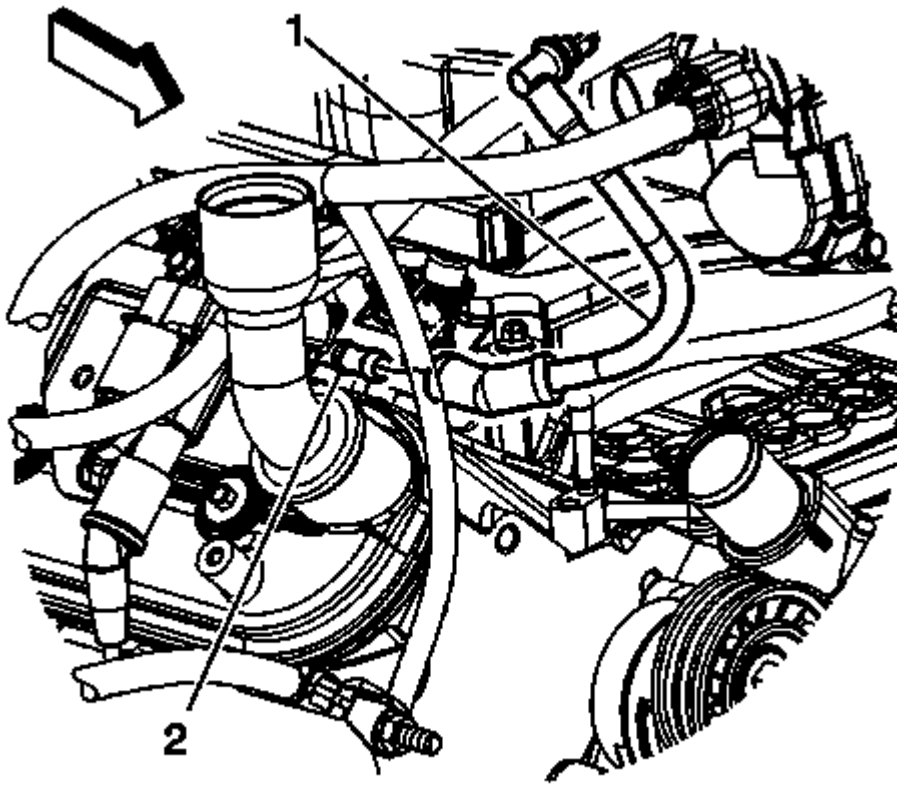


Fig. 176: View Of PCV Tube & Right Valve Rocker Arm Cover Fitting
Courtesy of GENERAL MOTORS CORP.

14. Remove the positive crankcase ventilation (PCV) tube (1) from the valve rocker cover (2).

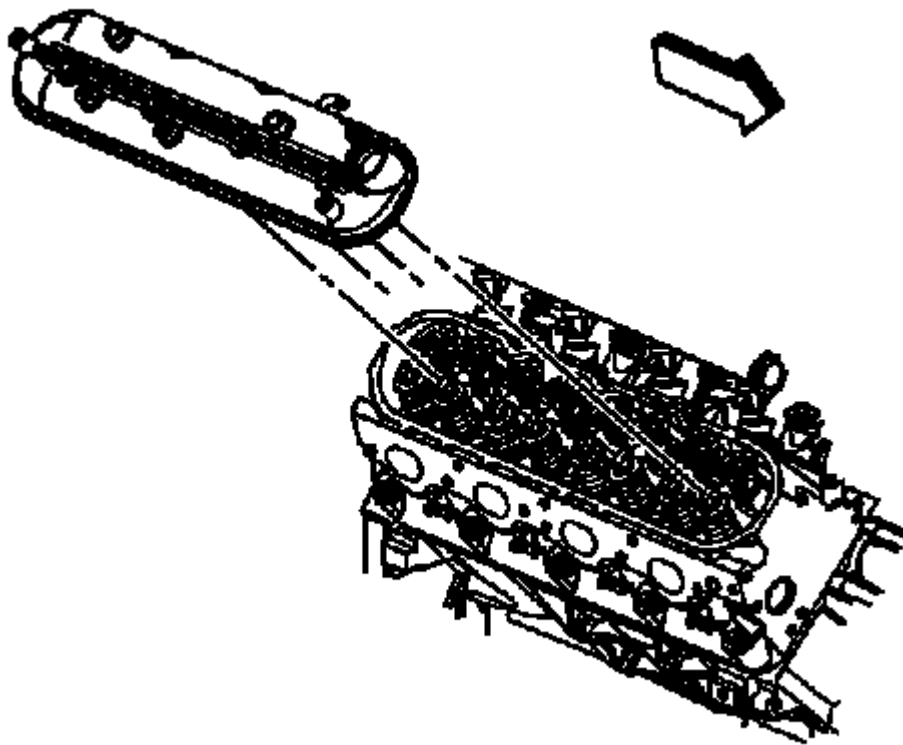


Fig. 177: View Of Valve Rocker Arm Cover (Right)
Courtesy of GENERAL MOTORS CORP.

15. Loosen the valve rocker arm cover bolts.
16. Remove the valve rocker arm cover.

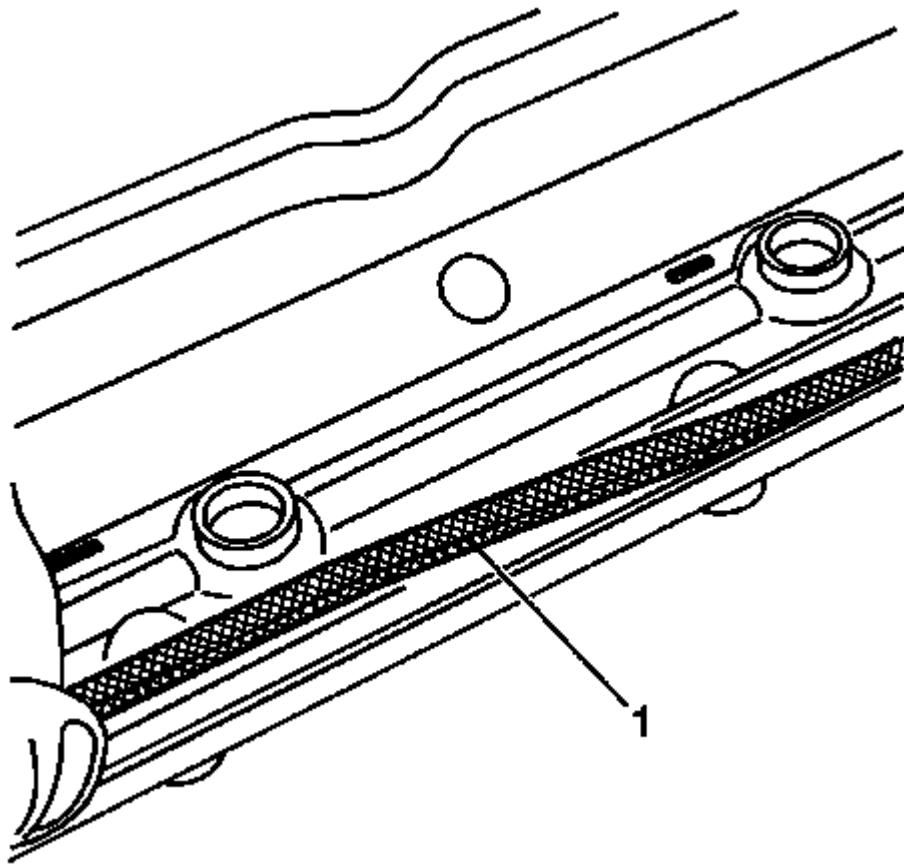


Fig. 178: Rocker Arm Cover Gasket
Courtesy of GENERAL MOTORS CORP.

17. Remove and discard the old gasket (1).

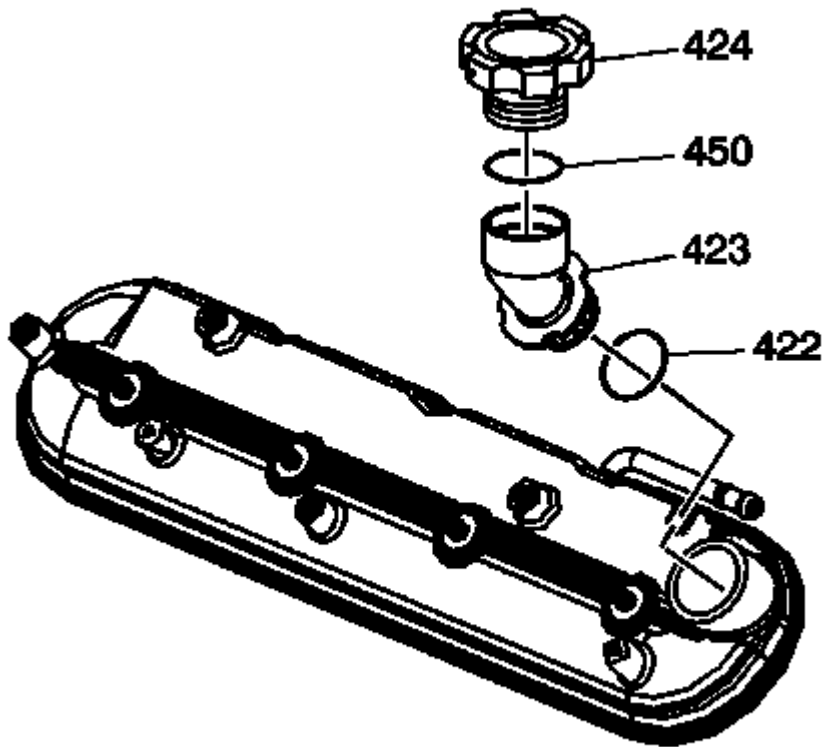


Fig. 179: Oil Fill Cap & Oil Fill Tube
Courtesy of GENERAL MOTORS CORP.

18. Remove the oil fill cap (424) from the oil fill tube (423), if necessary.
19. Remove and discard the oil fill tube, if necessary.

INSTALLATION PROCEDURE

NOTE:

- All gasket surfaces should be free of oil or other foreign material during assembly.
- DO NOT reuse the valve rocker arm cover gasket.
- If the oil fill tube has been removed from the rocker arm cover, install a NEW fill tube during assembly.

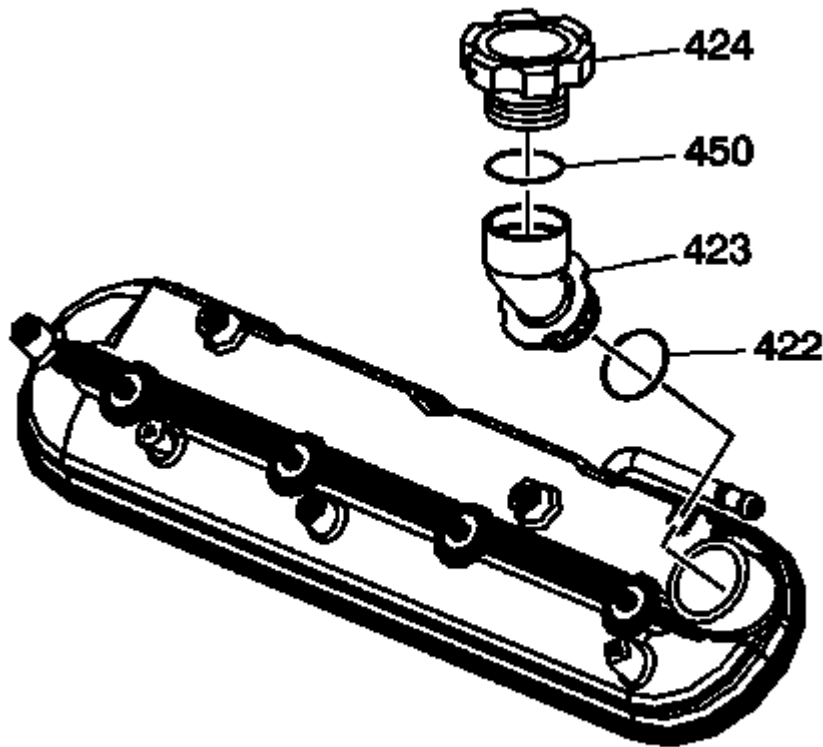


Fig. 180: Oil Fill Cap & Oil Fill Tube
Courtesy of GENERAL MOTORS CORP.

1. Lubricate the O-ring seal (422) of the NEW oil fill tube with clean engine oil.
2. Insert the NEW oil fill tube (423) into the rocker arm cover.

Rotate the tube clockwise until locked in the proper position.

3. Install the oil fill cap (424) into the tube.

Rotate the cap clockwise until locked in the proper position.

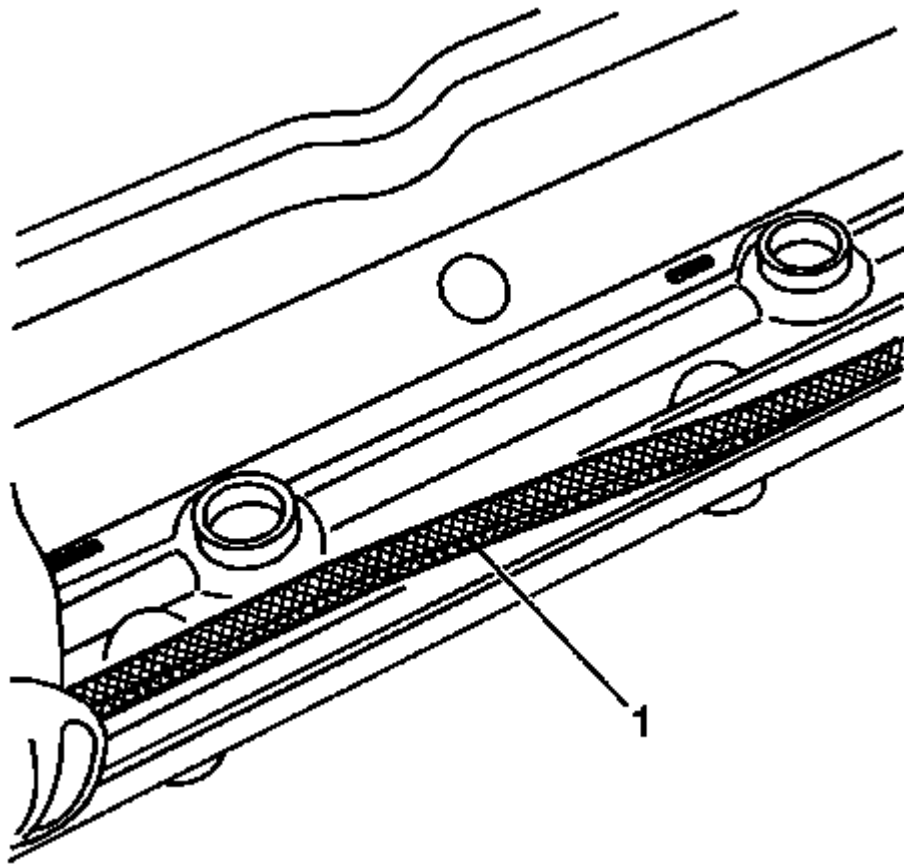


Fig. 181: Rocker Arm Cover Gasket
Courtesy of GENERAL MOTORS CORP.

4. Install a NEW rocker cover gasket (1) into the valve rocker arm cover lip.

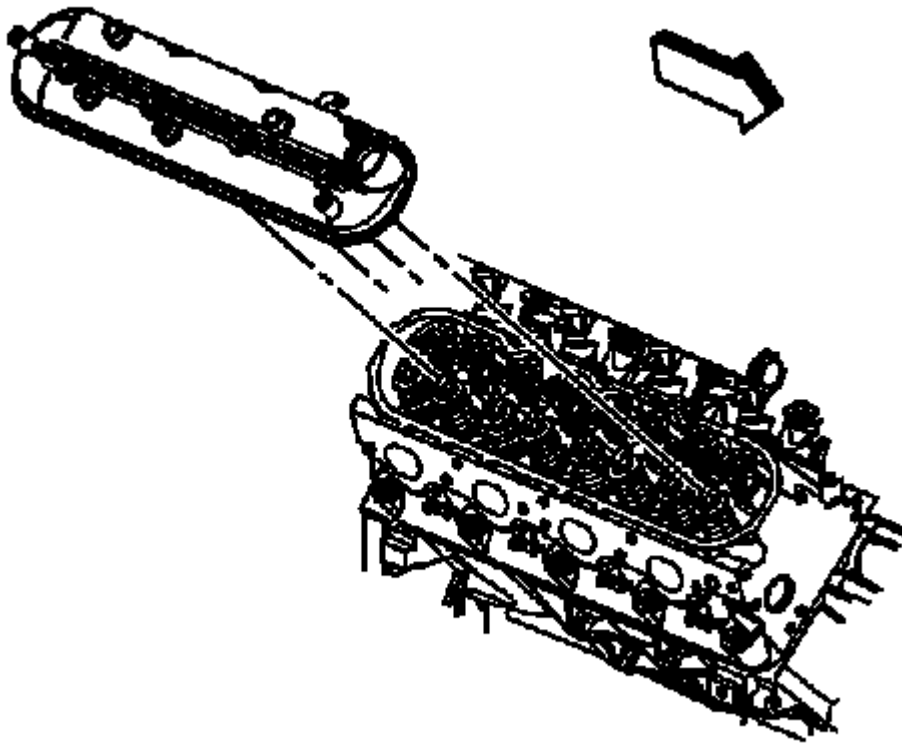


Fig. 182: View Of Valve Rocker Arm Cover (Right)
Courtesy of GENERAL MOTORS CORP.

5. Install the valve rocker arm cover.

CAUTION: Refer to Fastener Caution .

6. Tighten the rocker arm cover bolts.

Tighten: Tighten the bolts to 12 N.m (106 lb in).

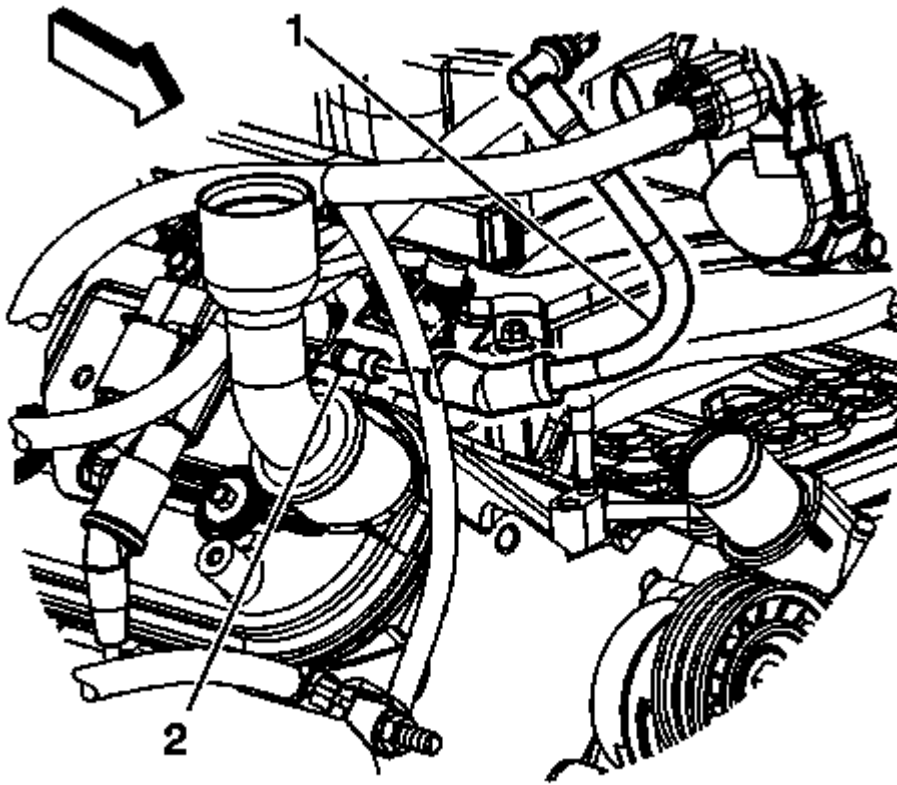


Fig. 183: View Of PCV Tube & Right Valve Rocker Arm Cover Fitting
Courtesy of GENERAL MOTORS CORP.

7. Install the PCV tube (1) to the valve rocker cover (2).

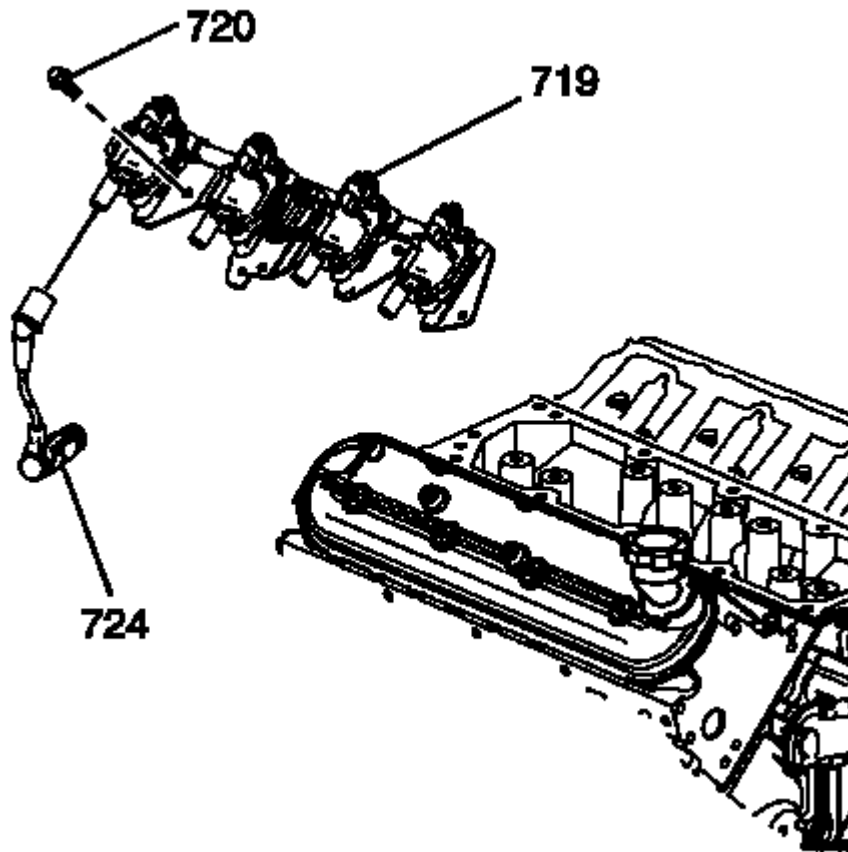


Fig. 184: Ignition Coils & Bracket
 Courtesy of GENERAL MOTORS CORP.

8. Apply threadlock GM P/N 12345382 (Canadian P/N 10953489), or equivalent to the threads of the ignition coil bracket studs.
9. Position the ignition coil bracket (719) onto the rocker cover.
10. Install the ignition coil bracket studs (720).

Tighten: Tighten the studs to 12 N.m (106 lb in).

11. Install the spark plug wires (724) to the ignition coils.

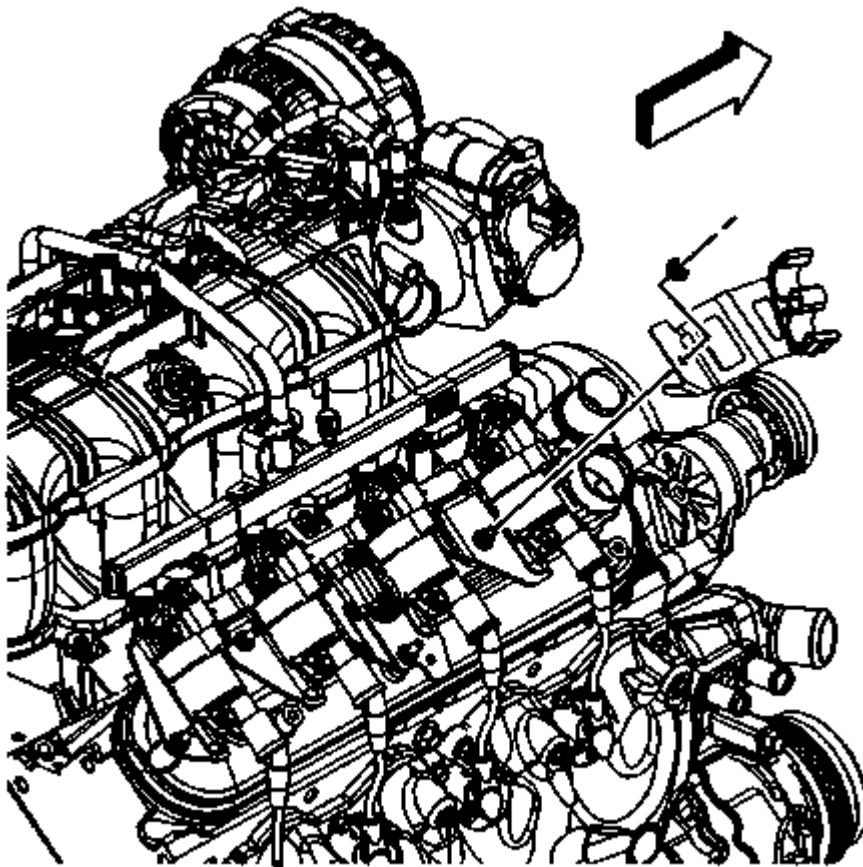


Fig. 185: View Of Heater Hose Bracket & Nut
Courtesy of GENERAL MOTORS CORP.

12. Install the heater hose bracket and nut.

Tighten: Tighten the nut to 9 N.m (80 lb in).

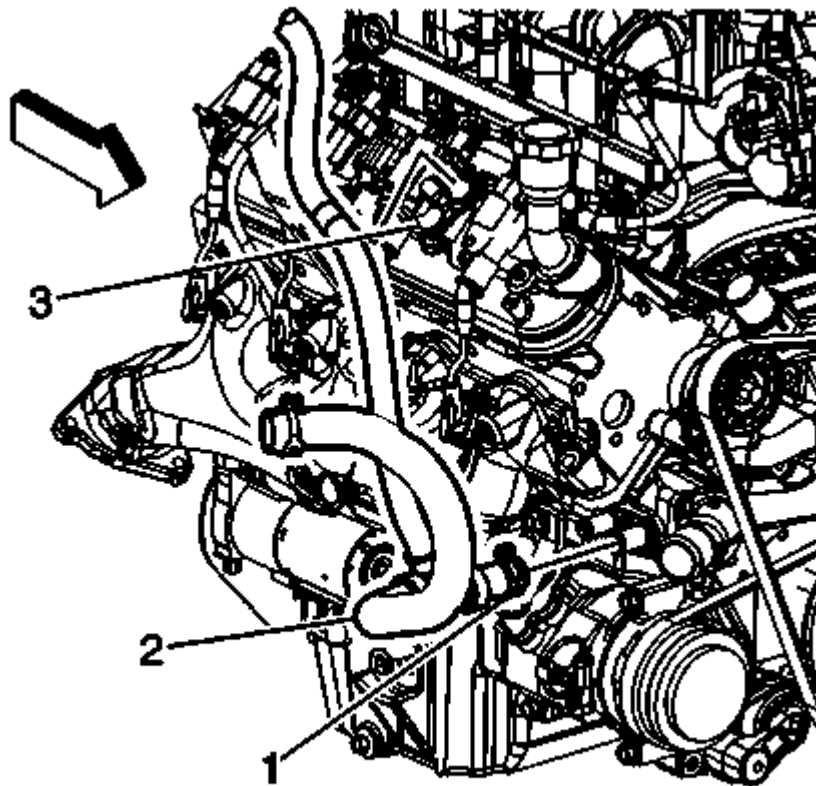


Fig. 186: View Of Radiator Surge Tank Outlet Hose, Clamp & Water Pump
Courtesy of GENERAL MOTORS CORP.

13. Install the surge tank outlet hose (2) to the heater hose bracket (3).

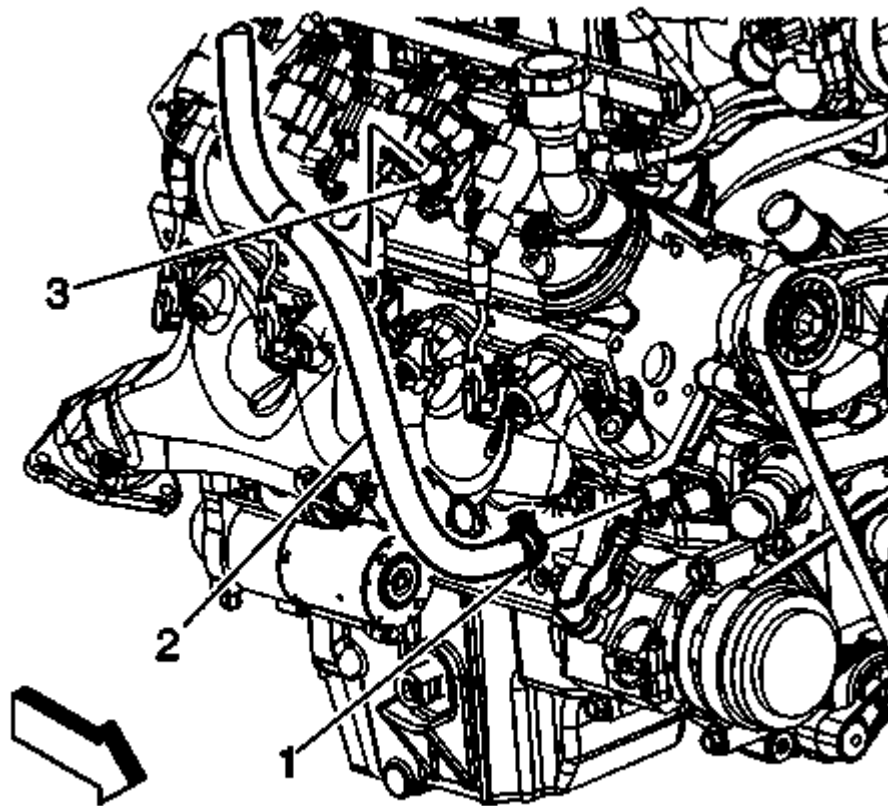


Fig. 187: View Of Heater Inlet Hose, Clamp & Water Pump
Courtesy of GENERAL MOTORS CORP.

14. Install the heater inlet hose (2) to the heater hose bracket (3).

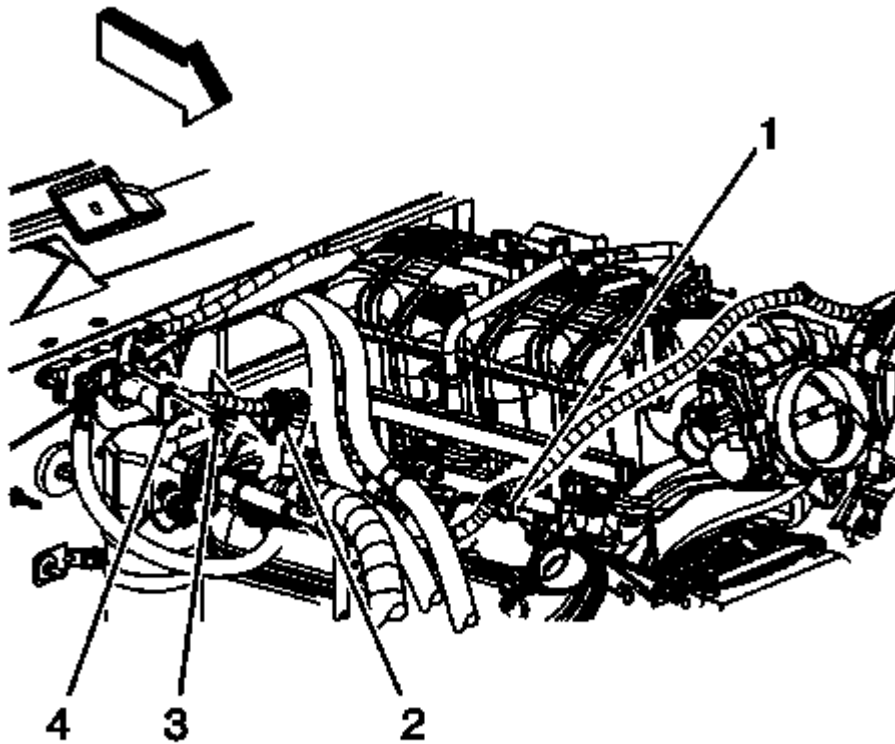


Fig. 188: View Of Generator Battery Jumper Cable & Components
Courtesy of GENERAL MOTORS CORP.

15. Position the generator battery cable as necessary.
16. Install the generator battery cable clip (1) to the ignition coil bracket stud.

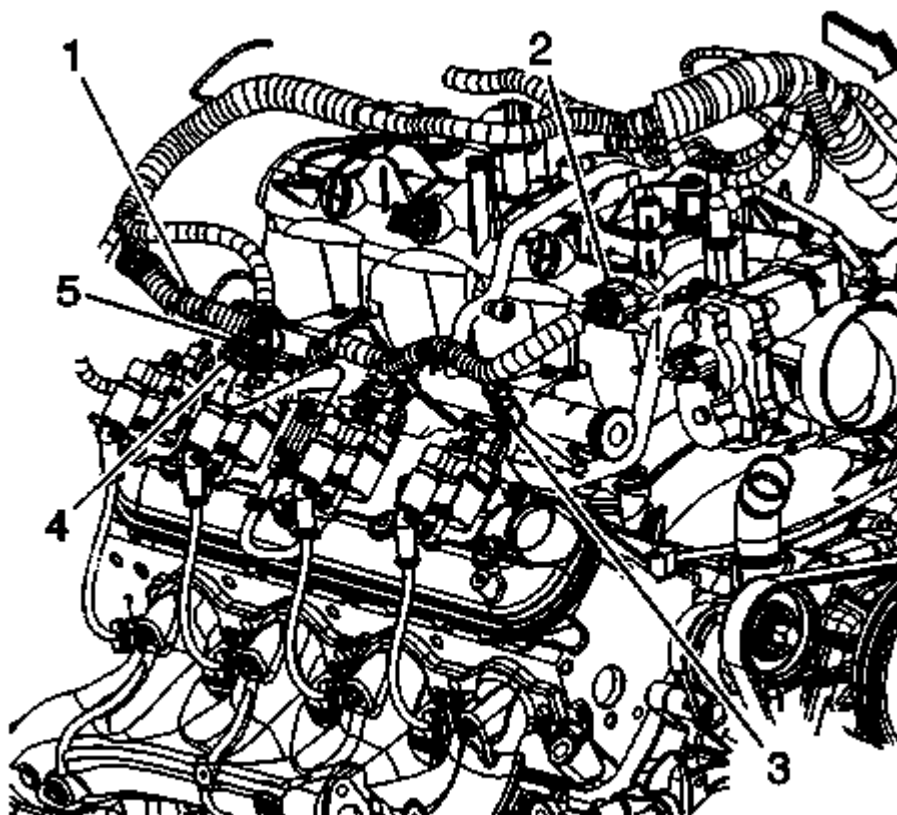


Fig. 189: Identifying Right Side Main Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

17. Position the engine wiring harness (electronic throttle control branch) as necessary.
18. Install the engine wiring harness (electronic throttle control branch) clip (6) to the ignition coil bracket stud.
19. Connect the engine harness electrical connector (1) to the ignition coil wire harness.
20. Install the CPA retainer (2).
21. Install the intake manifold cover. Refer to **Upper Intake Manifold Sight Shield Replacement**.

VALVE ROCKER ARM AND PUSH ROD REPLACEMENT

REMOVAL PROCEDURE

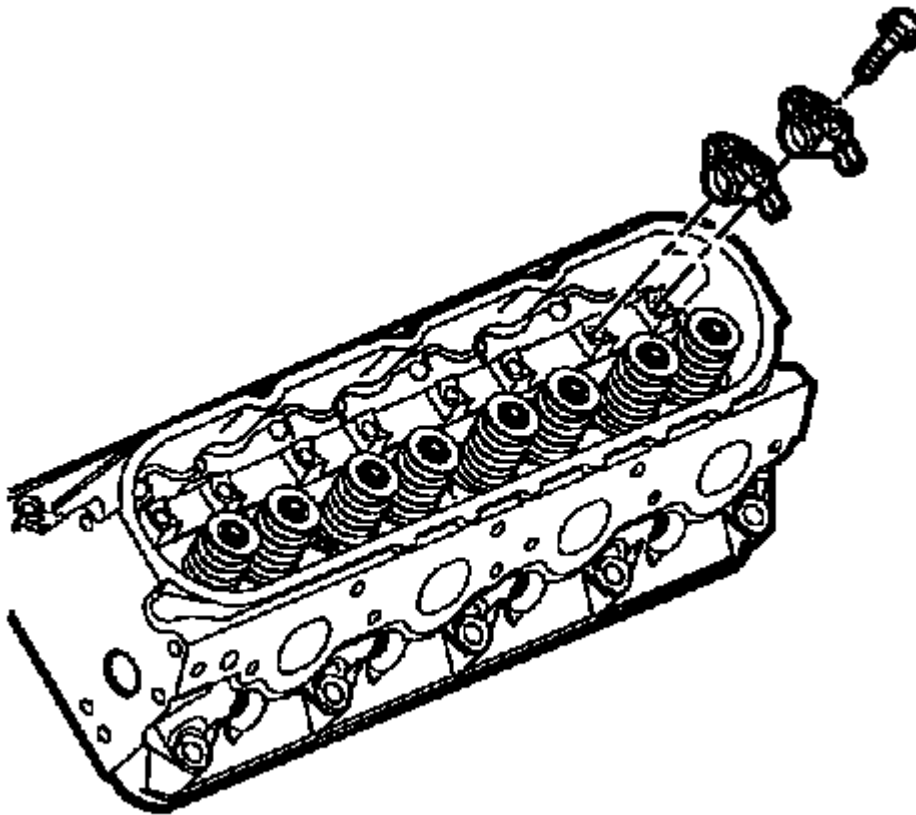


Fig. 190: View Of Rocker Arms & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Remove the rocker arm cover. Refer to Valve Rocker Arm Cover Replacement - Left Side or Valve Rocker Arm Cover Replacement - Right Side.

NOTE: The engine firing order is 1, 8, 7, 2, 6, 5, 4, 3. Cylinders 1, 3, 5 and 7 are the left bank.

2. Remove the number one cylinder spark plug. Refer to Spark Plug Replacement.

NOTE: Place the rocker arms, pushrods, and pivot support, in a rack so that they can be installed in the same location from which they were removed.

3. Remove the rocker arm bolts.
4. Remove the rocker arms.

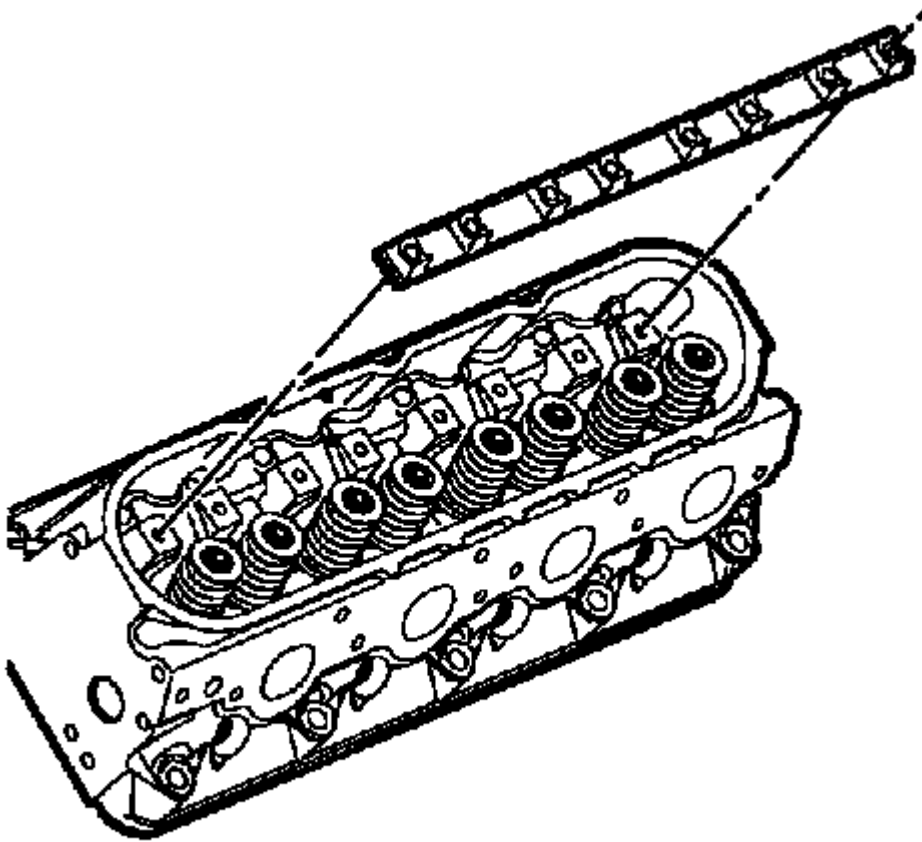


Fig. 191: View Of Valve Rocker Arm Pivot Support
Courtesy of GENERAL MOTORS CORP.

5. Remove the rocker arm pivot support.

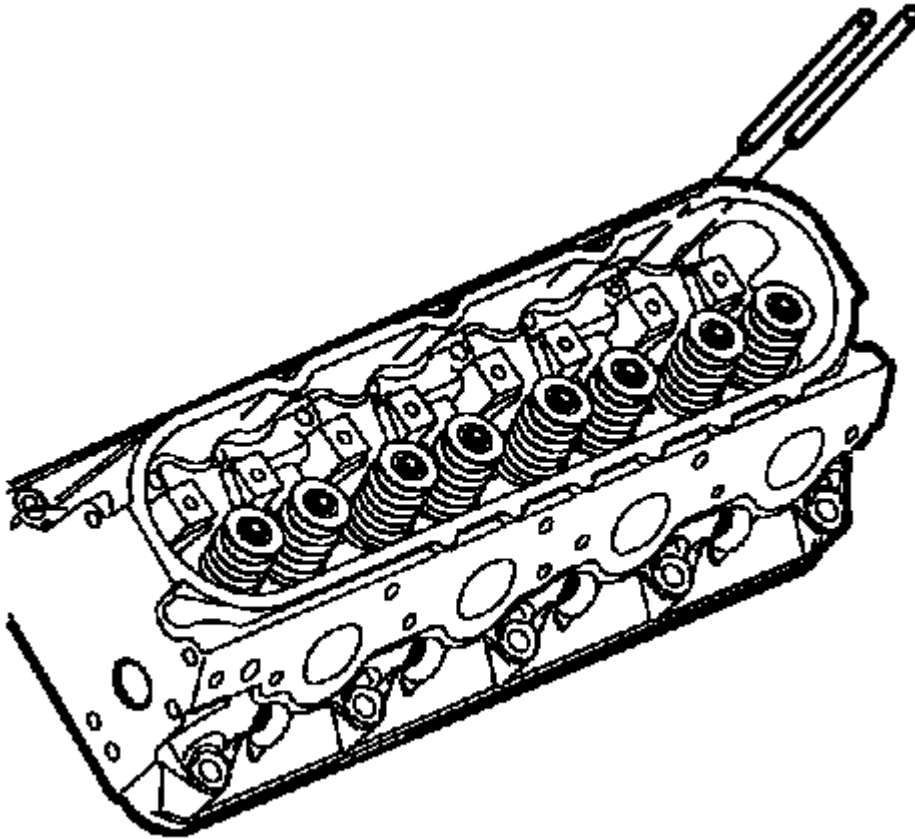


Fig. 192: View Of Pushrods

Courtesy of GENERAL MOTORS CORP.

6. Remove the pushrods.
7. Clean and inspect the rocker arms and pushrods, if required. Refer to Valve Rocker Arm and Push Rod Cleaning and Inspection .

INSTALLATION PROCEDURE

NOTE: When reusing the valve train components, always install the components to the original location and position.

Valve lash is net build, no valve adjustment is required.

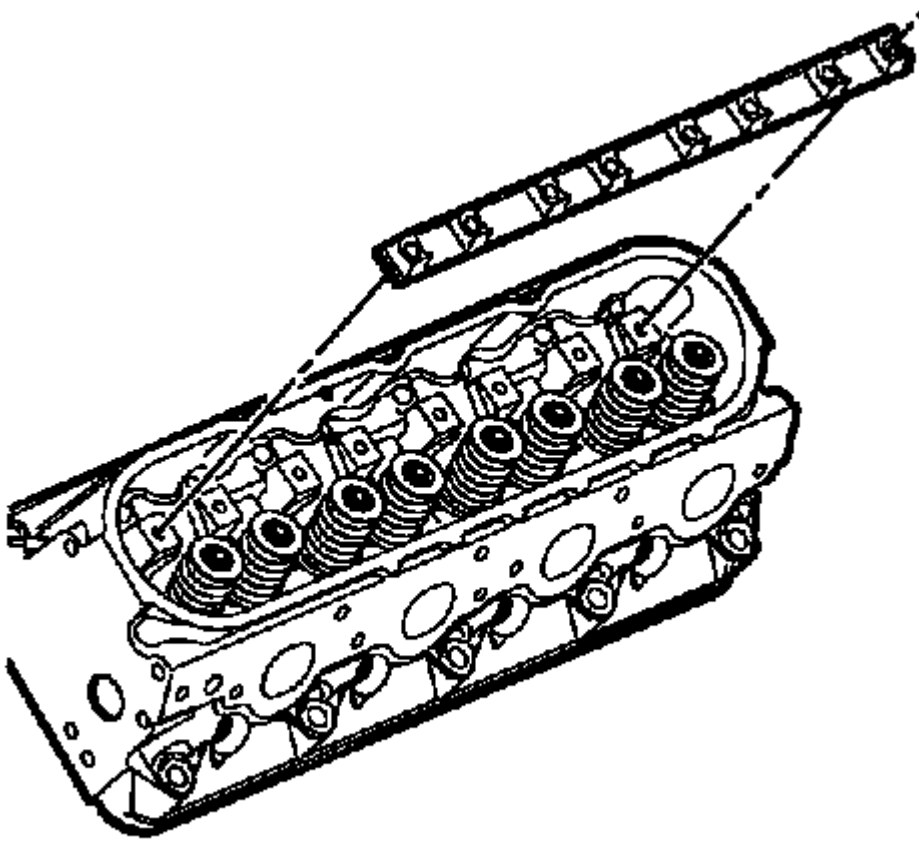


Fig. 193: View Of Valve Rocker Arm Pivot Support
Courtesy of GENERAL MOTORS CORP.

1. Lubricate the rocker arms and pushrods with clean engine oil.
2. Lubricate the flange of the rocker arm bolts with clean engine oil. Lubricate the flange or washer surface of the bolt that will contact the rocker arm.
3. Install the rocker arm pivot support.

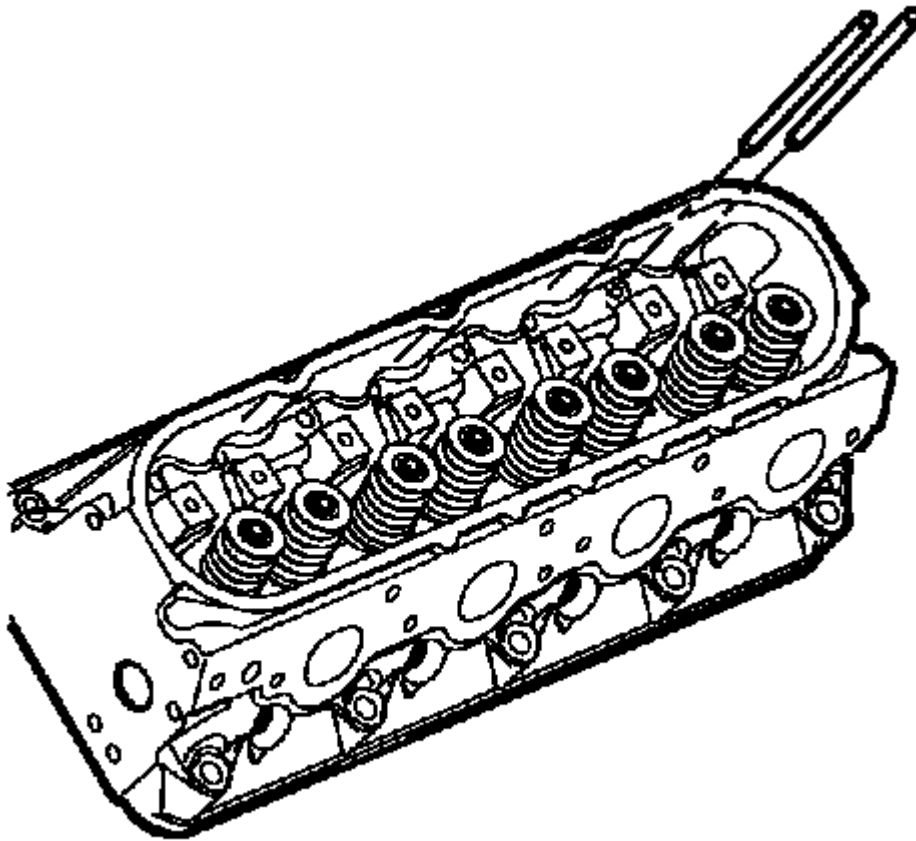


Fig. 194: View Of Pushrods
Courtesy of GENERAL MOTORS CORP.

NOTE: Make sure that the pushrods seat properly to the valve lifter sockets.

4. Install the pushrods.

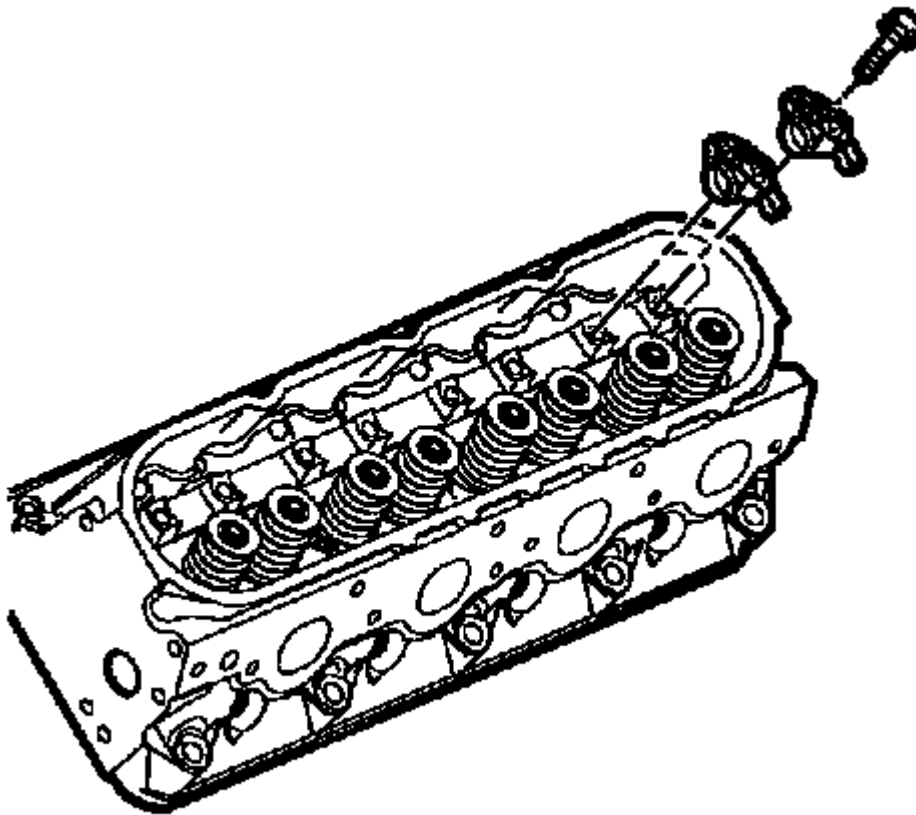


Fig. 195: View Of Rocker Arms & Bolts
Courtesy of GENERAL MOTORS CORP.

NOTE: Make sure that the pushrods seat properly to the ends of the rocker arms. **DO NOT** tighten the rocker arm bolts at this time.

5. Install the rocker arms and bolts.

NOTE: The engine firing order is 1, 8, 7, 2, 6, 5, 4, 3. Cylinders 1, 3, 5 and 7 are the left bank. Cylinders 2, 4, 6 and 8 are the right bank.

6. Rotate the crankshaft until the number one piston is at top dead center (TDC) of the compression stroke. In this position, the number one cylinder rocker arms will be off lobe lift.

CAUTION: Refer to Fastener Caution .

7. With the engine in the number one firing position, tighten the following rocker arm bolts:

Tighten:

- Tighten cylinders 1,2,7 and 8 exhaust valve rocker arm bolts to 30 N.m (22 lb ft).
- Tighten cylinders 1,3,4 and 5 intake valve rocker arm bolts to 30 N.m (22 lb ft).

8. Rotate the crankshaft 360 degrees.

9. Tighten the following rocker arm bolts:

Tighten:

- Tighten cylinders 3, 4, 5 and 6 exhaust valve rocker arm bolts to 30 N.m (22 lb ft).
- Tighten cylinders 2, 6, 7 and 8 intake valve rocker arm bolts to 30 N.m (22 lb ft).

10. Install the number one cylinder spark plug. Refer to **Spark Plug Replacement** .

11. Install the rocker arm cover. Refer to **Valve Rocker Arm Cover Replacement - Left Side** or **Valve Rocker Arm Cover Replacement - Right Side**.

VALVE STEM OIL SEAL AND VALVE SPRING REPLACEMENT

Special Tools

- **J 22794** Spark Plug Port Adapter
- **J 38606** Valve Spring Compressor

REMOVAL PROCEDURE

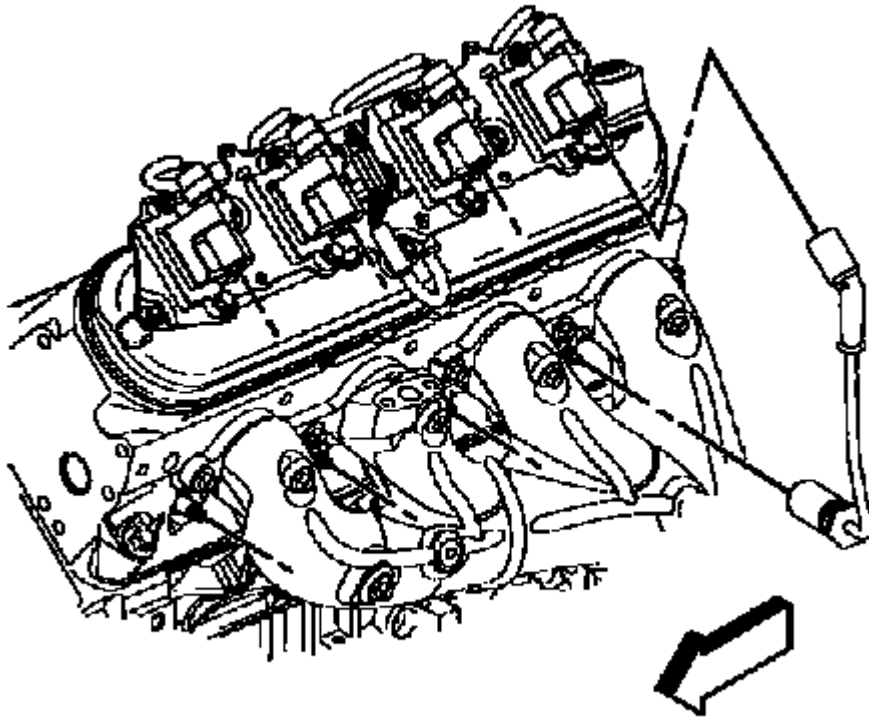


Fig. 196: View Of Spark Plug Wire & Boot
Courtesy of GENERAL MOTORS CORP.

1. Remove the rocker arm. Refer to **Valve Rocker Arm and Push Rod Replacement**.
2. Disconnect the spark plug wire at the spark plug.
 - Twist each plug wire boot 1/2 turn.
 - Pull only on the boot in order to remove the wire from the spark plug.

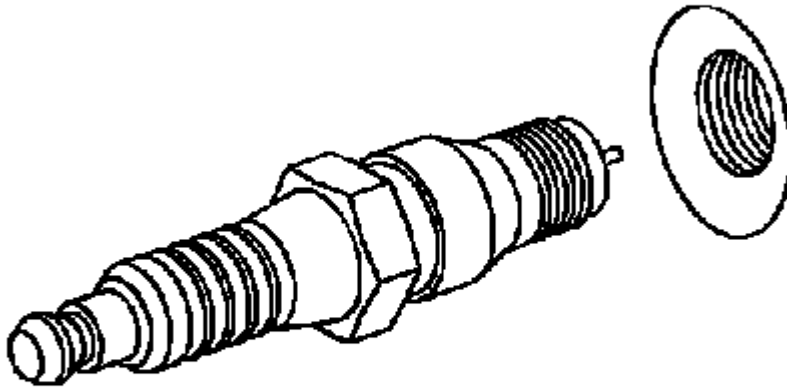


Fig. 197: View Of Spark Plug
Courtesy of GENERAL MOTORS CORP.

NOTE: Remove the spark plugs from the cylinder head with the engine at room temperature.

3. Loosen the spark plug 1 or 2 turns.
4. Brush or air blast away any dirt or debris from around the spark plug.
5. Remove the spark plug.

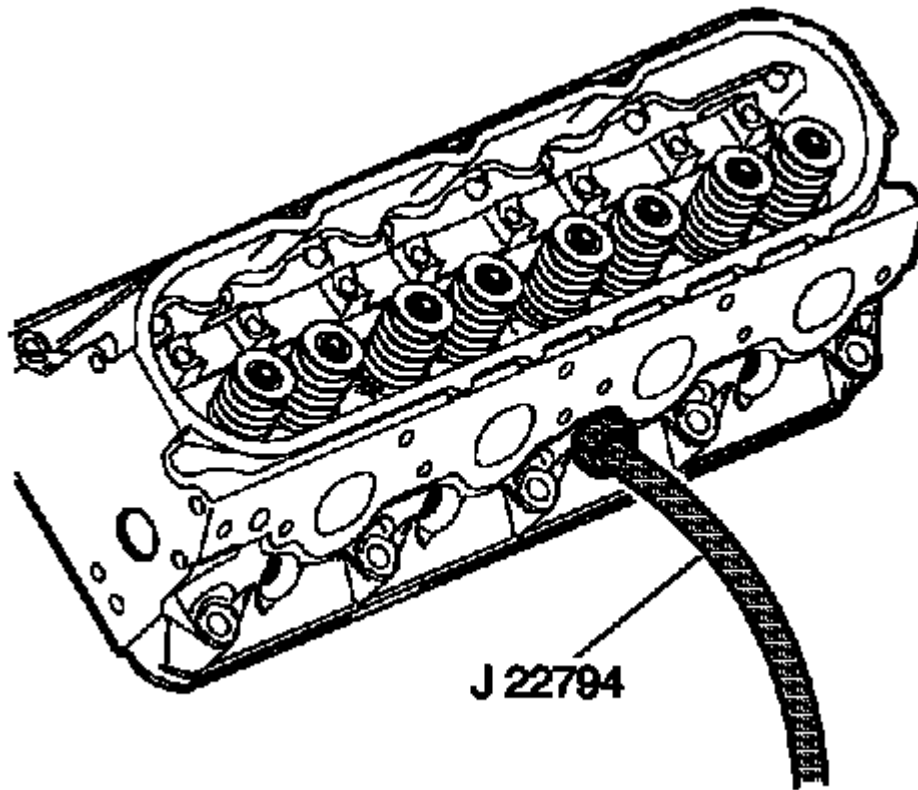


Fig. 198: Applying Compressed Air To J 22794
Courtesy of GENERAL MOTORS CORP.

6. Install the **J 22794** into the spark plug hole.
7. Attach an air hose to the **J 22794**.
8. Apply compressed air to the **J 22794** in order to hold the valves in place.

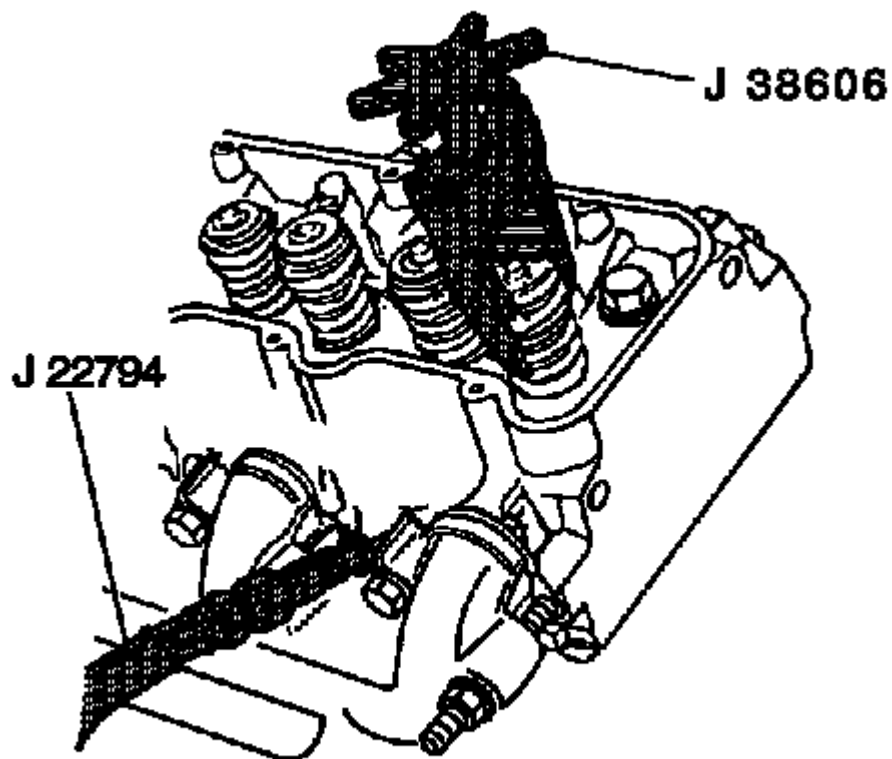


Fig. 199: Compressing Valve Spring
Courtesy of GENERAL MOTORS CORP.

9. Use the **J 38606** in order to compress the valve spring.

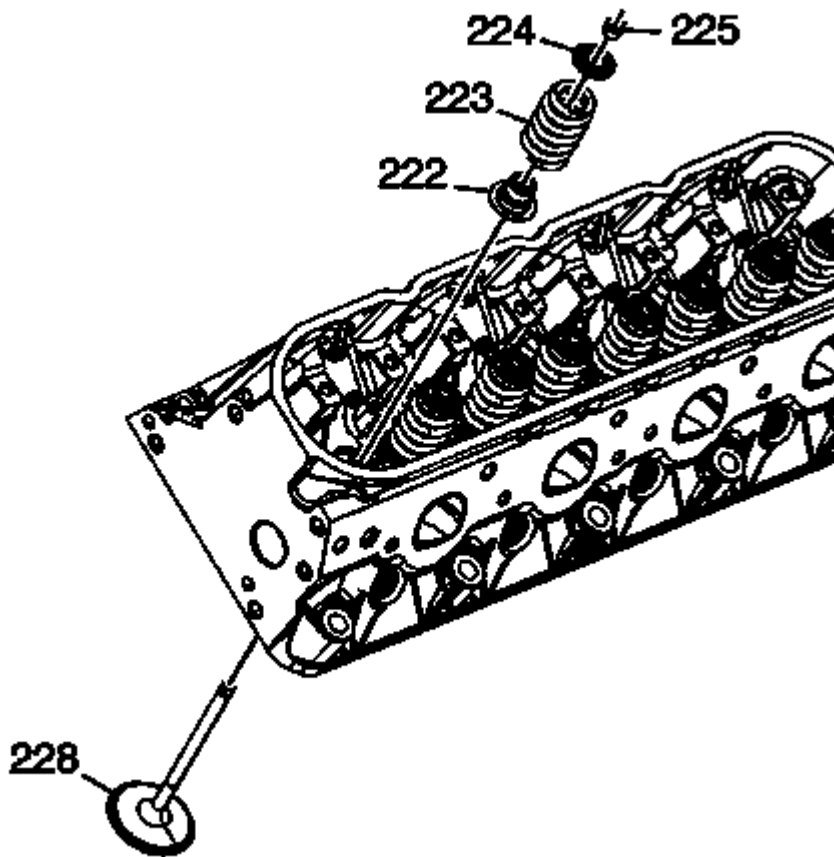


Fig. 200: Valve Stem Keys, Valve Spring Cap & Valve Spring
Courtesy of GENERAL MOTORS CORP.

10. Remove the valve stem keys (225).
11. Carefully release the valve spring tension.
12. Remove the **J 38606**.
13. Remove the valve spring cap (224).
14. Remove the valve spring (223).
15. Remove the valve stem oil seal (222).
16. Remove the valve (228).

INSTALLATION PROCEDURE

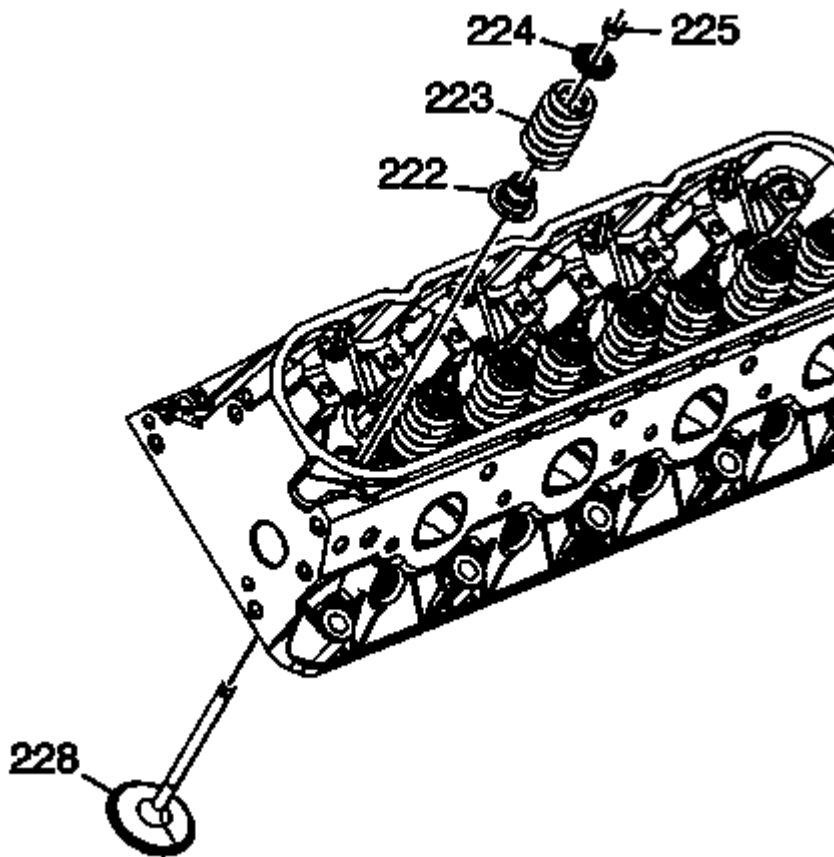


Fig. 201: Valve Stem Keys, Valve Spring Cap & Valve Spring
Courtesy of GENERAL MOTORS CORP.

1. Clean the cylinder head valve spring seat area.
2. Lubricate the valve guide and valve stem oil seal with clean engine oil.
3. Install the valves (228) into the proper port.
4. Install the valve stem oil seal (222).
5. Install the valve spring (223).
6. Install the valve spring cap (224).

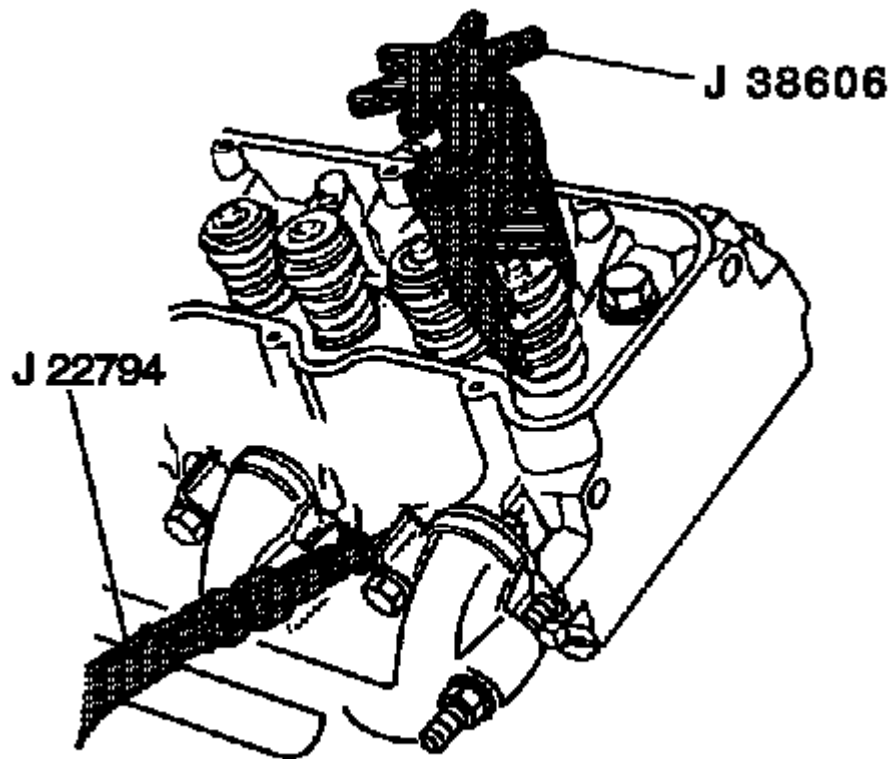


Fig. 202: Compressing Valve Spring
Courtesy of GENERAL MOTORS CORP.

7. Compress the valve spring using the **J 38606**.
8. Install the valve keys.
 - Use grease in order to hold the valve keys in place.
 - Make sure the keys seat properly in the groove of the valve stem.
 - Carefully release the valve spring pressure, making sure the valve keys stay in place.
 - Remove the **J 38606**.
 - Tap the end of the valve stem with a plastic faced hammer to seat the keys, if necessary.

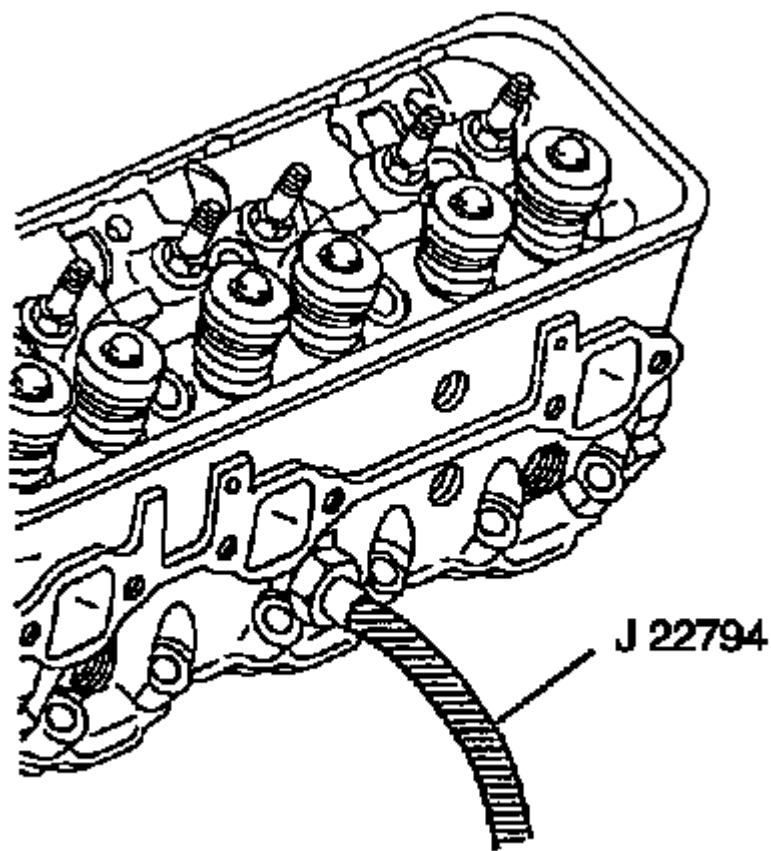


Fig. 203: View Of J 22794

Courtesy of GENERAL MOTORS CORP.

9. Remove the **J 22794** from the spark plug port.

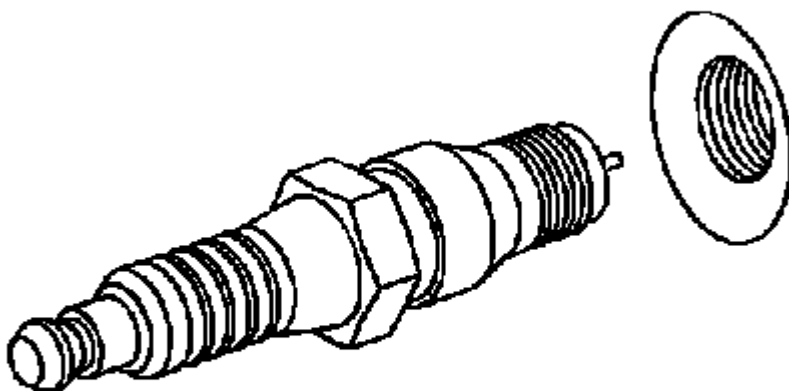


Fig. 204: View Of Spark Plug
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

10. Hand start the spark plug.

Tighten: Tighten the spark plug to 15 N.m (11 lb ft).

11. Install the spark plug wires at the ignition coil.
12. Install the spark plug wire to the spark plug.
13. Inspect the wires for proper installation:
 - Push sideways on each boot in order to check for proper installation.
 - Reinstall any loose boot.
14. Install the rocker arm. Refer to Valve Rocker Arm and Push Rod Replacement.

OIL LEVEL INDICATOR TUBE REPLACEMENT

REMOVAL PROCEDURE

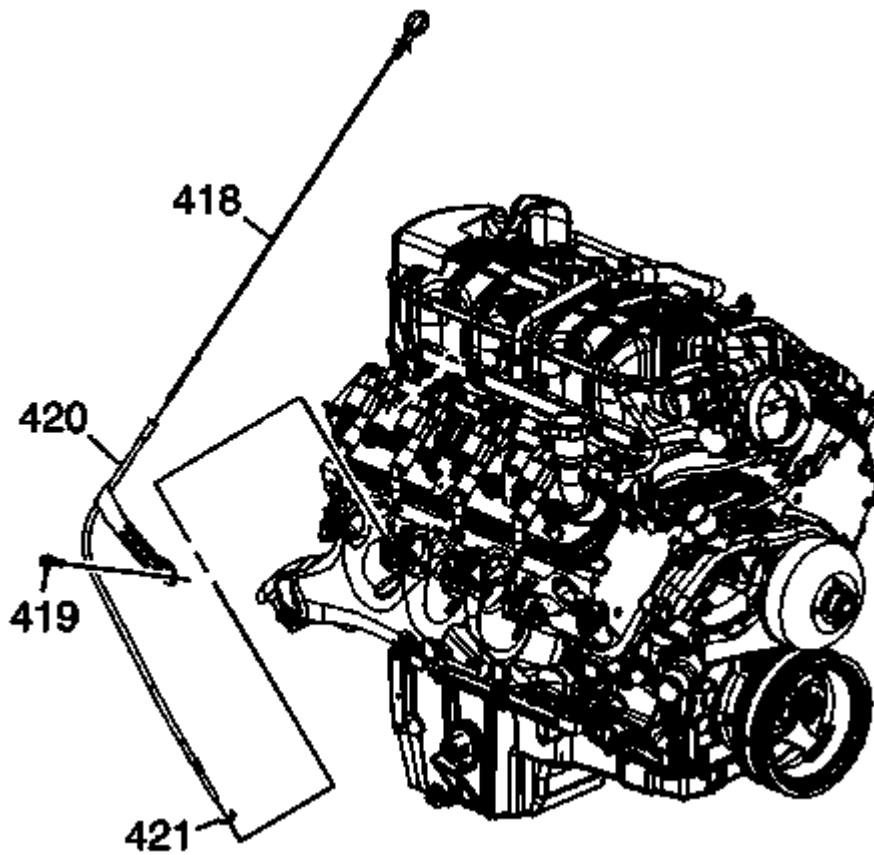


Fig. 205: View Of Oil Level Indicator, Tube Bolt, Indicator Tube & O-Ring Seal
Courtesy of GENERAL MOTORS CORP.

1. Remove the oil level indicator (418).
2. Remove the oil level indicator tube bolt (419).
3. Remove the oil level indicator tube (420) from the engine block.

NOTE: The O-ring seal may be reused if not cut or damaged.

4. Inspect the O-ring seal for cuts or damage.
5. Remove the O-ring seal (421) from the tube, if required.

INSTALLATION PROCEDURE

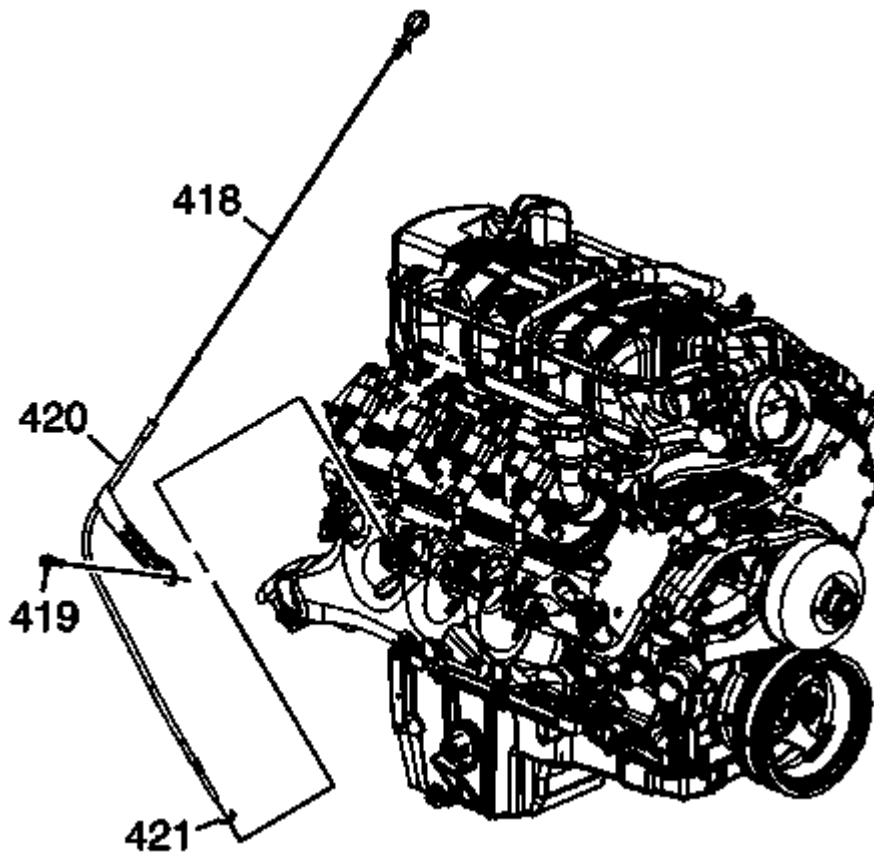


Fig. 206: View Of Oil Level Indicator, Tube Bolt, Indicator Tube & O-Ring Seal
 Courtesy of GENERAL MOTORS CORP.

1. Lubricate the O-ring seal (421) with clean engine oil.
2. Install a NEW O-ring seal onto the oil level indicator tube, if required.
3. Install the oil level indicator tube (420) between the exhaust manifold and engine block.
4. Raise and suitably support the vehicle. Refer to **Lifting and Jacking the Vehicle** .
5. Insert the oil level indicator tube into the block. The tube must be installed with the collar flush to the block.
6. Lower the vehicle.

CAUTION: Refer to **Fastener Caution** .

7. Install the oil level indicator tube bolt (419).

Tighten: Tighten the bolt to 25 N.m (18 lb ft).

8. Install the oil level indicator (418).

CYLINDER HEAD REPLACEMENT - LEFT SIDE

Special Tools

- **J 45059** Angle Meter
- **J 42385-200** Common Thread Repair Kit. See Special Tools .

REMOVAL PROCEDURE

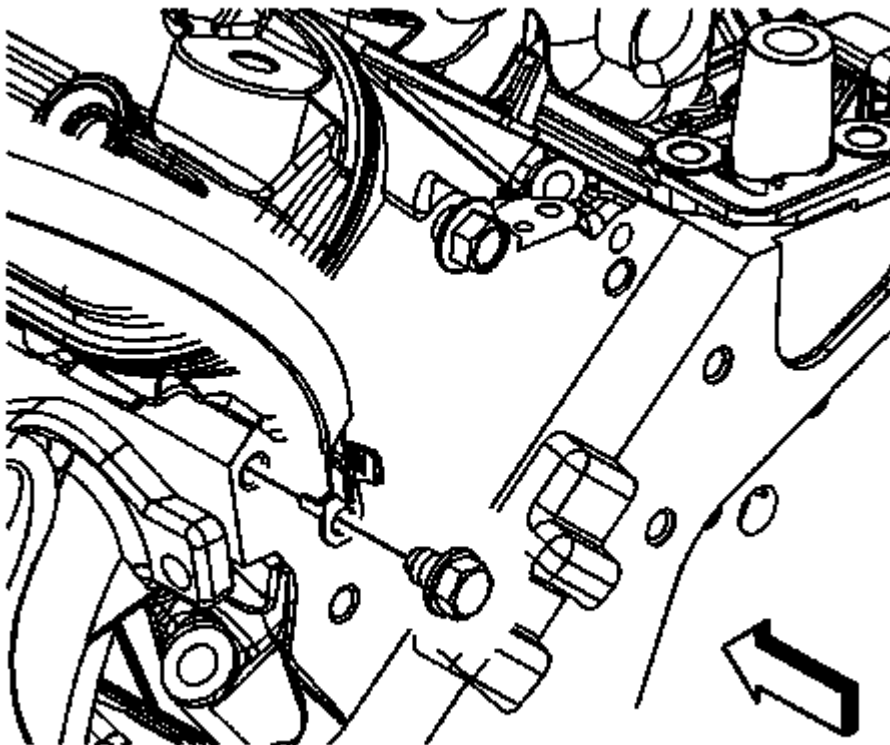


Fig. 207: View Of Engine Ground Strap & Bolt
Courtesy of GENERAL MOTORS CORP.

1. Remove the generator bracket. Refer to Generator Replacement (V6) or Generator Replacement (V8) or Generator Replacement (6.6L) .
2. Remove the intake manifold. Refer to Intake Manifold Replacement (Without AFM) or Intake Manifold Replacement (With AFM) .
3. Remove the coolant air bleed pipe. Refer to Engine Coolant Air Bleed Pipe Replacement (with AFM) or Engine Coolant Air Bleed Pipe Replacement (without AFM) .
4. Remove the left exhaust manifold. Refer to Exhaust Manifold Replacement - Left Side (V8) or Exhaust Manifold Replacement - Left Side (6.6L) or Exhaust Manifold Replacement - Left Side (V6) .

5. Remove the pushrods. Refer to Valve Rocker Arm and Push Rod Replacement.
6. Remove the engine ground strap bolt from the rear of the cylinder head.
7. Remove the ground strap from the cylinder head.

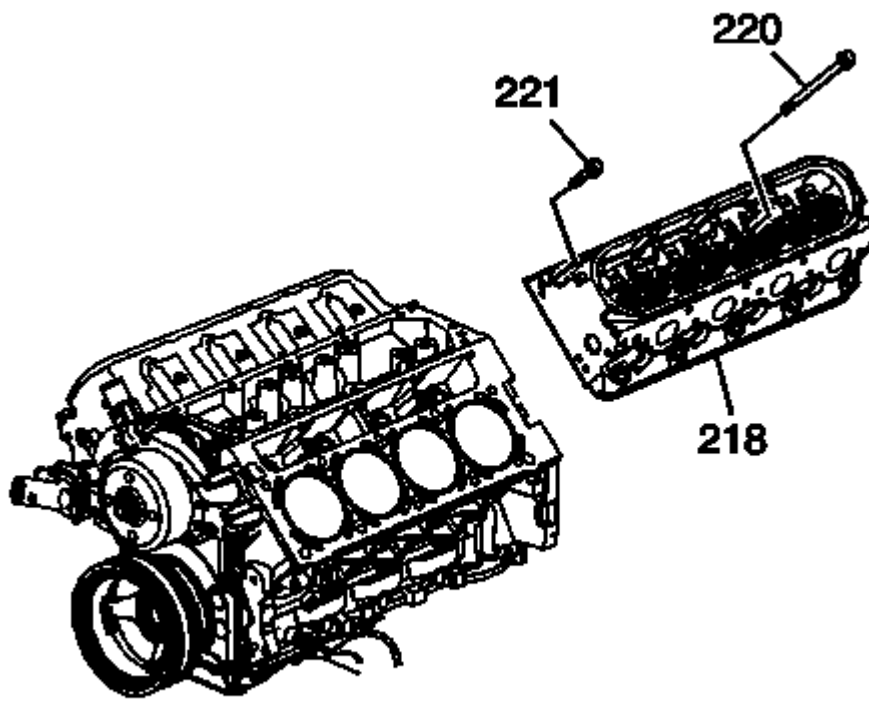


Fig. 208: View Of Cylinder Head & Bolts
Courtesy of GENERAL MOTORS CORP.

NOTE: The cylinder head bolts are of a torque-to-yield design and are NOT to be reused.

8. Remove and discard the cylinder head bolts (220, 221).

CAUTION: After removal, place the cylinder head on 2 wood blocks in order to prevent damage to the sealing surfaces.

9. Remove the cylinder head (218).

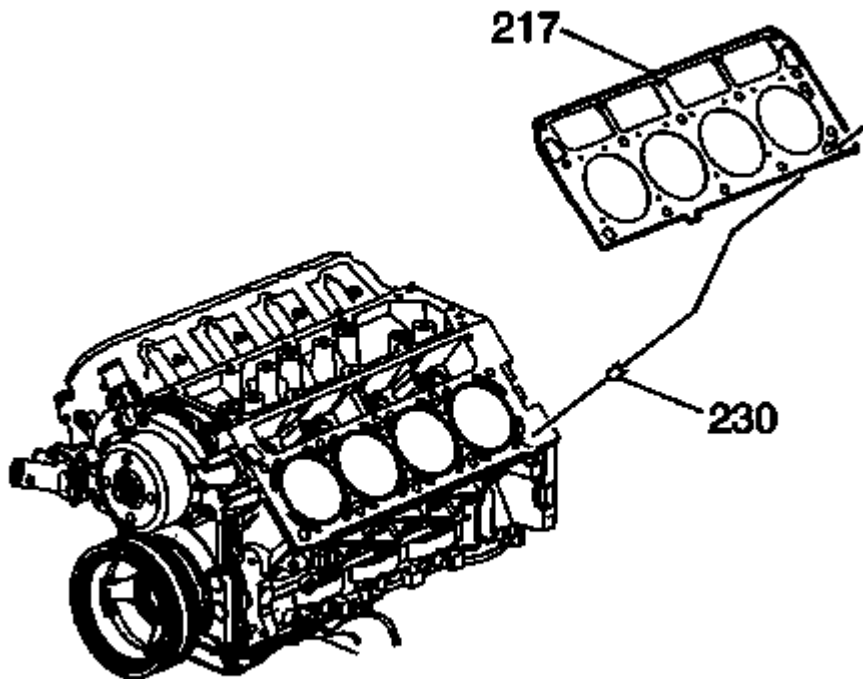


Fig. 209: View Of Cylinder Head Gasket & Locating Pins
Courtesy of GENERAL MOTORS CORP.

10. Remove and discard the cylinder head gasket (217).
11. If required, clean and inspect the cylinder head. Refer to **Cylinder Head Cleaning and Inspection** .

INSTALLATION PROCEDURE

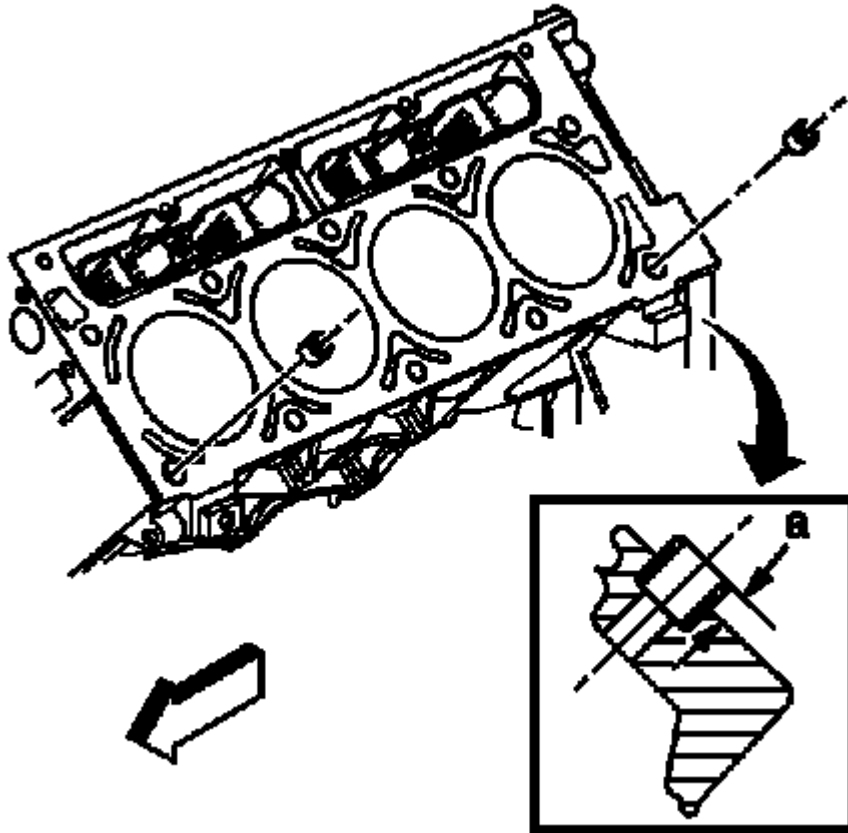


Fig. 210: Checking Cylinder Head Bolt Holes
Courtesy of GENERAL MOTORS CORP.

WARNING: Wear safety glasses in order to avoid eye damage.

CAUTION: Clean all dirt, debris, and coolant from the engine block cylinder head bolt holes. Failure to remove all foreign material may result in damaged threads, improperly tightened fasteners or damage to components.

NOTE: If installing a new cylinder head it is necessary to install a new engine coolant air bleed plug into the rear coolant passage of the cylinder head. Refer to Cylinder Head Assemble .

NOTE:

- Do not reuse the cylinder head bolts. Install NEW cylinder head bolts during assembly.
- Do not use any type of sealant on the cylinder head gasket (unless specified).

1. Clean the engine block cylinder head bolt holes, if required. Thread repair tool J 42385-107, found in **J 42385-200** may be used to clean the threads of old threadlocking material. See **Special Tools** .
2. Spray cleaner GM P/N 12346139, P/N 12377981 (Canadian P/N 10953463), or equivalent into the hole.
3. Clean the cylinder head bolt holes with compressed air.
4. Check the cylinder head locating pins for proper installation (a) 8.3 mm (0.327 in).

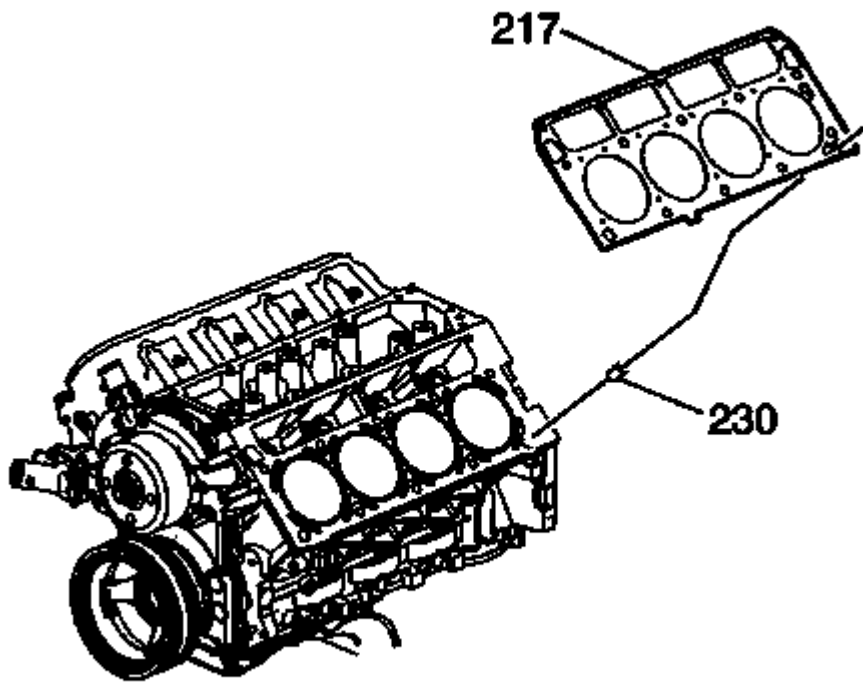


Fig. 211: View Of Cylinder Head Gasket & Locating Pins
 Courtesy of GENERAL MOTORS CORP.

NOTE: When properly installed, with **FRONT** on the left side, the tab on the cylinder head gasket should be located left of center.

5. Install the NEW cylinder head gasket (217) onto the locating pins.

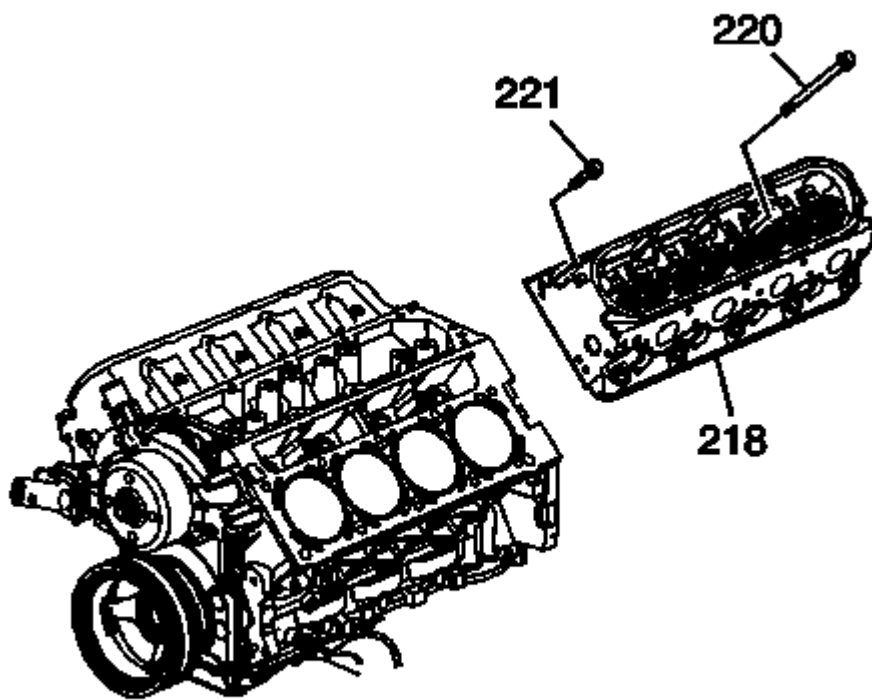


Fig. 212: View Of Cylinder Head & Bolts
Courtesy of GENERAL MOTORS CORP.

6. Install the cylinder head (218) onto the locating pins.
7. Install the NEW cylinder head bolts (220, 221).

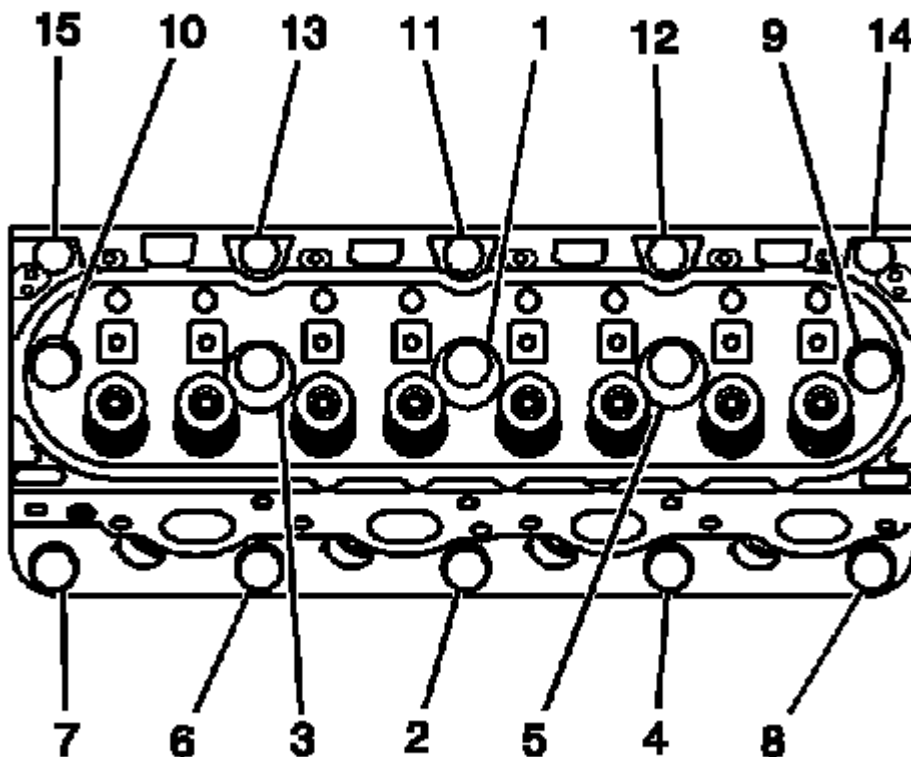


Fig. 213: Identifying Cylinder Head Bolt Tightening Sequence
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

8. Tighten the cylinder head bolts.
 1. Tighten the M11 cylinder head bolts (1-10) a first pass in sequence to 30 N.m (22 lb ft).
 2. Tighten the M11 cylinder head bolts (1-10) a second pass in sequence to 90 degrees using **J 45059** .
 3. Tighten the M11 cylinder head bolts (1-10) a final pass to 70 degrees using **J 45059** .
 4. Tighten the M8 cylinder head bolts (11-15) to 30 N.m (22 lb ft). Begin with the center bolt (11) and alternating side-to-side, work outward tightening all of the bolts.

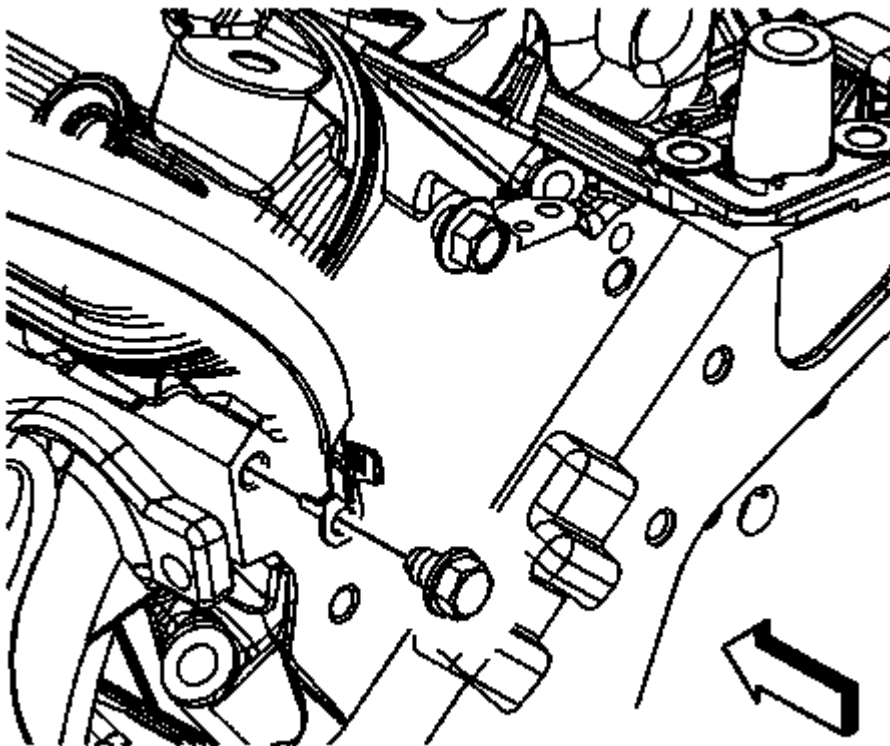


Fig. 214: View Of Engine Ground Strap & Bolt
 Courtesy of GENERAL MOTORS CORP.

9. Position the ground strap to the rear of the left cylinder head.
10. Install the engine ground strap bolt to the rear of the left cylinder head and tighten the bolt to 16 N.m (12 lb ft).
11. Install the pushrods. Refer to Valve Rocker Arm and Push Rod Replacement.
12. Install the left exhaust manifold. Refer to Exhaust Manifold Replacement - Left Side (V8) or Exhaust Manifold Replacement - Left Side (6.6L) or Exhaust Manifold Replacement - Left Side (V6) .
13. Install the coolant air bleed pipe. Refer to Engine Coolant Air Bleed Pipe Replacement (with AFM) or Engine Coolant Air Bleed Pipe Replacement (without AFM) .
14. Install the intake manifold. Refer to Intake Manifold Replacement (Without AFM) or Intake Manifold Replacement (With AFM).
15. Install the generator bracket. Refer to Generator Replacement (V6) or Generator Replacement (V8) or Generator Replacement (6.6L) .

CYLINDER HEAD REPLACEMENT - RIGHT SIDE

Special Tools

- **J 45059** Angle Meter
- **J 42385-200** Common Thread Repair Kit. See Special Tools .

REMOVAL PROCEDURE

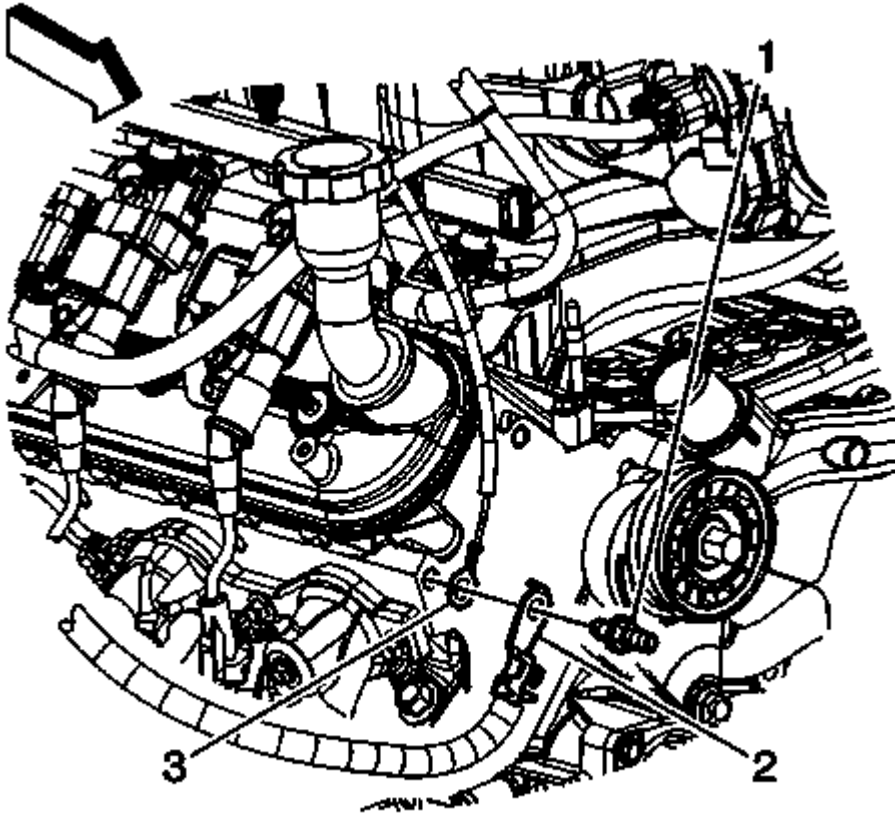


Fig. 215: View Of Battery Cable Terminals & Stud
Courtesy of GENERAL MOTORS CORP.

1. Remove the oil level indicator. Refer to Oil Level Indicator Tube Replacement.
2. Remove the intake manifold. Refer to Intake Manifold Replacement (Without AFM) or Intake Manifold Replacement (With AFM).
3. Remove the coolant air bleed pipe. Refer to Engine Coolant Air Bleed Pipe Replacement (with AFM) or Engine Coolant Air Bleed Pipe Replacement (without AFM) .
4. Remove the right exhaust manifold. Refer to Exhaust Manifold Replacement - Right Side (V8) or Exhaust Manifold Replacement - Right Side (6.6L) or Exhaust Manifold Replacement - Right Side (V6) .
5. Remove the pushrods. Refer to Valve Rocker Arm and Push Rod Replacement.
6. Remove the negative battery cable stud (1) from the front of the right cylinder head.
7. Remove the negative battery cable terminal (2) and the engine harness terminal (3) from the cylinder head.

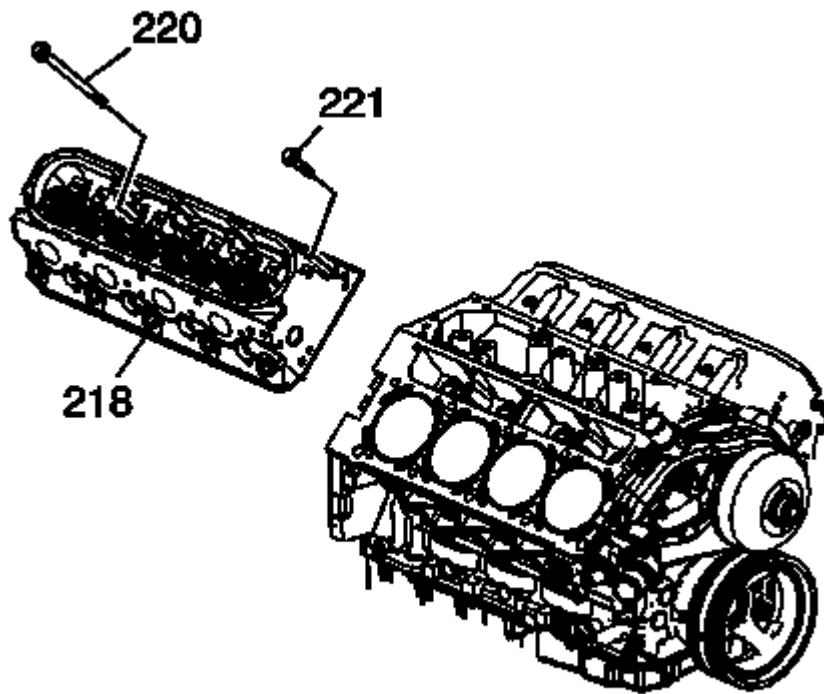


Fig. 216: View Of Cylinder Head & Bolts
Courtesy of GENERAL MOTORS CORP.

NOTE: The cylinder head bolts are of a torque-to-yield design and are NOT to be reused.

8. Remove and discard the cylinder head bolts (220, 221).

CAUTION: After removal, place the cylinder head on 2 wood blocks in order to prevent damage to the sealing surfaces.

9. Remove the cylinder head (218).

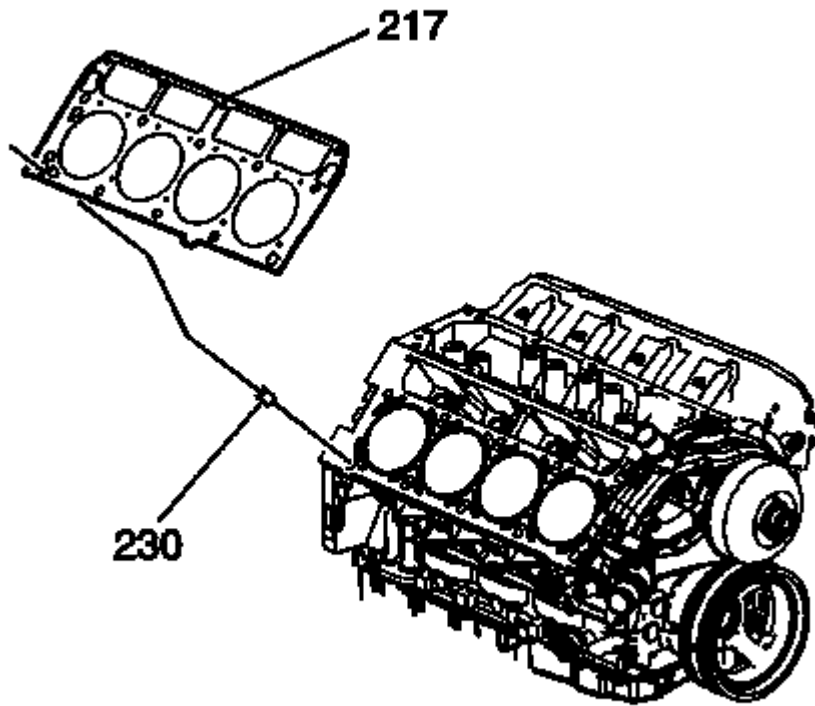


Fig. 217: View Of Cylinder Head Gasket & Locating Pins
Courtesy of GENERAL MOTORS CORP.

10. Remove and discard the cylinder head gasket (217).
11. If required, clean and inspect the cylinder head. Refer to **Cylinder Head Cleaning and Inspection** .

INSTALLATION PROCEDURE

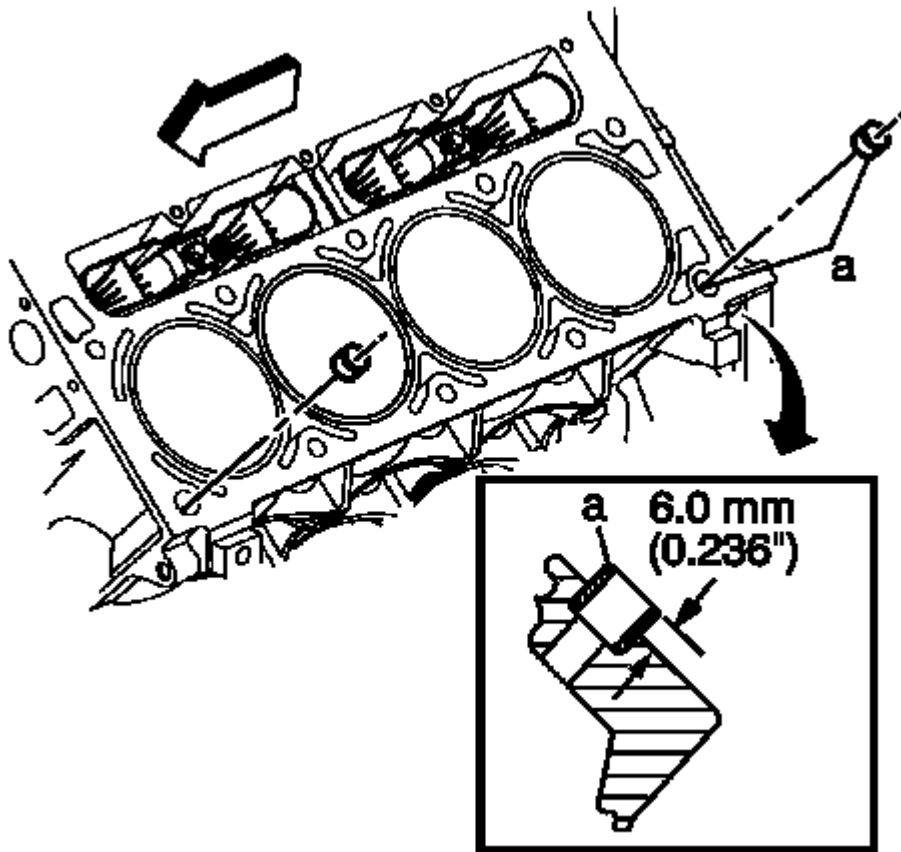


Fig. 218: Identifying Cylinder Head Locating Pins Installation Position
 Courtesy of GENERAL MOTORS CORP.

WARNING: Wear safety glasses in order to avoid eye damage.

CAUTION: Clean all dirt, debris, and coolant from the engine block cylinder head bolt holes. Failure to remove all foreign material may result in damaged threads, improperly tightened fasteners or damage to components.

NOTE: If installing a new cylinder head it is necessary to install a new engine coolant air bleed plug into the rear coolant passage of the cylinder head. Refer to Cylinder Head Assemble .

NOTE:

- Do not reuse the cylinder head bolts. Install NEW cylinder head bolts during assembly.
- Do not use any type of sealant on the cylinder head gasket (unless specified).

1. Clean the engine block cylinder head bolt holes, if required. Thread repair tool J 42385-107, found in **J 42385-200** may be used to clean the threads of old threadlocking material. See **Special Tools**.
2. Spray cleaner GM P/N 12346139, P/N 12377981 (Canadian P/N 10953463), or equivalent into the hole.
3. Clean the cylinder head bolt holes with compressed air.
4. Check the cylinder head locating pins for proper installation (a) 8.3 mm (0.327 in).

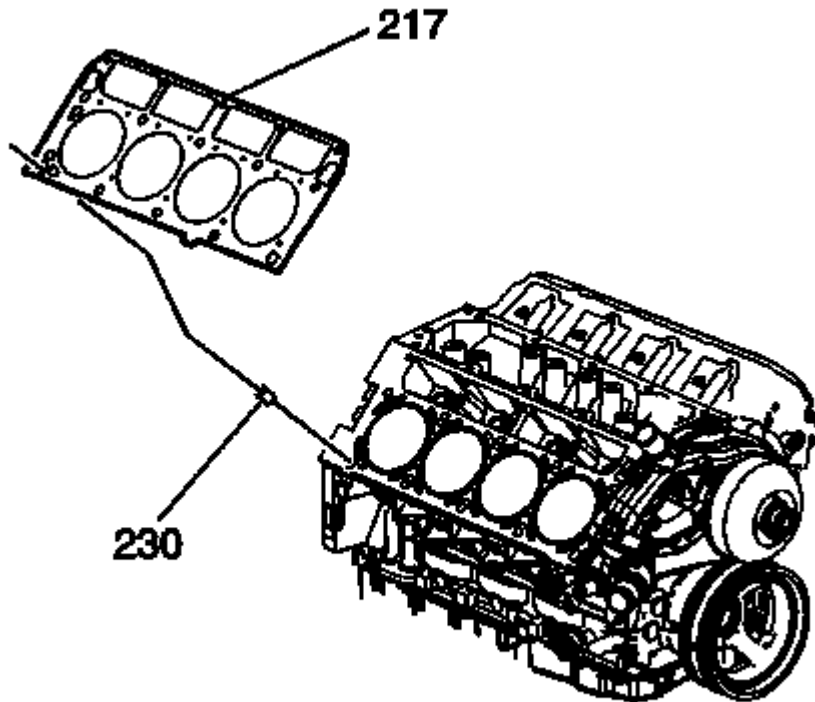


Fig. 219: View Of Cylinder Head Gasket & Locating Pins
 Courtesy of GENERAL MOTORS CORP.

NOTE: When properly installed, with **FRONT** on the right side, the tab on the cylinder head gasket should be located right of center.

5. Install the NEW cylinder head gasket (217) onto the locating pins.

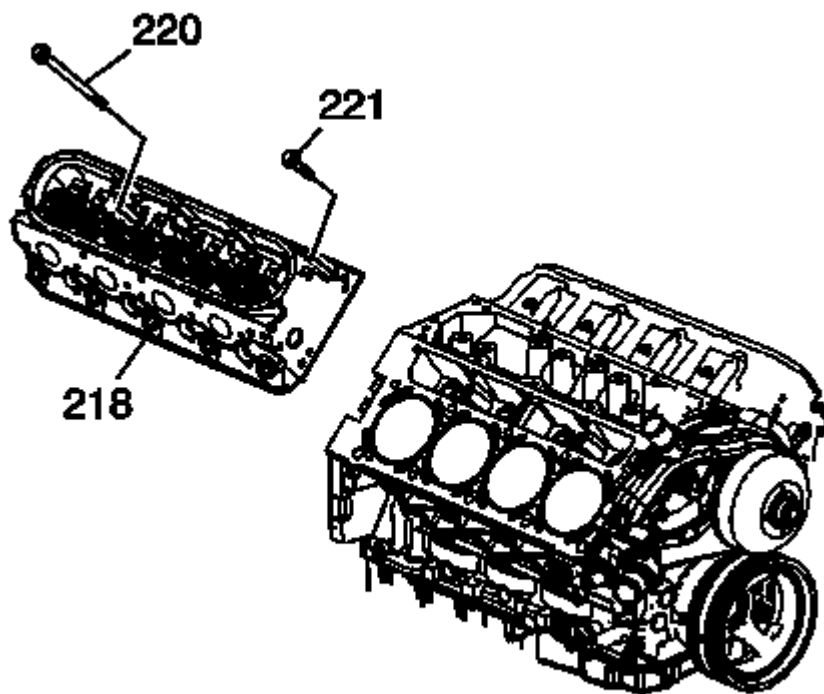


Fig. 220: View Of Cylinder Head & Bolts
Courtesy of GENERAL MOTORS CORP.

6. Install the cylinder head (218) onto the locating pins.
7. Install the NEW cylinder head bolts (220, 221).

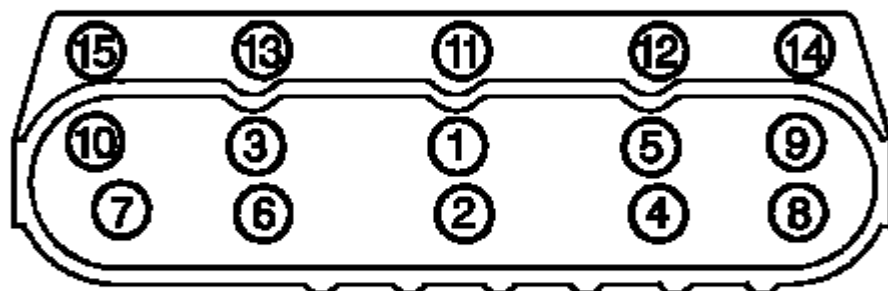


Fig. 221: Identifying Cylinder Head Bolt Tightening Sequence
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

8. Tighten the cylinder head bolts.
 1. Tighten the M11 cylinder head bolts (1-10) a first pass in sequence to 30 N.m (22 lb ft).
 2. Tighten the M11 cylinder head bolts (1-10) a second pass in sequence to 90 degrees using **J 45059** .
 3. Tighten the M11 cylinder head bolts (1-10) a final pass to 70 degrees in sequence using **J 45059** .
 4. Tighten the M8 cylinder head bolts (11-15) to 30 N.m (22 lb ft). Begin with the center bolt (11) and alternating side-to-side, work outward tightening all of the bolts.

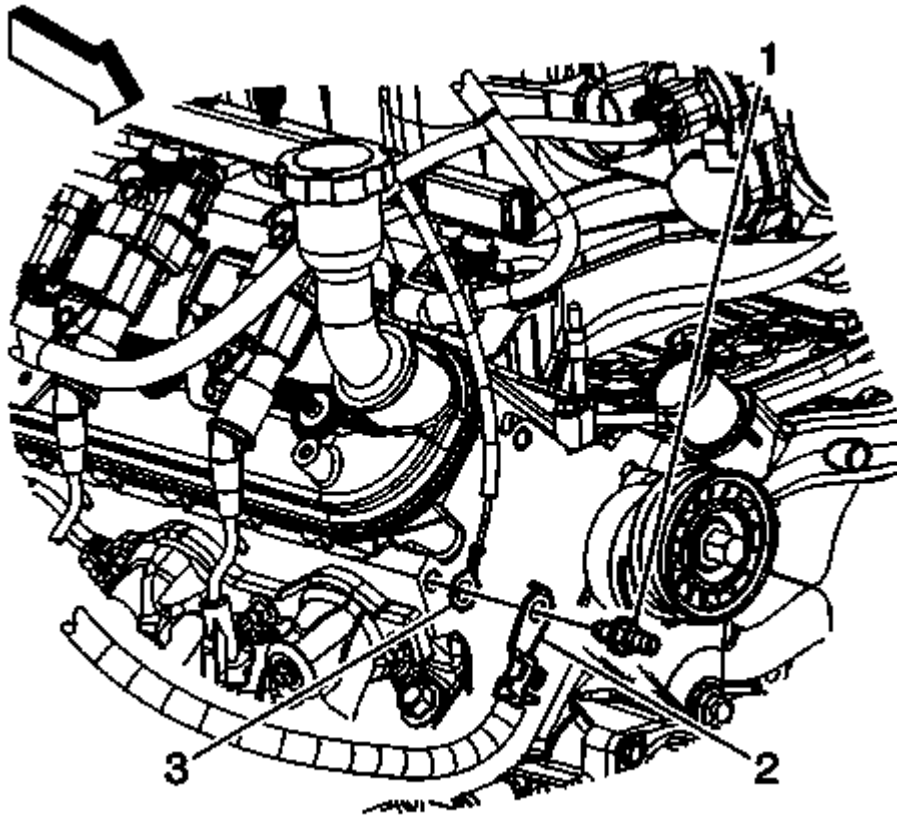


Fig. 222: View Of Battery Cable Terminals & Stud
 Courtesy of GENERAL MOTORS CORP.

9. Ensure that the engine harness terminal (3) is positioned behind the negative battery cable terminal (2).
10. Position the negative battery cable terminal (2) to the cylinder head.
11. Install the negative battery cable stud (1) to the front of the right cylinder head and tighten the stud to 25 N.m (18 lb ft).
12. Install the pushrods. Refer to Valve Rocker Arm and Push Rod Replacement.
13. Install the right exhaust manifold. Refer to Exhaust Manifold Replacement - Right Side (V8) or Exhaust Manifold Replacement - Right Side (6.6L) or Exhaust Manifold Replacement - Right Side (V6).
14. Install the coolant air bleed pipe. Refer to Engine Coolant Air Bleed Pipe Replacement (with AFM) or Engine Coolant Air Bleed Pipe Replacement (without AFM).
15. Install the intake manifold. Refer to Intake Manifold Replacement (Without AFM) or Intake Manifold Replacement (With AFM).
16. Install the oil level indicator. Refer to Oil Level Indicator Tube Replacement.

VALVE LIFTER REPLACEMENT (WITH AFM)

REMOVAL PROCEDURE

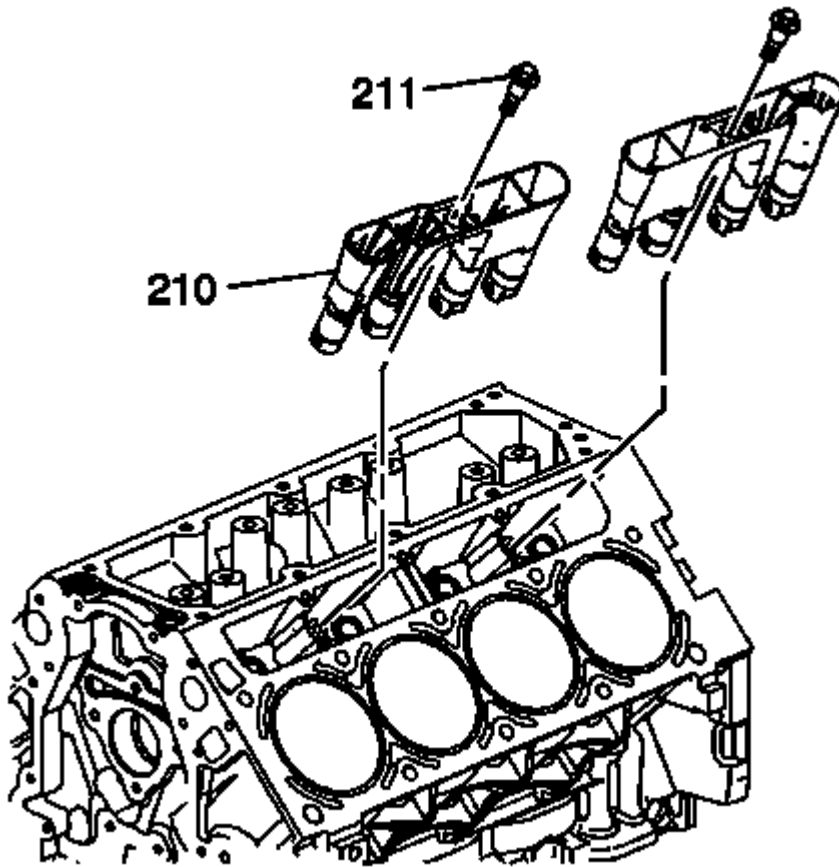


Fig. 223: View Of Lifter Guides & Lifters
Courtesy of GENERAL MOTORS CORP.

1. Remove the cylinder head and gasket. Refer to **Cylinder Head Replacement - Left Side** or **Cylinder Head Replacement - Right Side**.
2. Remove the valve lifter guide bolts (211).
3. Remove the valve lifter guides (210) with the lifters. Note the installed position of the guides. The notched area of the guides is to align with the locating tab on the engine block.

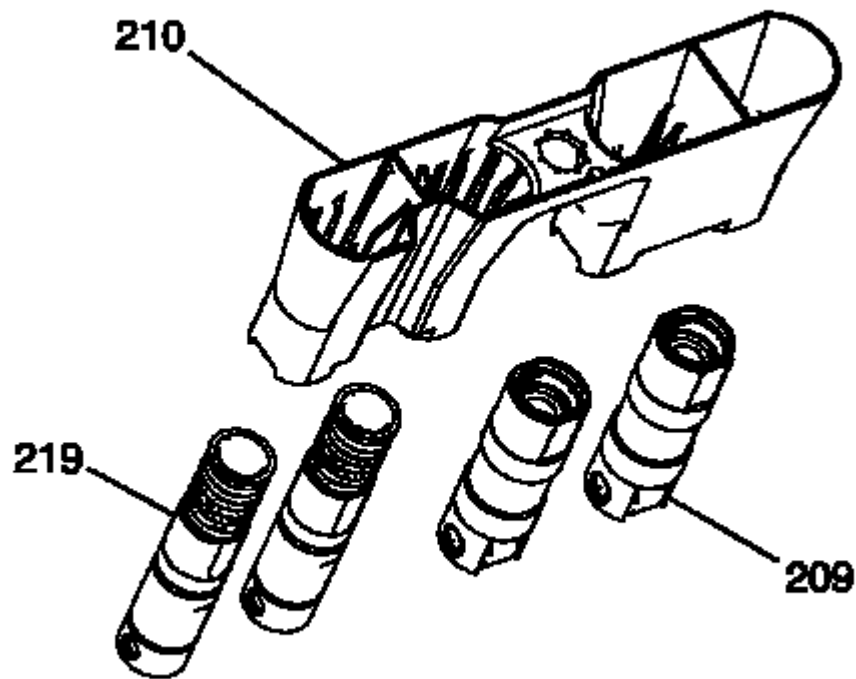


Fig. 224: Exploded View Of Lifter Guides & Lifters
Courtesy of GENERAL MOTORS CORP.

4. Remove the valve lifters (209, 219) from the guide (210).

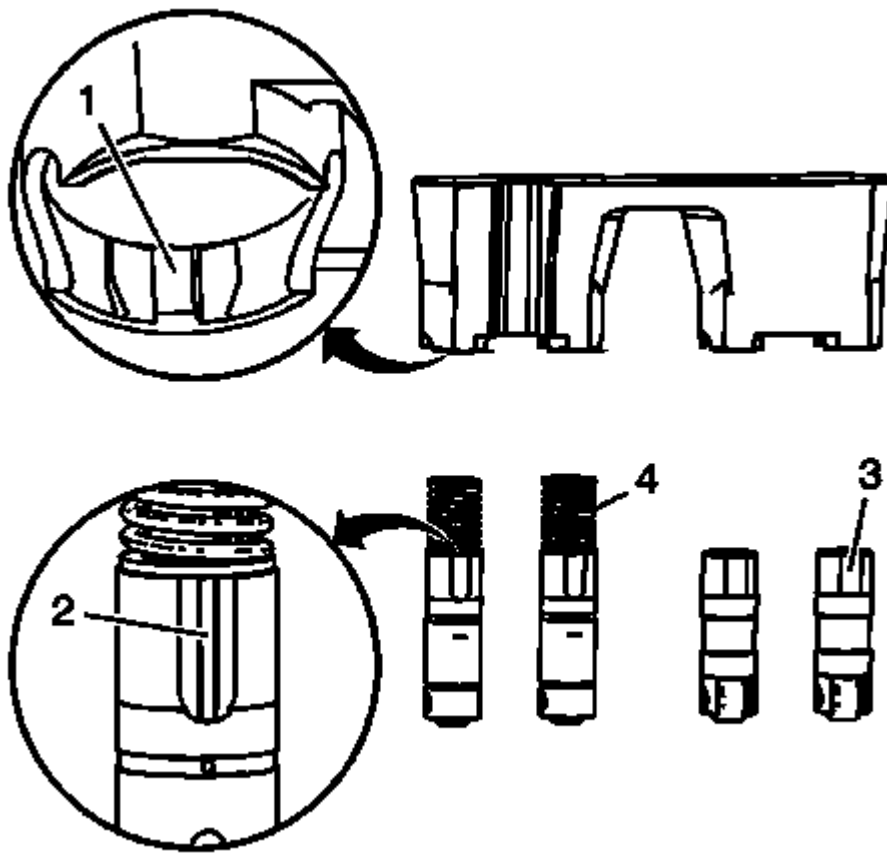


Fig. 225: Inserting Valve Lifters Into Lifter Guides
 Courtesy of GENERAL MOTORS CORP.

NOTE: The active fuel management lifters are installed into the guide by aligning the notched area of the guide (1) with the raised surface on the side of the lifter (2).

5. Organize or mark the components so that they can be installed in the same location from which they were removed, if required.
6. Clean and inspect the valve lifters, if required. Refer to Valve Lifter and Guide Cleaning and Inspection.

INSTALLATION PROCEDURE

- NOTE:**
- When reusing valve lifters, install the lifters to their original locations.
 - Each of the 4 valve guide assemblies will contain 2 active fuel management valve lifters and 2 non active fuel management valve lifters.
 - With the lifters and guides properly installed, cylinders 1, 4, 6, and 7 lifter bores will each contain 2 active fuel management valve lifters.

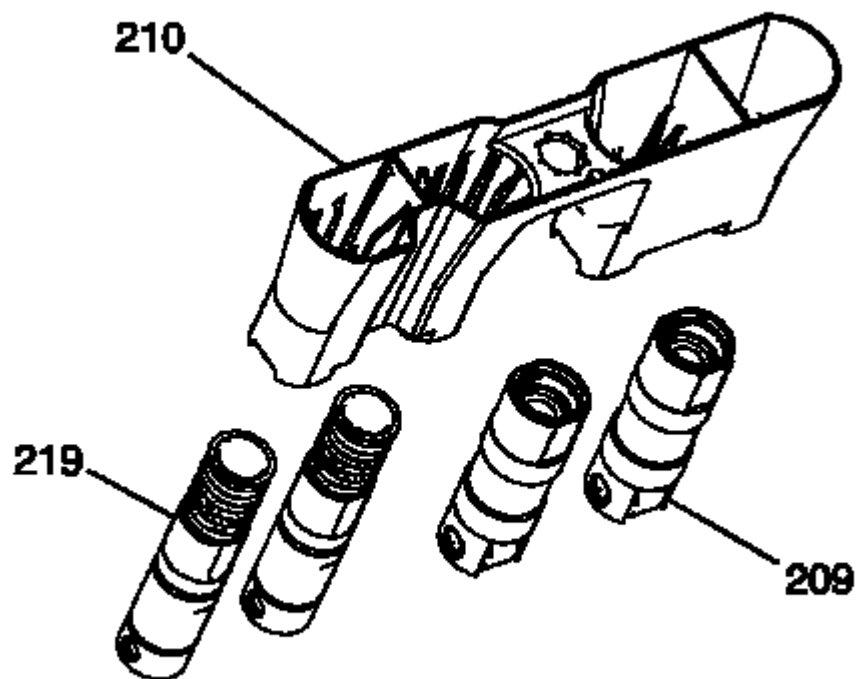


Fig. 226: Exploded View Of Lifter Guides & Lifters
Courtesy of GENERAL MOTORS CORP.

1. Lubricate the valve lifters (209, 219) and engine block valve lifter bores with clean engine oil.

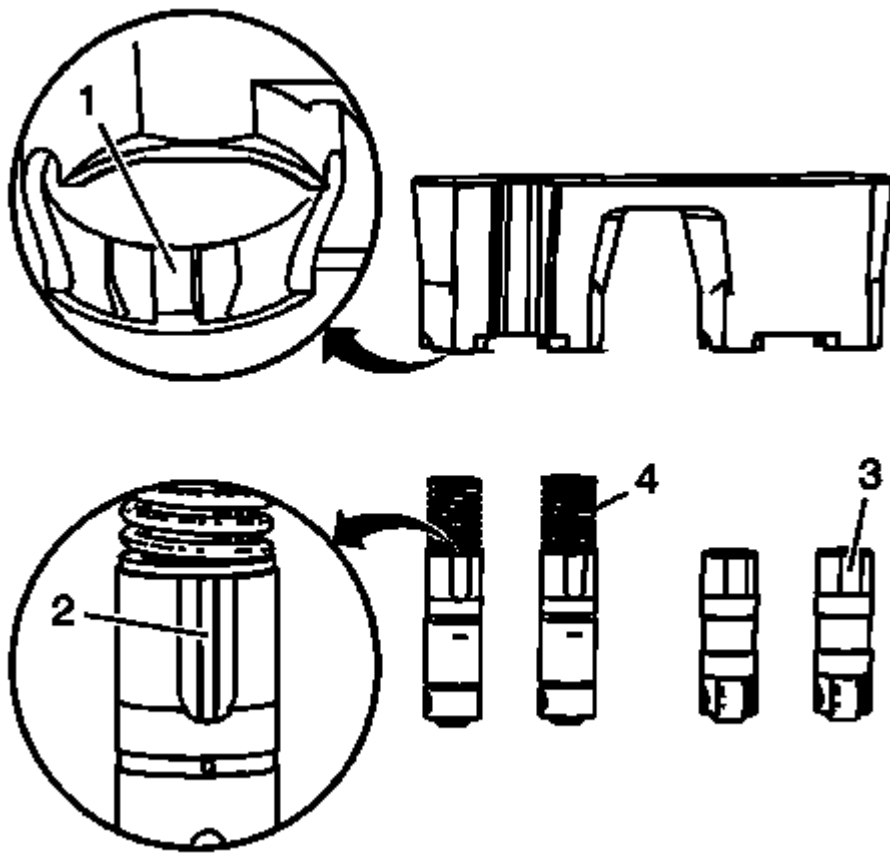


Fig. 227: Inserting Valve Lifters Into Lifter Guides
Courtesy of GENERAL MOTORS CORP.

2. Insert the valve lifters into the lifter guides.
 - Align the flat area (3) on the top of the non active fuel management lifter with the flat area in the lifter guide bore. Push the lifter completely into the guide bore.
 - The active fuel management lifters are to be installed into the guide, with the notch in the guide (1) aligned with the raised area (2) of the lifter.

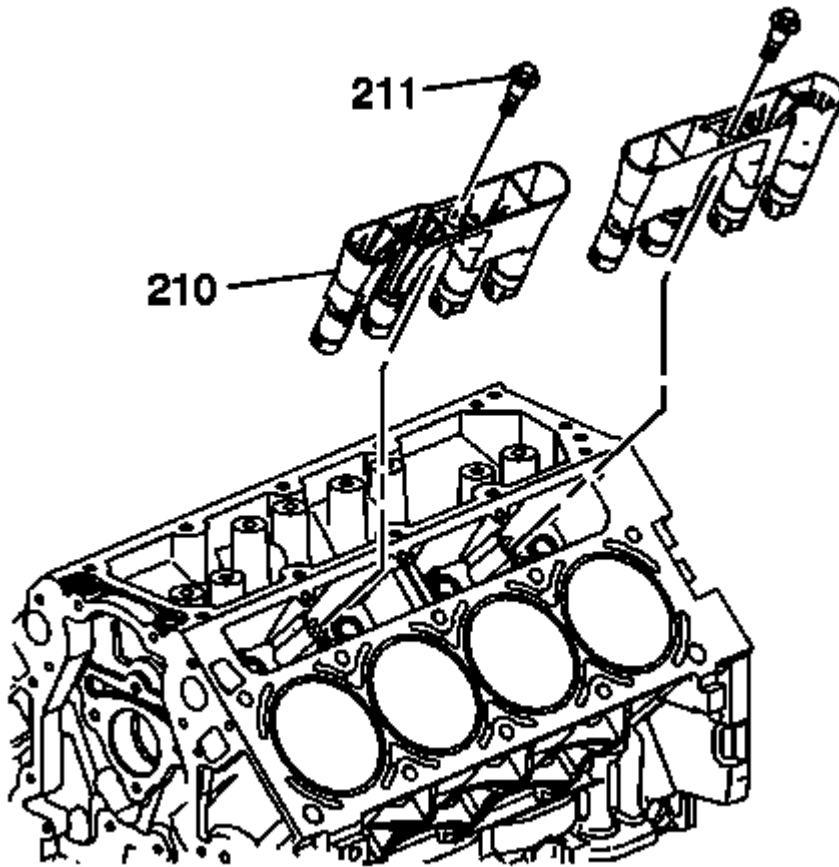


Fig. 228: View Of Lifter Guides & Lifters
Courtesy of GENERAL MOTORS CORP.

3. Install the valve lifters and guide (210) to the engine block.

CAUTION: Refer to Fastener Caution .

4. Install the valve lifter guide bolts (211).

Tighten: Tighten the bolt to 12 N.m (106 lb in).

5. Install the cylinder head and gasket. Refer to Cylinder Head Replacement - Left Side or Cylinder Head Replacement - Right Side.

VALVE LIFTER REPLACEMENT (WITH OUT AFM)

REMOVAL PROCEDURE

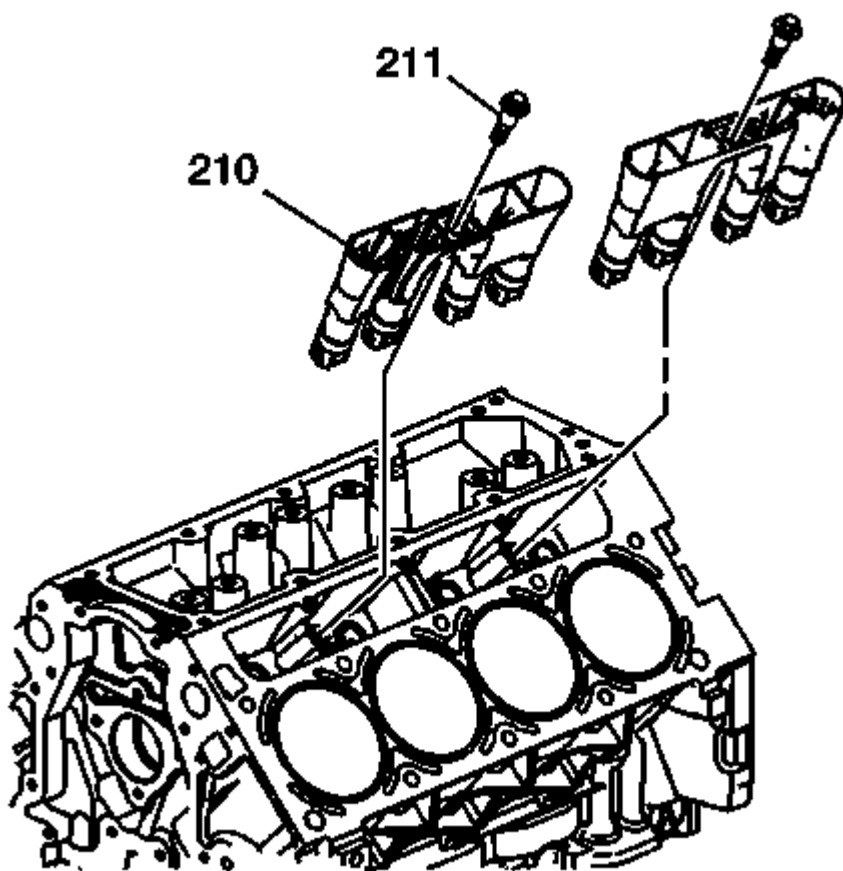


Fig. 229: Valve Lifter Guides, Cylinder Head & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Remove the cylinder head and gasket. Refer to Cylinder Head Replacement - Left Side or Cylinder Head Replacement - Right Side.
2. Remove the valve lifter guide bolts (211).
3. Remove the valve lifter guides (210) with the lifters. Note the installed position of the guides. The notched area of the guides is to align with the locating tab on the engine block.

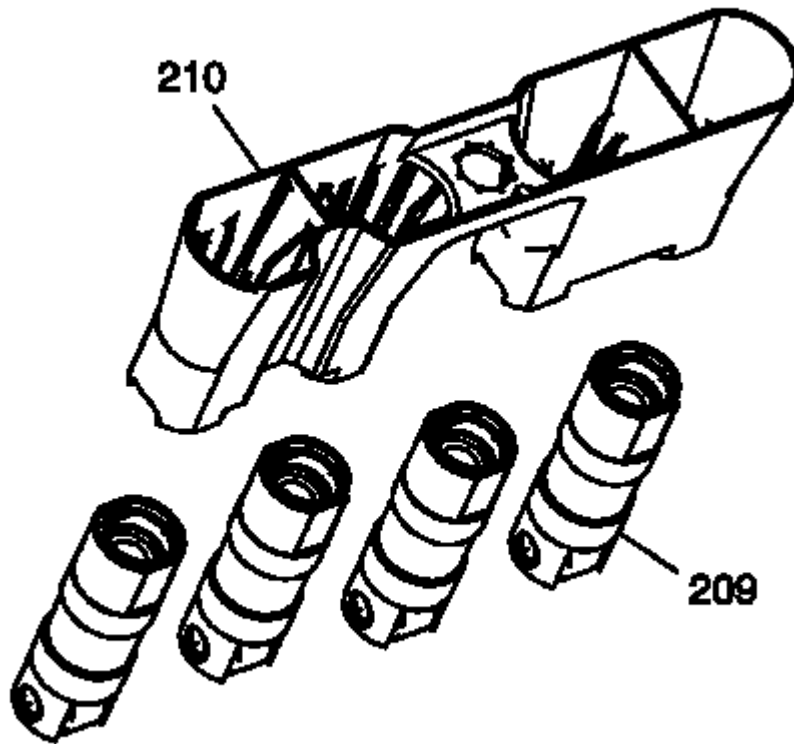


Fig. 230: Valve Lifter Guides & Bolts
Courtesy of GENERAL MOTORS CORP.

4. Remove the valve lifters (209) from the guide (210).
5. Organize or mark the components so that they can be installed in the same location from which they were removed, if required.
6. Clean and inspect the valve lifters, if required. Refer to **Valve Lifter and Guide Cleaning and Inspection** .

INSTALLATION PROCEDURE

NOTE: When reusing valve lifters, install the lifters to their original locations.

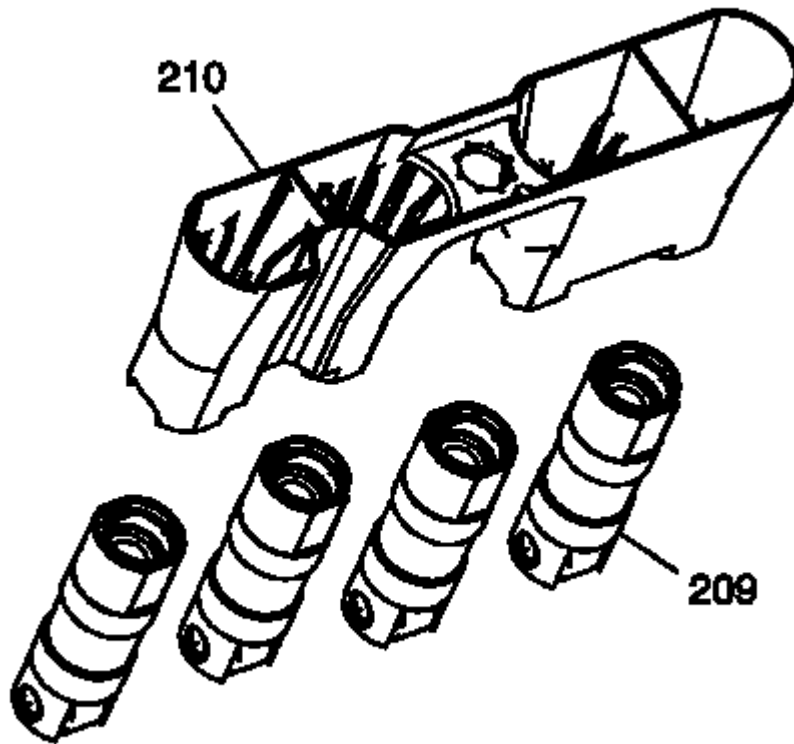


Fig. 231: Valve Lifter Guides & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Lubricate the valve lifters (209) and engine block valve lifter bores with clean engine oil.
2. Insert the valve lifters into the lifter guides (210). Align the flat area on the top of the lifter with the flat area in the lifter guide bore. Push the lifter completely into the guide bore.

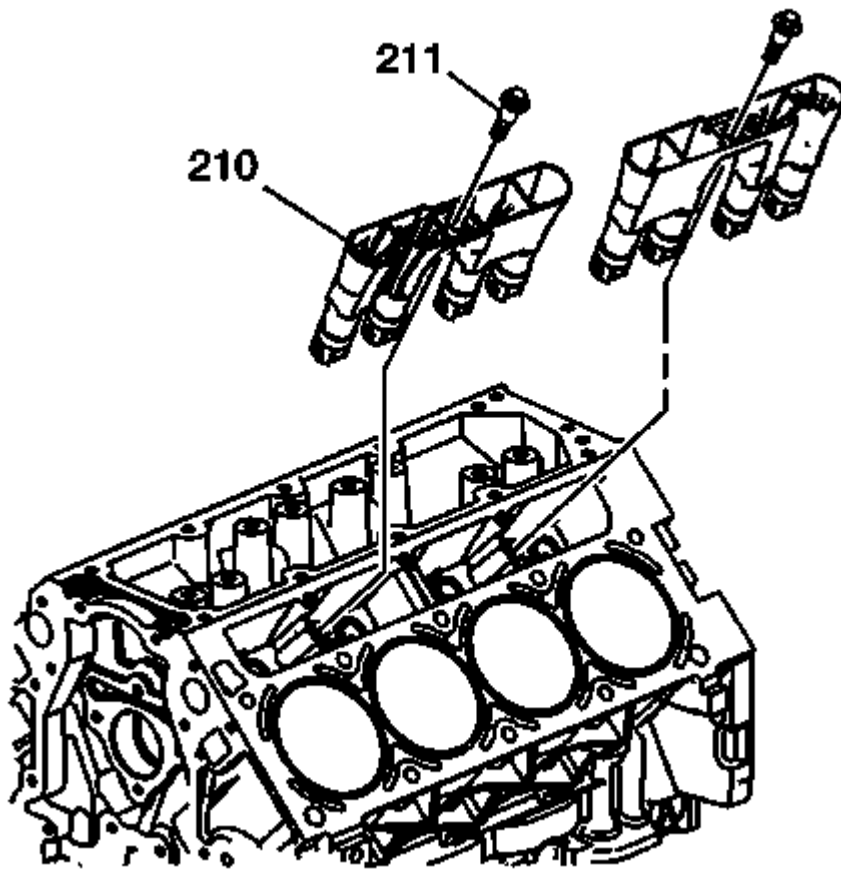


Fig. 232: Valve Lifter Guides, Cylinder Head & Bolts
 Courtesy of GENERAL MOTORS CORP.

3. Install the valve lifters and guide (210) to the engine block.

CAUTION: Refer to Fastener Caution .

4. Install the valve lifter guide bolts.

Tighten: Tighten the bolt to 12 N.m (106 lb in).

5. Install the cylinder head and gasket. Refer to Cylinder Head Replacement - Left Side or Cylinder Head Replacement - Right Side.

CRANKSHAFT BALANCER REPLACEMENT

Special Tools

- **J 41478** Crankshaft Front Oil Seal Installer. See Special Tools .

- **J 41665** Crankshaft Balancer and Sprocket Installer. See Special Tools .
- **J 41816-A** Crankshaft Balancer Remover. See Special Tools .
- **J 41816-2** Crankshaft End Protector. See Special Tools .
- **J 42386-A** Flywheel Holding Tool. See Special Tools .
- **J 45059** Angle Meter

REMOVAL PROCEDURE

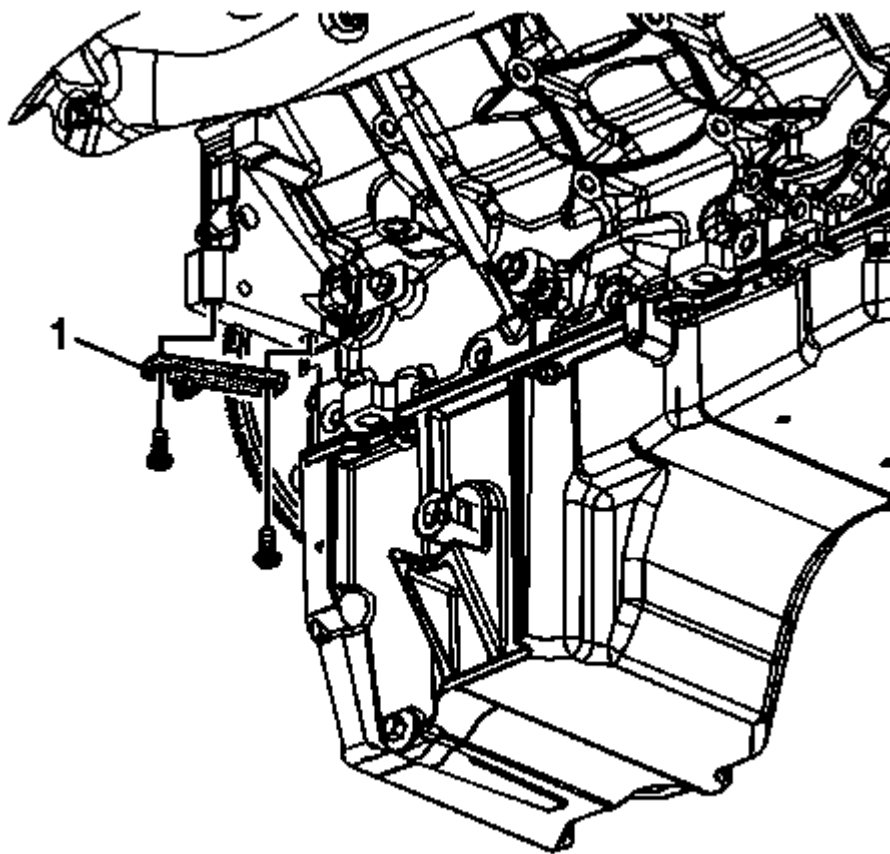


Fig. 233: View Of Special Tool & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Remove the air conditioning (A/C) drive belt. Refer to Air Conditioning Compressor Belt Replacement (V8).
2. Remove the cooling fan and shroud. Refer to Cooling Fan and Shroud Replacement (Non-HP2) .
3. Remove the starter motor. Refer to Starter Replacement (V8) or Starter Replacement (V6) or Starter Replacement (6.6L) .

CAUTION: Refer to Fastener Caution .

NOTE: Ensure that the teeth of the J 42386-A mesh with the teeth of the engine flywheel. See Special Tools .

4. Install the J 42386-A (1) and bolts. See Special Tools . Use one M10-1.5 x 120 mm and one M10-1.5 x 45 mm bolt for proper tool operation.

Tighten: Tighten the J 42386-A bolts to 50 N. See Special Tools .m (37 lb ft).

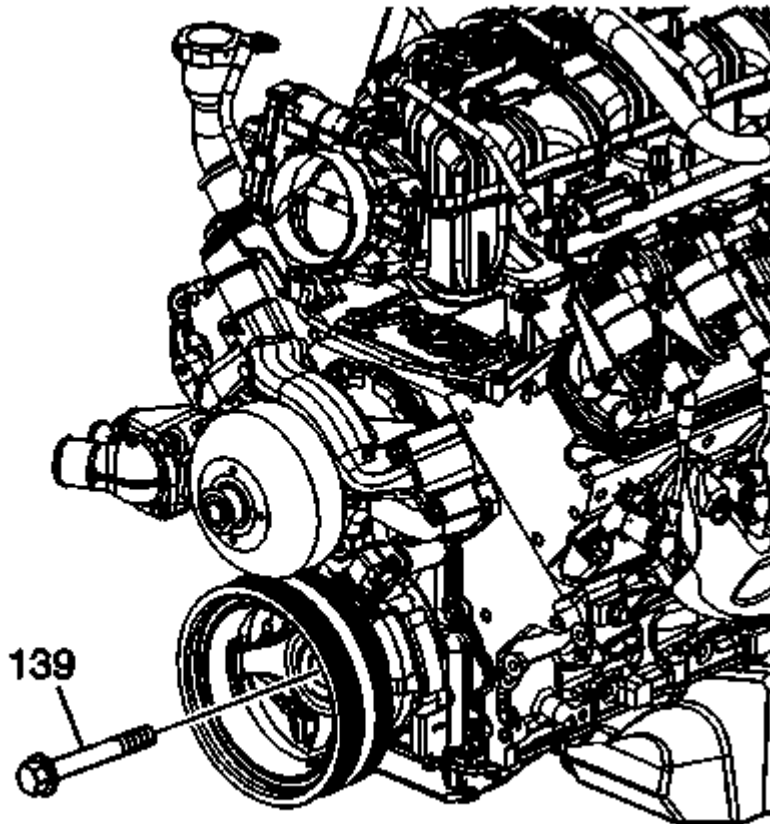


Fig. 234: View Of Crankshaft Balancer Bolt
Courtesy of GENERAL MOTORS CORP.

5. Remove the crankshaft balancer bolt (139). Do not discard the crankshaft balancer bolt at this time. The old balancer bolt will be used during the balancer installation procedure.

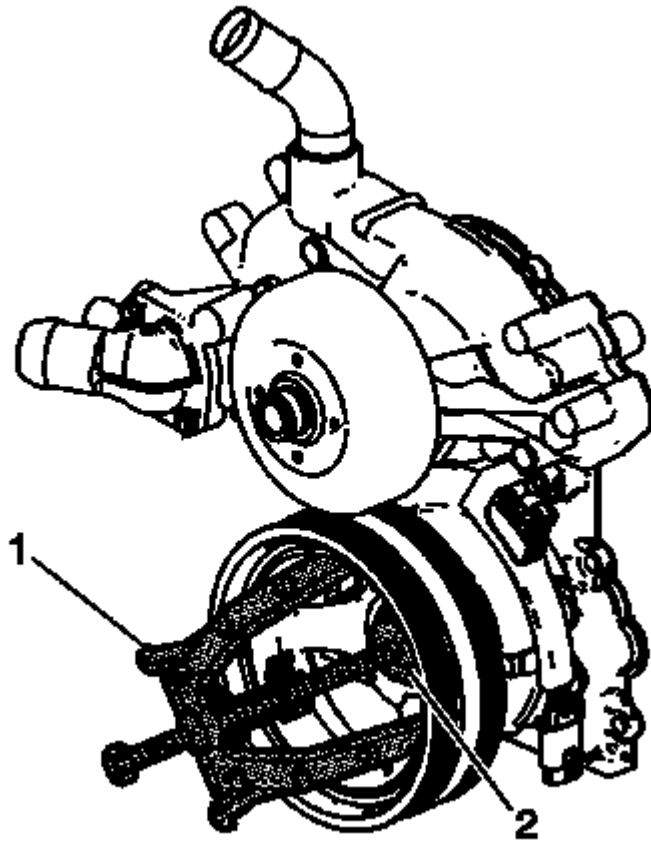


Fig. 235: Removing Crankshaft Balancer
Courtesy of GENERAL MOTORS CORP.

6. Install the **J 41816** (1) and **J 41816-2** (2) to the crankshaft balancer. See **Special Tools** .

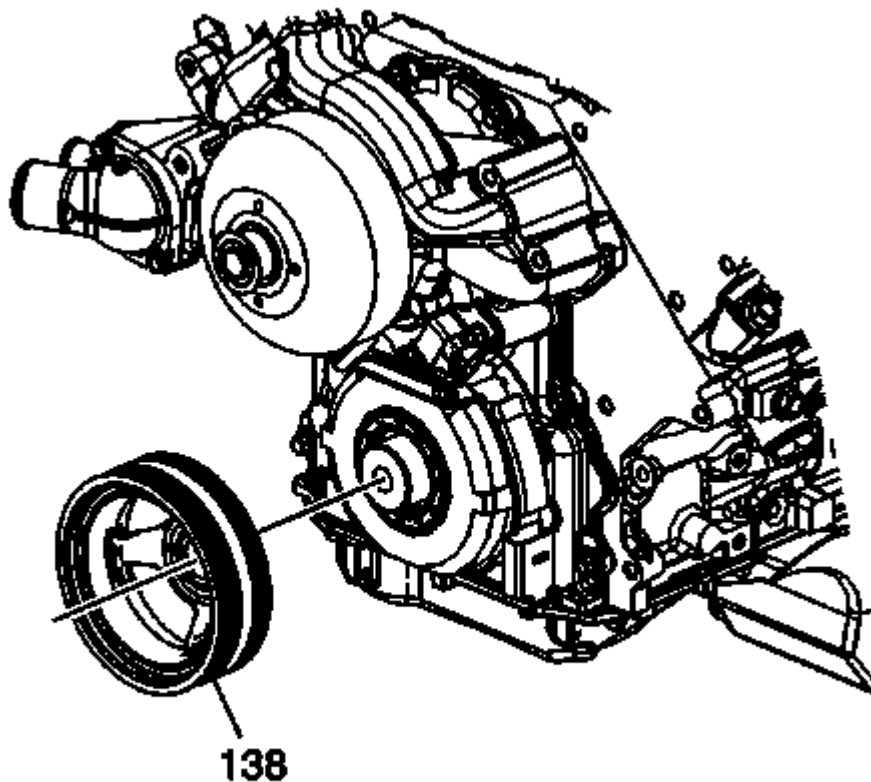


Fig. 236: View Of Crankshaft Balancer
Courtesy of GENERAL MOTORS CORP.

NOTE: The crankshaft balancer is balanced as an individual component. It is not necessary to mark the balancer prior to removal.

7. Use the **J 41816** and the **J 41816-2** to remove the crankshaft balancer (138). See **Special Tools** .
8. Remove the **J 41816** and the **J 41816-2** from the crankshaft balancer. See **Special Tools** .

INSTALLATION PROCEDURE

NOTE:

- The crankshaft balancer installation and bolt tightening involves a four stage tightening process. The first pass ensures that the balancer is installed completely onto the crankshaft. The second, third, and fourth passes tighten the **NEW** bolt to the proper torque.
- The used crankshaft balancer bolt will be used **ONLY** during the first pass of the balancer installation procedure. Install a **NEW** bolt and tighten as described in the second, third and fourth passes of the balancer bolt tightening procedure.

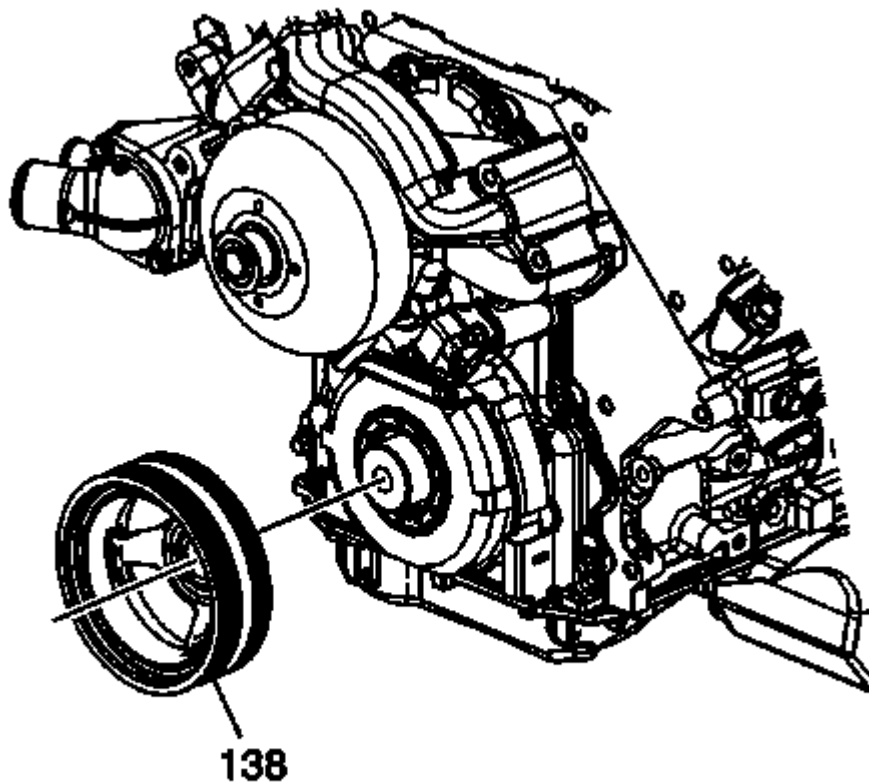


Fig. 237: View Of Crankshaft Balancer
Courtesy of GENERAL MOTORS CORP.

NOTE: The balancer should be positioned onto the end of the crankshaft as straight as possible prior to tool installation.

1. Position the crankshaft balancer (138) onto the end of the crankshaft.

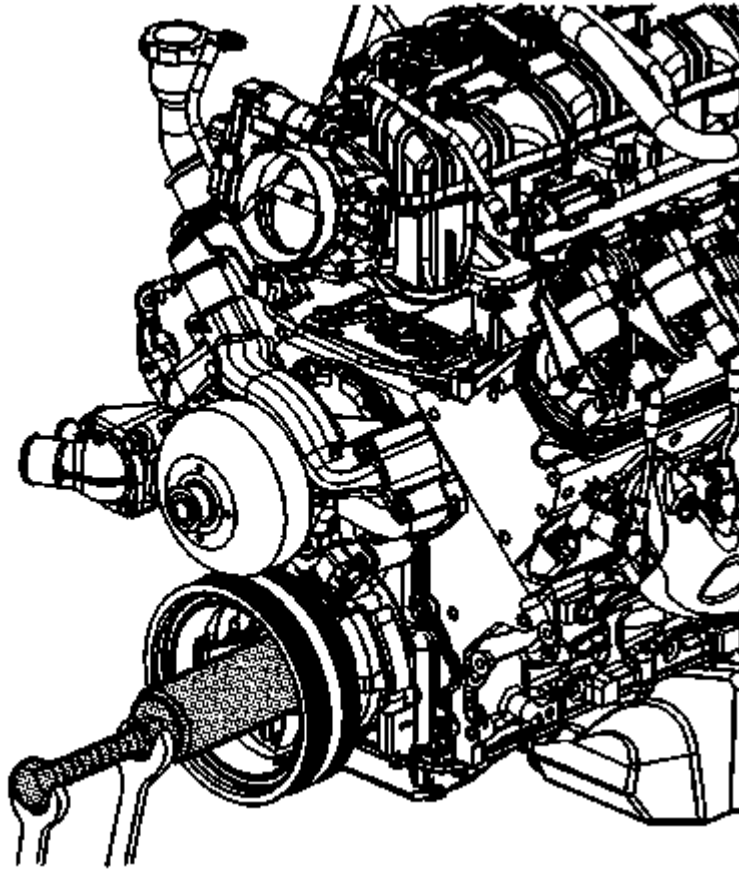


Fig. 238: View Of Balancer Installation Special Tools
Courtesy of GENERAL MOTORS CORP.

2. Install the **J 41665** and the threaded rod from the **J 41478** to crankshaft balancer and install the balancer. See **Special Tools** .
 1. Assemble the threaded rod, nut, washer and installer. Insert the smaller end of the installer into the front of the balancer.
 2. Use a wrench and hold the hex end of the threaded rod.
 3. Use a second wrench and rotate the installation tool nut clockwise until the balancer is started onto the crankshaft.
 4. Remove the tool and reverse the installation tool.

Position the larger end of the installer against the front of the balancer.
 5. Use a wrench and hold the hex end of the threaded rod.
 6. Use a second wrench and rotate the installation tool nut clockwise until the balancer is installed onto the crankshaft.
 7. Remove the **J 41665** and the threaded rod. See **Special Tools** .

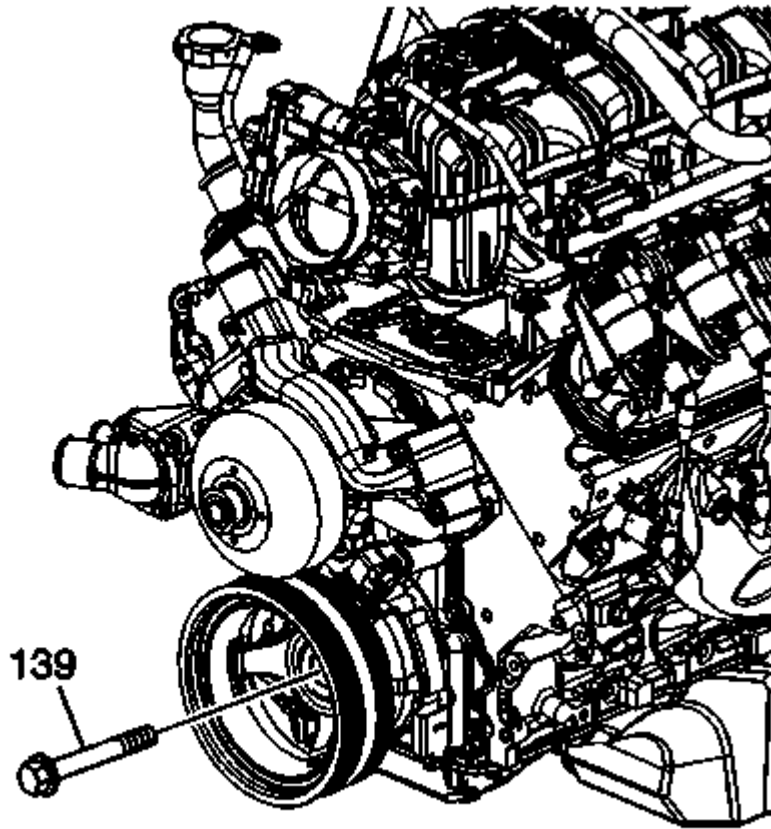


Fig. 239: View Of Crankshaft Balancer Bolt
Courtesy of GENERAL MOTORS CORP.

3. Install the USED crankshaft balancer bolt (139).

Tighten: Tighten the USED bolt to 330 N.m (240 lb ft).

4. Remove the USED crankshaft balancer bolt.

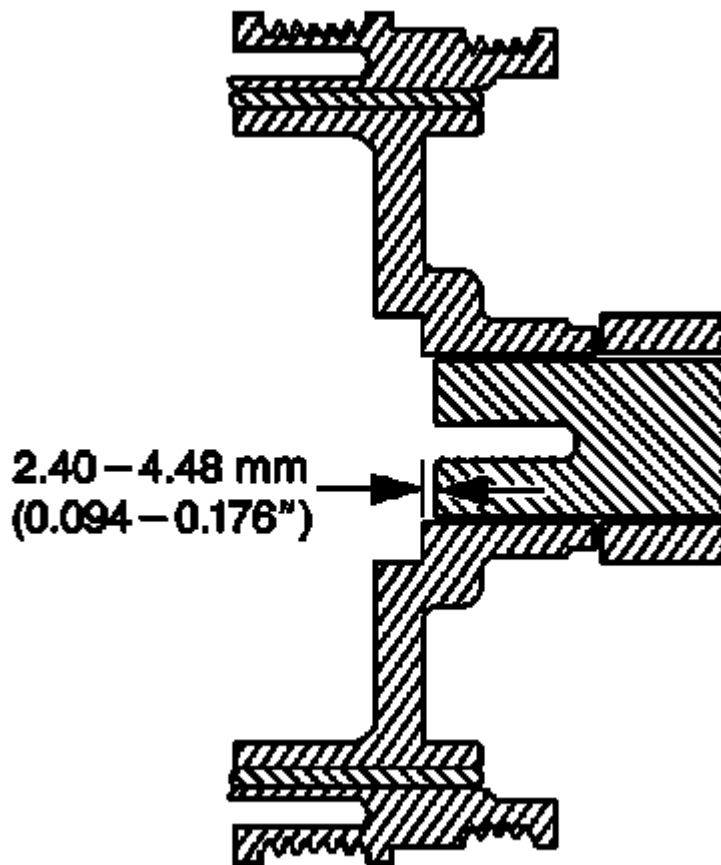


Fig. 240: Identifying Hub To Crankshaft Distance
Courtesy of GENERAL MOTORS CORP.

NOTE: The nose of the crankshaft should be recessed 2.4-4.48 mm (0.094-0.176 in) into the balancer bore.

5. Measure for a correctly installed balancer. If the balancer is not installed to the proper dimension, install the **J 41665** and repeat the installation procedure. See **Special Tools** .

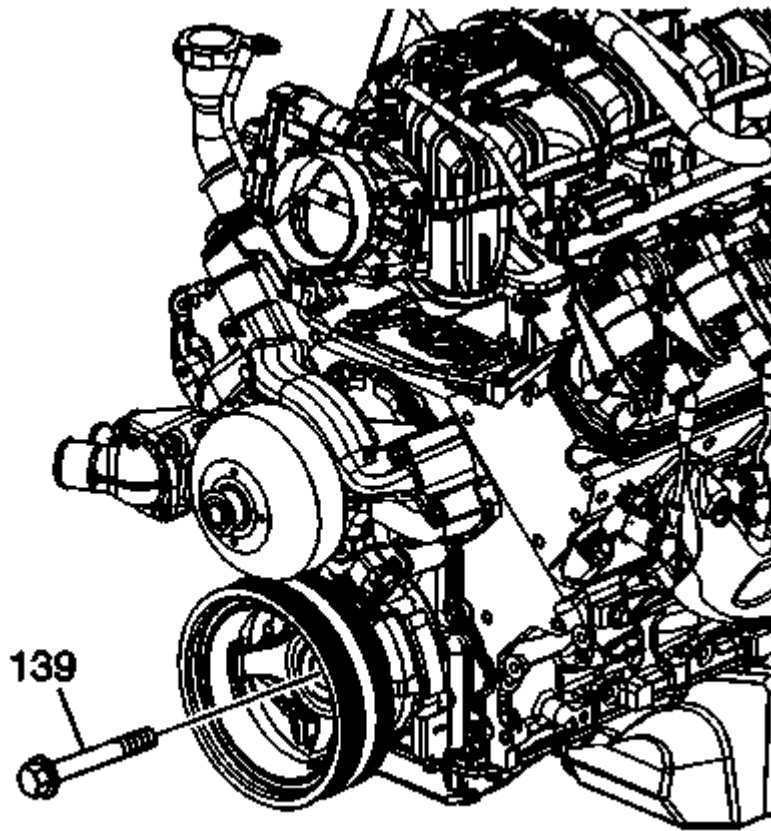


Fig. 241: View Of Crankshaft Balancer Bolt
Courtesy of GENERAL MOTORS CORP.

6. Install the NEW crankshaft balancer bolt (139).

Tighten:

1. Tighten the bolt a first pass to 50 N.m (37 lb ft).
2. Tighten the bolt a final pass to 140 degrees using **J 45059** .

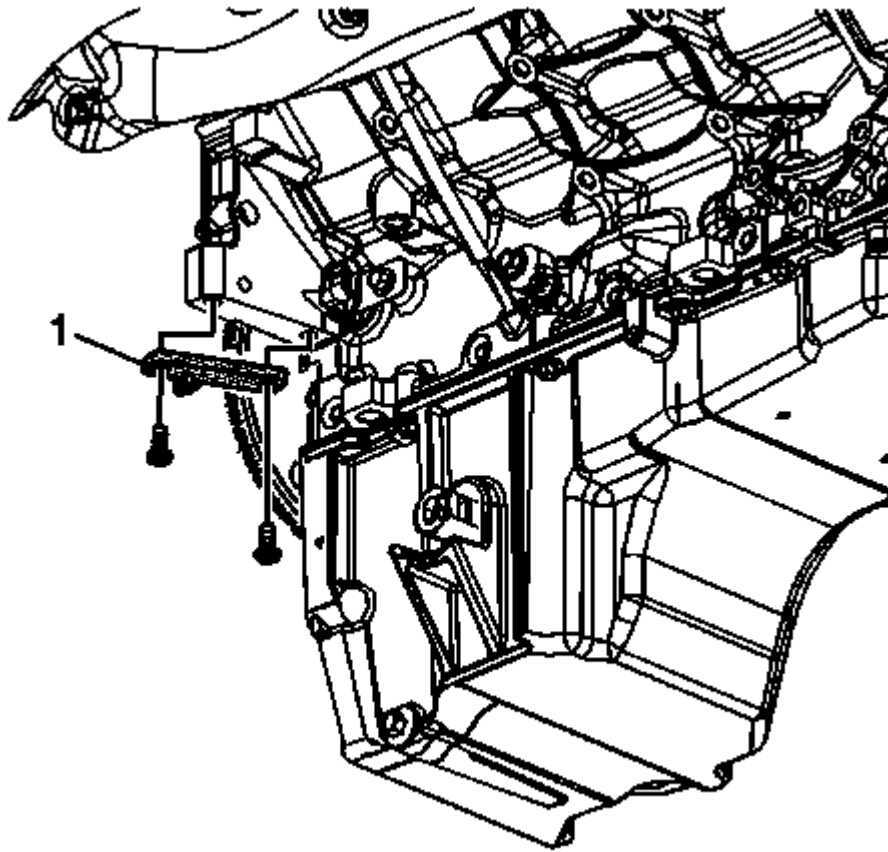


Fig. 242: View Of Special Tool & Bolts
Courtesy of GENERAL MOTORS CORP.

7. Remove the **J 42386-A (1)** and bolts. See Special Tools .
8. Install the starter motor. Refer to Starter Replacement (V8) or Starter Replacement (V6) or Starter Replacement (6.6L) .
9. Install the cooling fan and shroud. Refer to Cooling Fan and Shroud Replacement (Non-HP2) .
10. Install the A/C drive belt. Refer to Air Conditioning Compressor Belt Replacement (V8).
11. Perform the crankshaft position (CKP) system variation learn procedure. Refer to Crankshaft Position System Variation Learn .

CRANKSHAFT FRONT OIL SEAL REPLACEMENT (WITH LY6)

SPECIAL TOOLS

J 41478 Crankshaft Front Oil Seal Installer. See Special Tools .

REMOVAL PROCEDURE

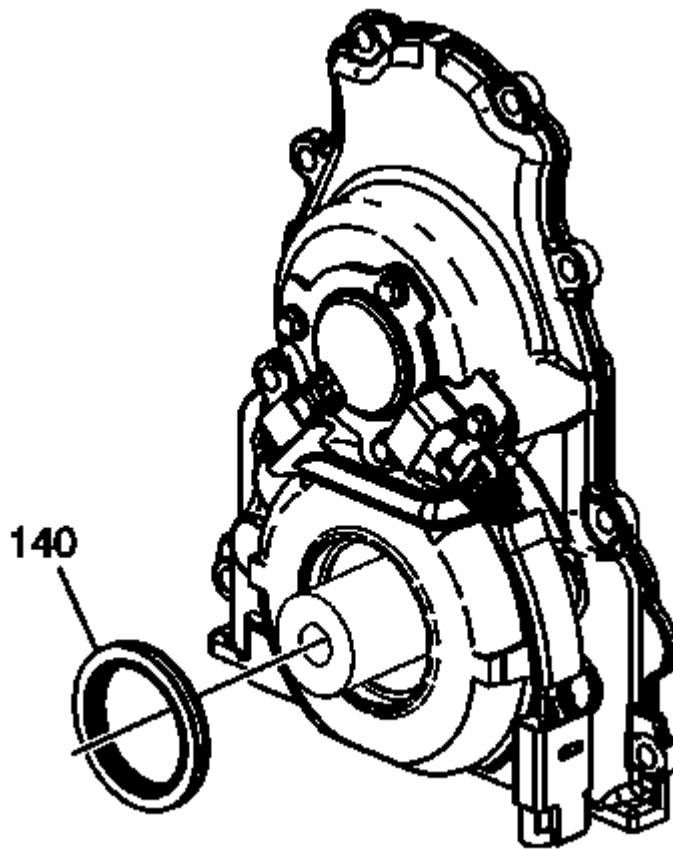


Fig. 243: Identifying Oil Seal

Courtesy of GENERAL MOTORS CORP.

1. Remove the crankshaft balancer. Refer to **Crankshaft Balancer Replacement**.
2. Remove the crankshaft front oil seal (140) from the front cover.

INSTALLATION PROCEDURE

NOTE:

- Do not lubricate the oil seal sealing surface.
- Do not reuse the crankshaft front oil seal.

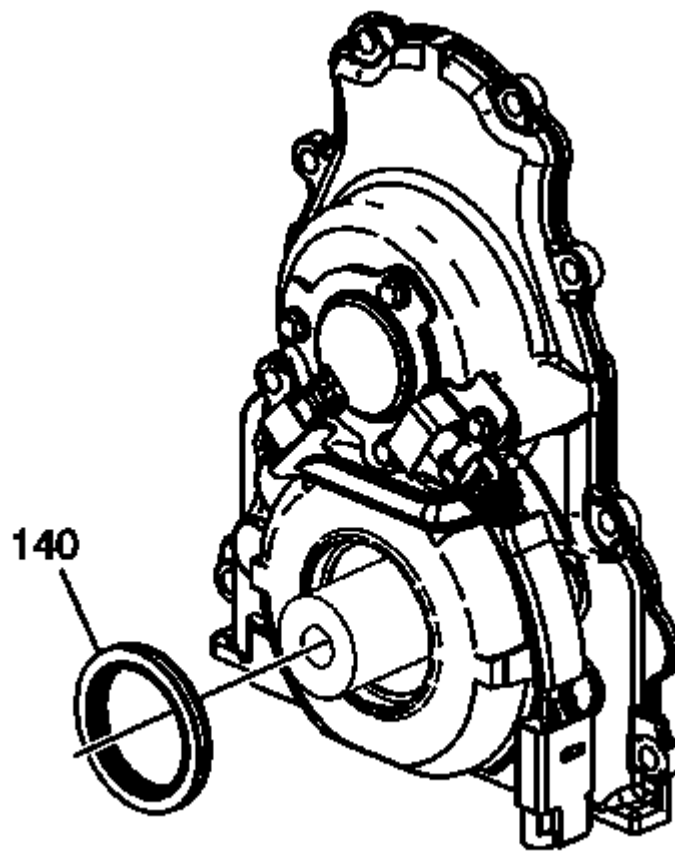


Fig. 244: Identifying Oil Seal

Courtesy of GENERAL MOTORS CORP.

1. Lubricate the outer edge of the oil seal (140) with clean engine oil.
2. Lubricate the front cover oil seal bore with clean engine oil.

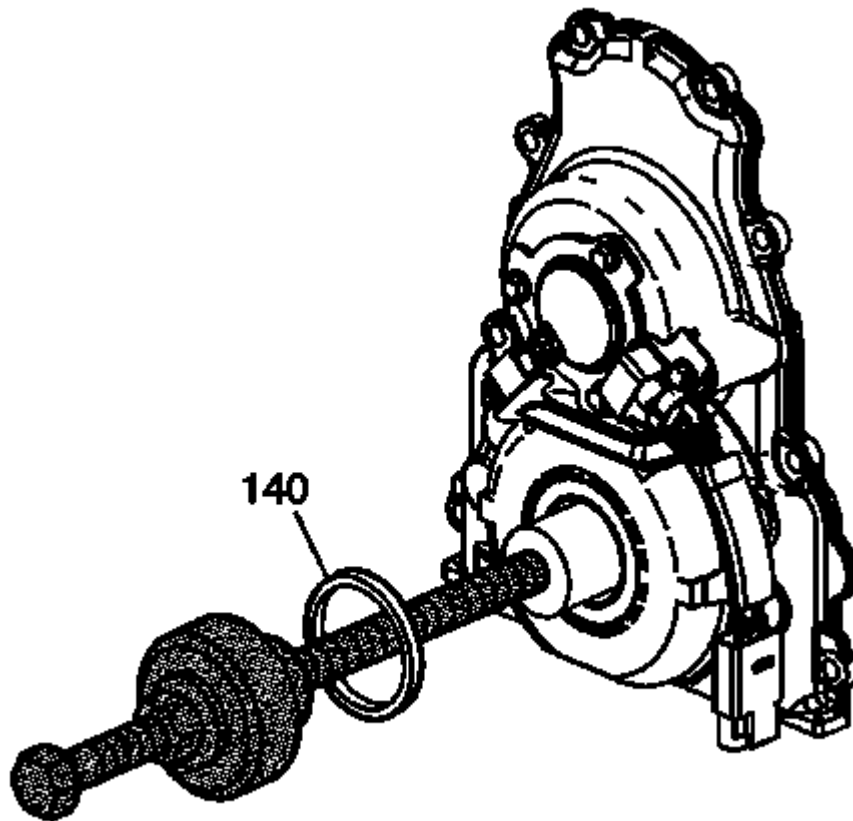


Fig. 245: View Of Front Oil Seal & Special Tool
Courtesy of GENERAL MOTORS CORP.

3. Install the crankshaft front oil seal (140) onto the **J 41478** guide. See **Special Tools** .
4. Install the **J 41478** threaded rod (with nut, washer, guide, and oil seal) into the end of the crankshaft. See **Special Tools** .
5. Use the **J 41478** in order to install the oil seal into the cover bore. See **Special Tools** .
 1. Use a wrench and hold the hex on the installer bolt.
 2. Use a second wrench and rotate the installer nut clockwise until the seal bottoms in the cover bore.
 3. Remove the **J 41478** . See **Special Tools** .
 4. Inspect the oil seal for proper installation. The oil seal should be installed evenly and completely into the front cover bore.
6. Install the crankshaft balancer. Refer to **Crankshaft Balancer Replacement**.

CAMSHAFT POSITION ACTUATOR MAGNET REPLACEMENT

REMOVAL PROCEDURE

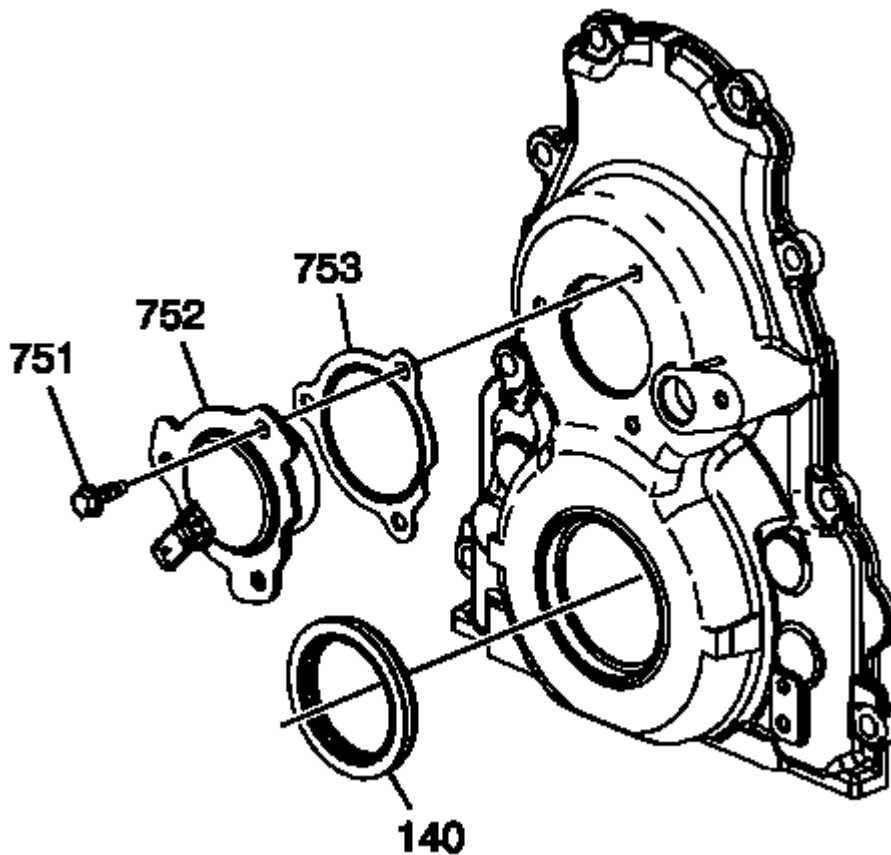


Fig. 246: View Of CMP Actuator Magnet, Bolts, Gasket & Oil Seal
Courtesy of GENERAL MOTORS CORP.

1. Remove the water pump. Refer to [Water Pump Replacement \(LMM\)](#) or [Water Pump Replacement \(V8\)](#).
2. Disconnect the engine harness electrical connector from the camshaft position (CMP) actuator magnet.
3. Remove the CMP actuator magnet bolts (751) and magnet (752).
4. Remove and discard the CMP actuator magnet gasket (753).

INSTALLATION PROCEDURE

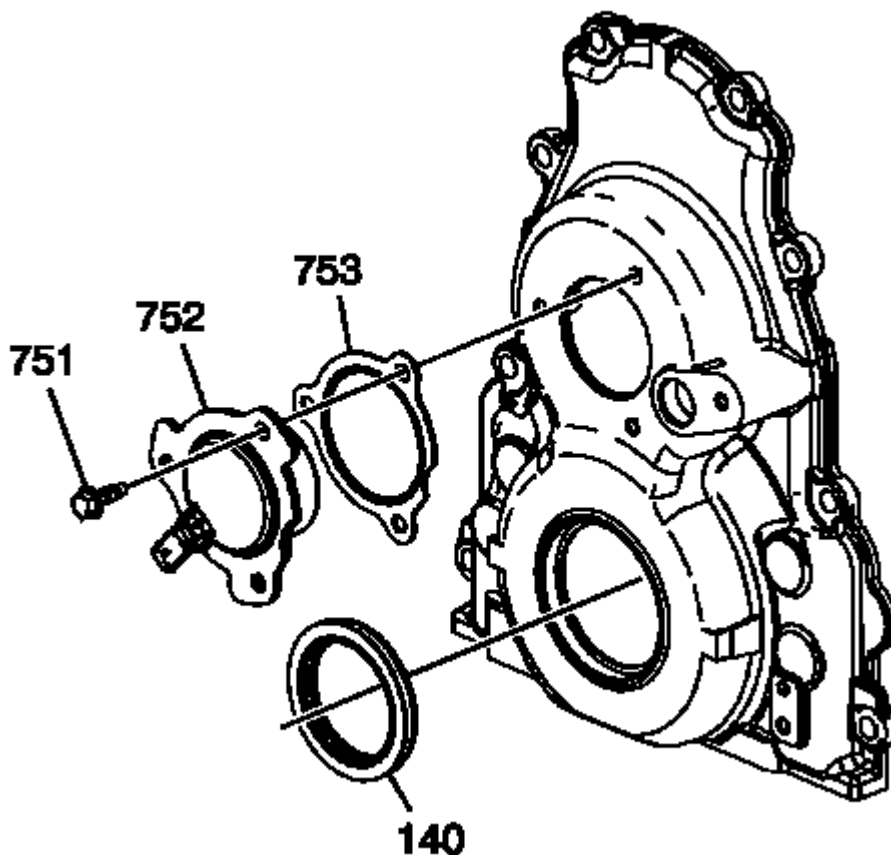


Fig. 247: View Of CMP Actuator Magnet, Bolts, Gasket & Oil Seal
Courtesy of GENERAL MOTORS CORP.

NOTE: The gasket surface should be free of oil or other foreign material during assembly.

1. Install a NEW CMP actuator magnet gasket (753) onto the CMP actuator magnet.
2. Install the CMP actuator magnet (752) to the front cover.

CAUTION: Refer to Fastener Caution .

3. Install the CMP actuator magnet bolts (751) and tighten to 12 N.m (106 lb in).
4. Connect the engine harness electrical connector to the CMP actuator magnet.
5. Install the water pump. Refer to Water Pump Replacement (LMM) or Water Pump Replacement (V8) .

ENGINE FRONT COVER REPLACEMENT

SPECIAL TOOLS

J 41476 Front and Rear Cover Alignment Tool. See Special Tools .

REMOVAL PROCEDURE

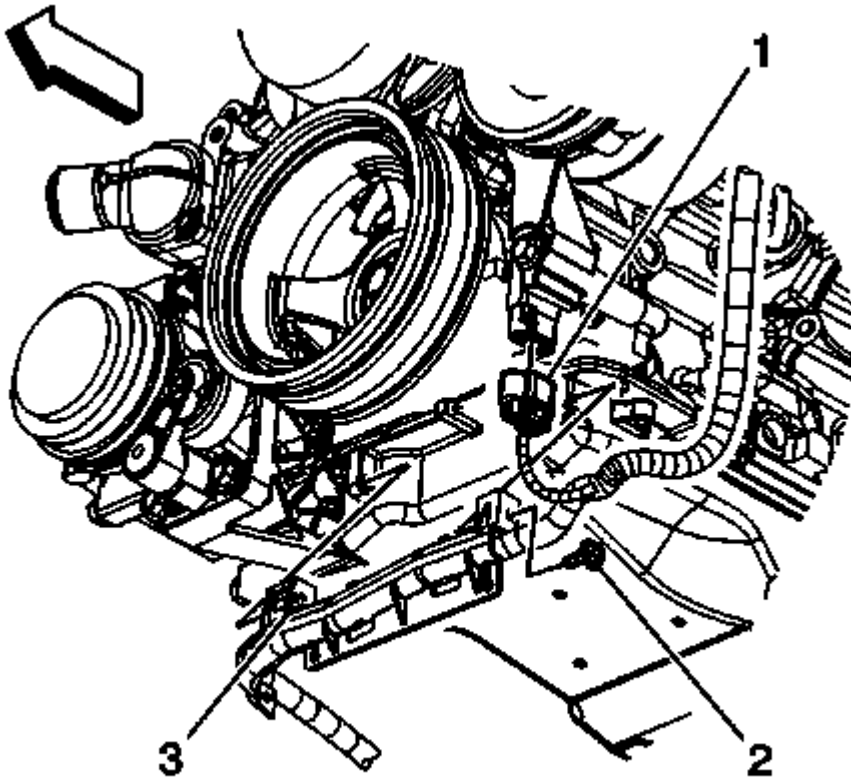


Fig. 248: View Of Electrical Connector, Cable Channel Bolt & Pin
Courtesy of GENERAL MOTORS CORP.

1. Remove the water pump. Refer to Water Pump Replacement (LMM) or Water Pump Replacement (V8) .
2. Remove the crankshaft balancer. Refer to Crankshaft Balancer Replacement.
3. Disconnect the engine harness electrical connector (1) from the camshaft position (CMP) sensor wire harness electrical connector.

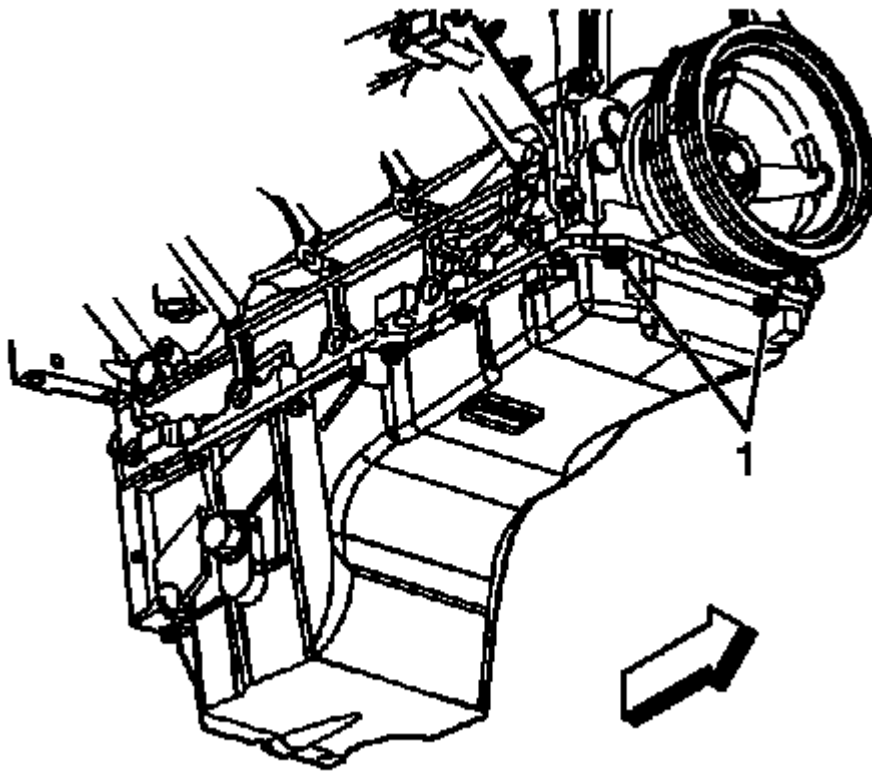


Fig. 249: View Of Oil Pan-To-Front Cover Bolts
Courtesy of GENERAL MOTORS CORP.

4. Remove the oil pan-to-front cover bolts (1).

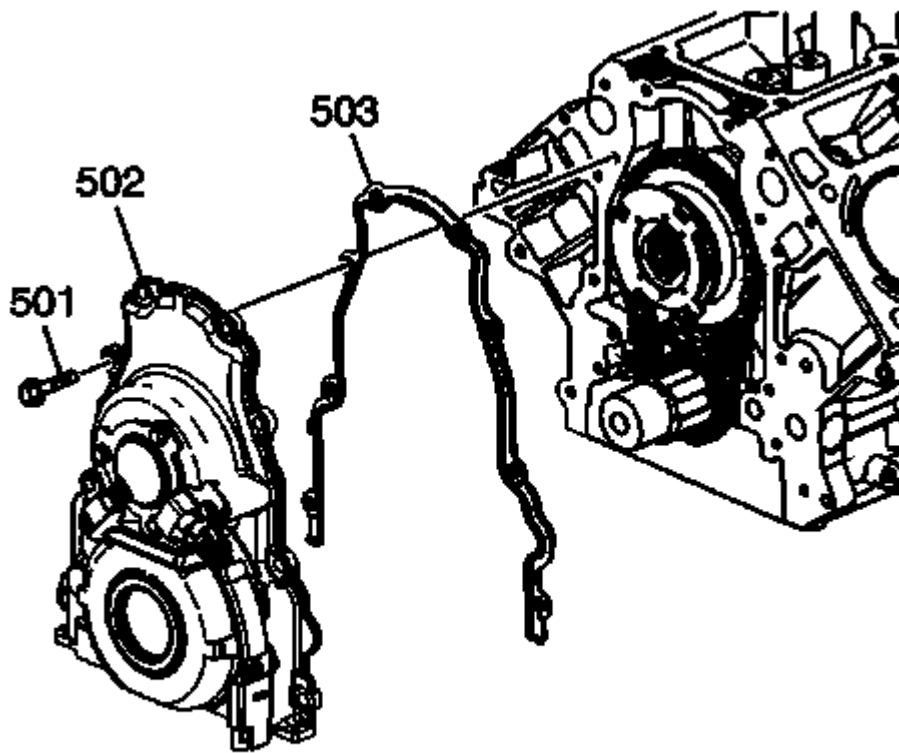


Fig. 250: View Of Front Cover, Bolts & Gasket
Courtesy of GENERAL MOTORS CORP.

5. Remove the front cover bolts (501).
6. Remove the front cover (502) and gasket (503).
7. Discard the front cover gasket.
8. Remove the crankshaft front oil seal.

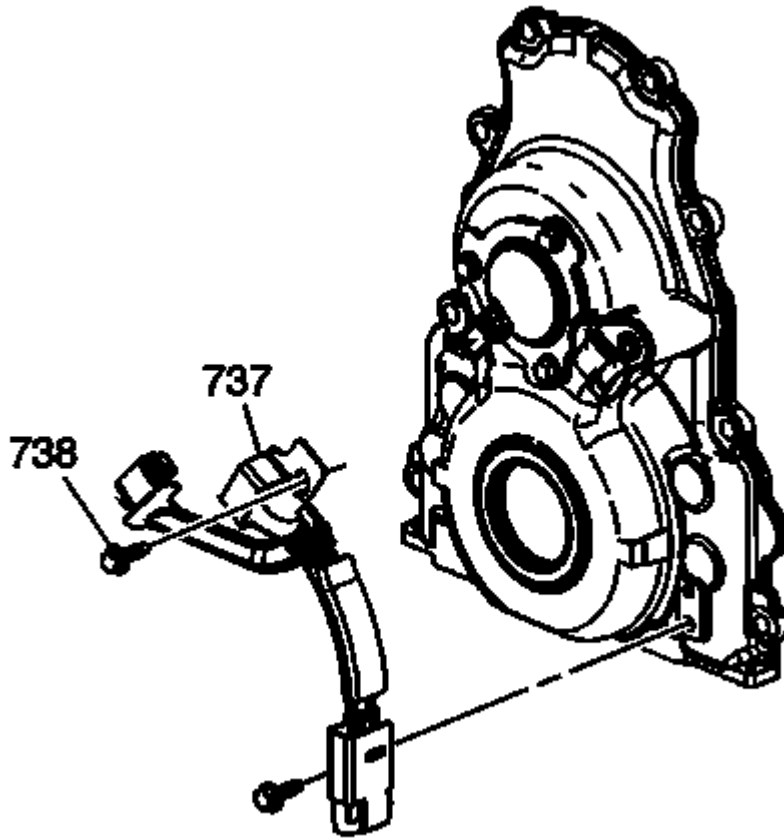


Fig. 251: View Of CMP Sensor Wire Harness & Bolts
Courtesy of GENERAL MOTORS CORP.

9. If replacing the engine front cover perform the following steps, otherwise proceed to step 10 of the installation procedure.
10. Remove the CMP sensor wire harness bolts (738).
11. Disconnect the CMP sensor wire harness from the CMP sensor.
12. Remove the CMP sensor wire harness (737).

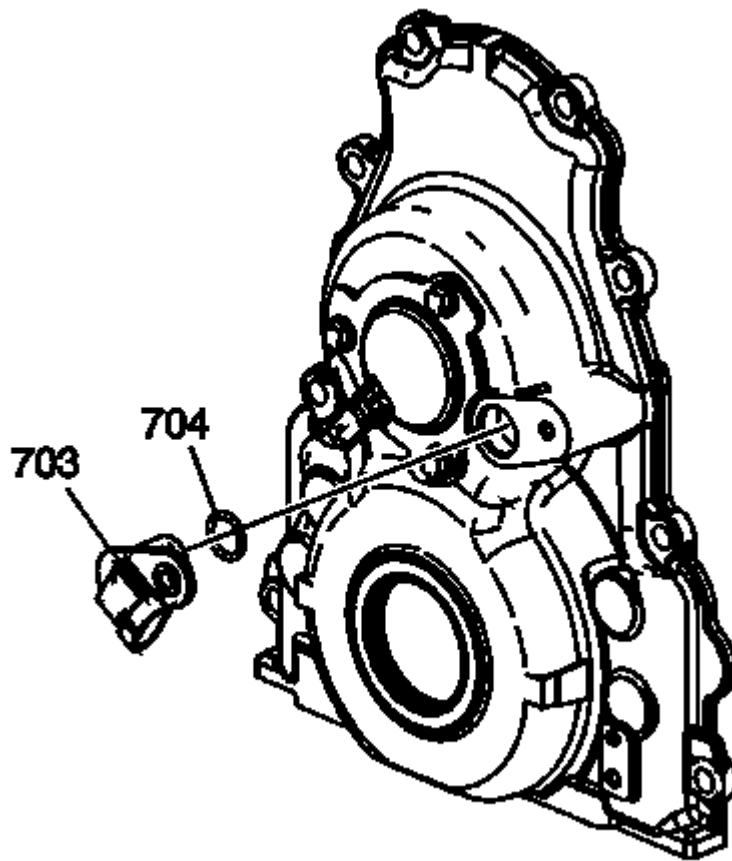


Fig. 252: View Of CMP Sensor & O-Ring
Courtesy of GENERAL MOTORS CORP.

13. Remove the CMP sensor (703).

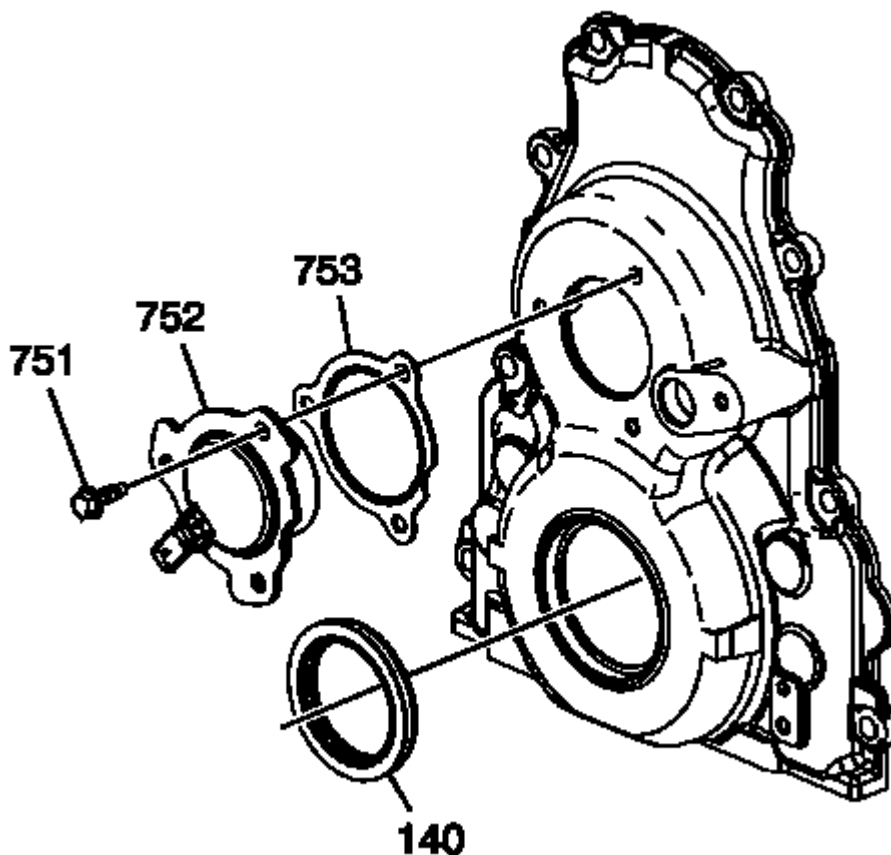


Fig. 253: View Of CMP Actuator Magnet, Bolts, Gasket & Oil Seal
Courtesy of GENERAL MOTORS CORP.

14. Remove the CMP actuator magnet bolts (751), and magnet (752).
15. Remove and discard the CMP actuator magnet gasket (753).

INSTALLATION PROCEDURE

NOTE:

- Do not reuse the crankshaft oil seal or front cover gasket.
- Do not apply any type of sealant to the front cover gasket, unless specified.
- The special tool in this procedure is used to properly center the front crankshaft front oil seal.
 - All gasket surfaces should be free of oil or other foreign material during assembly.
 - The crankshaft front oil seal **MUST** be centered in relation to the crankshaft.
 - An improperly aligned front cover may cause premature front oil seal wear and/or engine oil leaks.

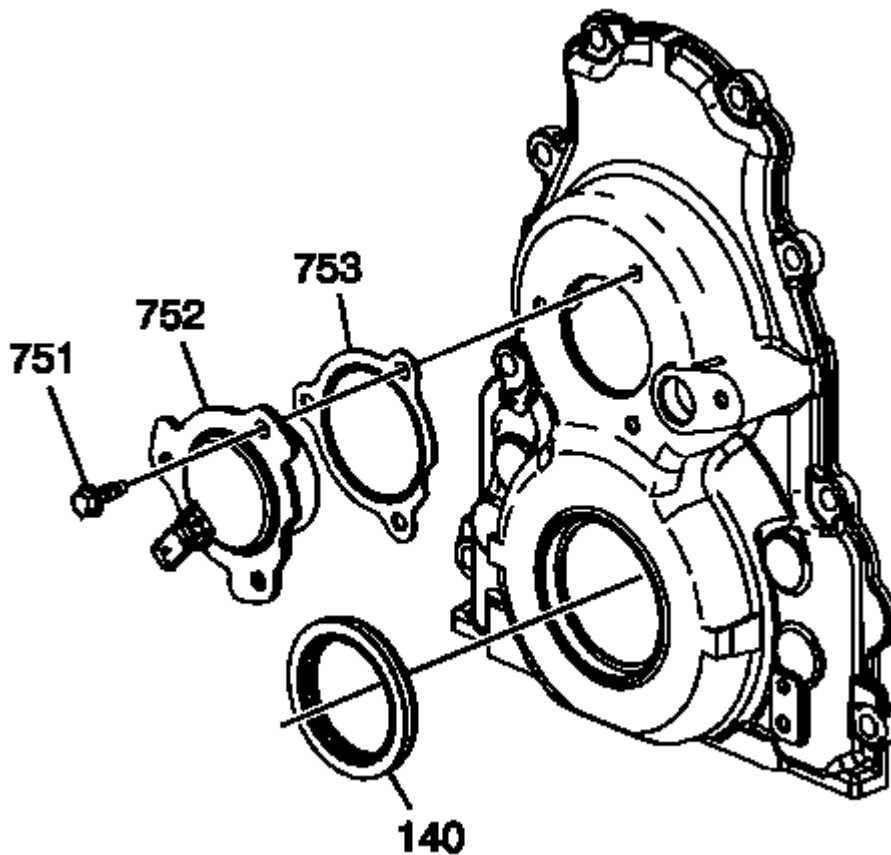


Fig. 254: View Of CMP Actuator Magnet, Bolts, Gasket & Oil Seal
Courtesy of GENERAL MOTORS CORP.

1. If replacing the front cover perform the following steps, otherwise proceed to step 10.
2. Install a NEW CMP actuator magnet gasket (753) onto the magnet.

CAUTION: Refer to Fastener Caution .

3. Install the CMP actuator magnet (752) and bolts (751).

Tighten: Tighten the bolts to 12 N.m (106 lb in).

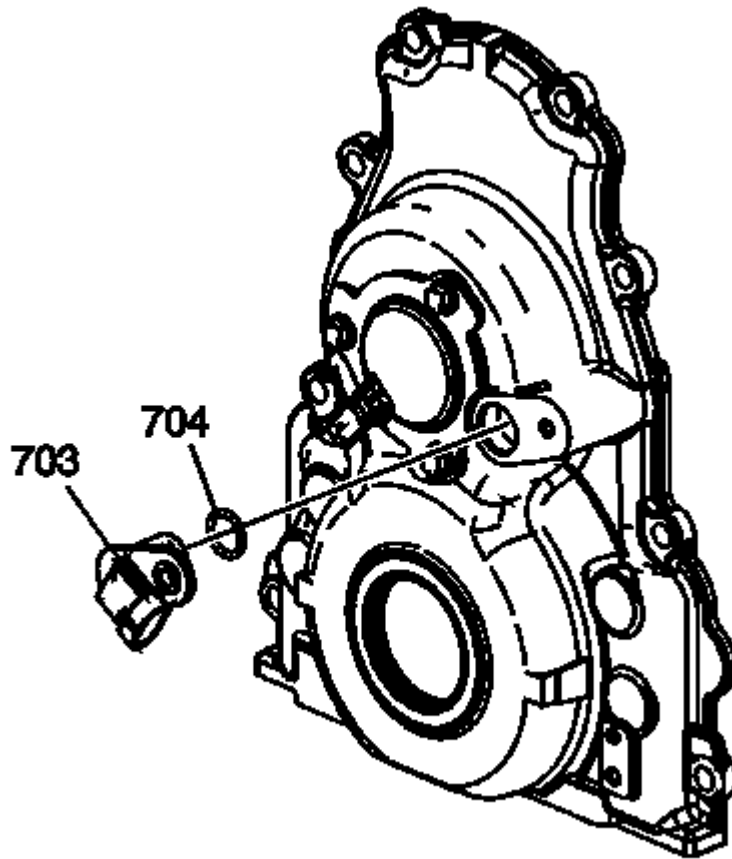


Fig. 255: View Of CMP Sensor & O-Ring
Courtesy of GENERAL MOTORS CORP.

4. Inspect the CMP sensor O-ring seal for cuts or damage. If the seal is not cut or damaged, it may be reused.
5. Lubricate the O-ring seal (704) with clean engine oil.
6. Install the CMP sensor (703).

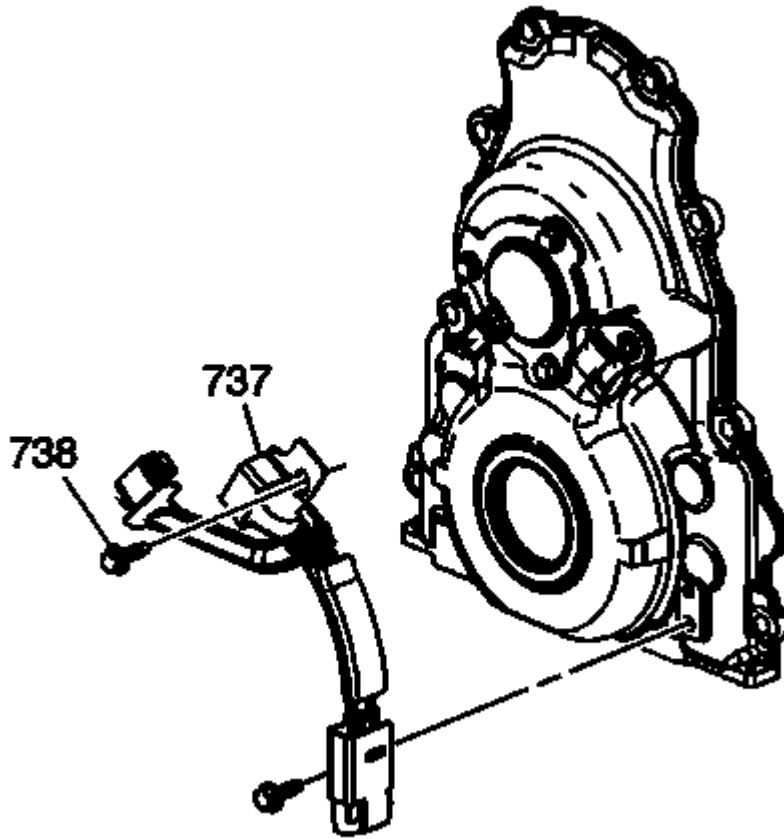


Fig. 256: View Of CMP Sensor Wire Harness & Bolts
Courtesy of GENERAL MOTORS CORP.

7. Position the CMP sensor wire harness (737) to the front cover
8. Connect the CMP sensor wire harness to the CMP sensor.
9. Install the CMP sensor wire harness bolts (738).

Tighten: Tighten the bolts to 12 N.m (106 lb in).

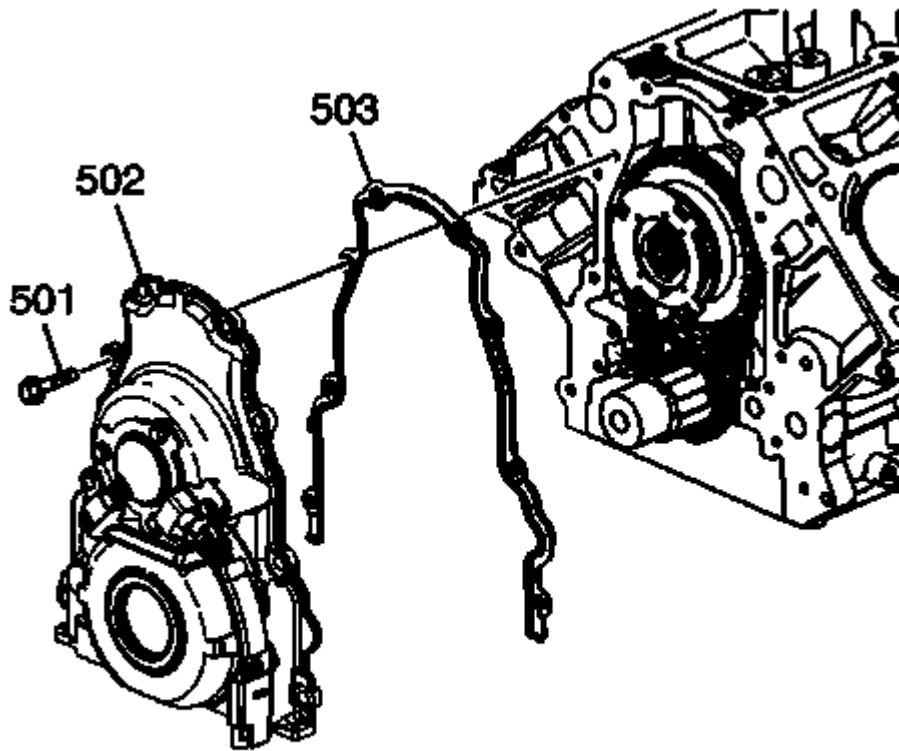


Fig. 257: View Of Front Cover, Bolts & Gasket
Courtesy of GENERAL MOTORS CORP.

10. Apply a 5 mm (0.20 in) bead of sealant, 20 mm (0.80 in) long to the oil pan to engine block junction. Refer to **Adhesives, Fluids, Lubricants, and Sealers**.
11. Position the NEW engine front cover gasket (503) and front cover (502) to the engine.
12. Install the front cover bolts (501) until snug. Do not overtighten.

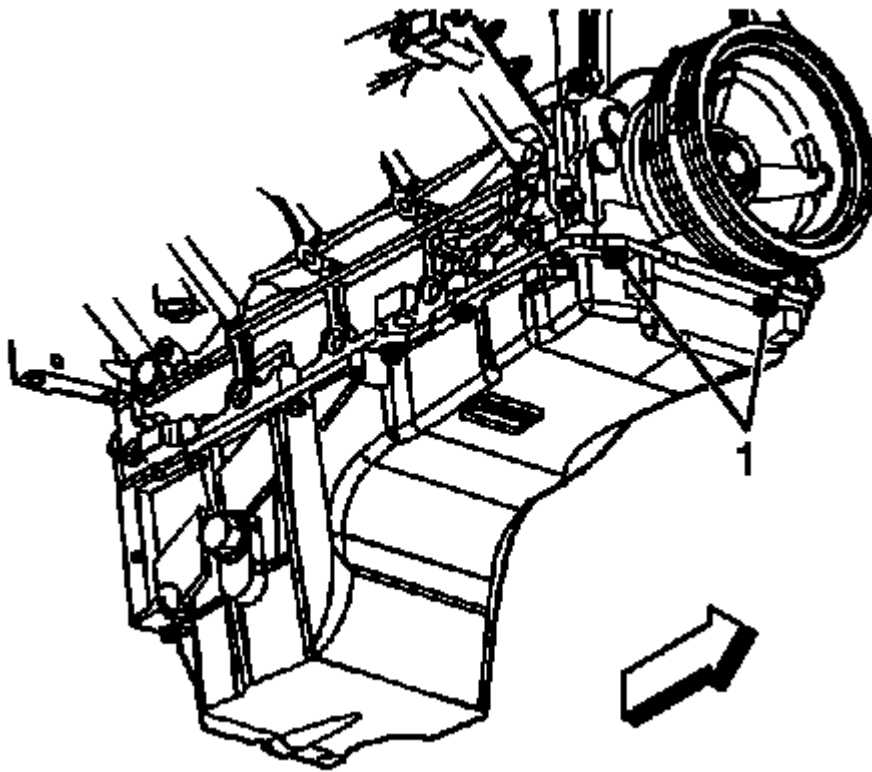


Fig. 258: View Of Oil Pan-To-Front Cover Bolts
Courtesy of GENERAL MOTORS CORP.

13. Install the oil pan-to-front cover bolts (1) until snug. Do not over tighten.

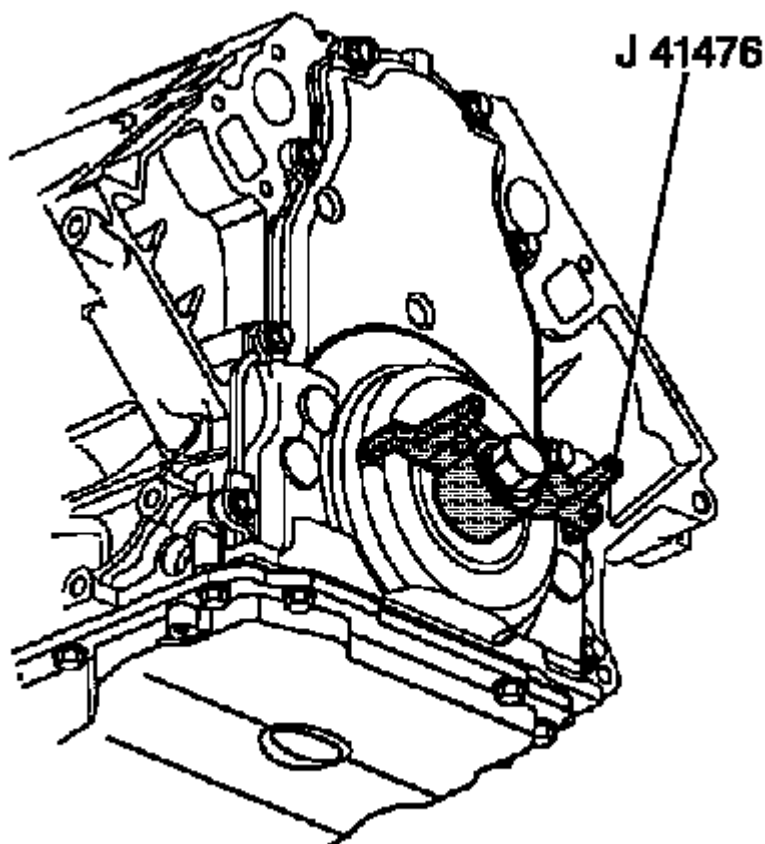


Fig. 259: View of J 41476 Installed To Front Cover
Courtesy of GENERAL MOTORS CORP.

14. Install **J 41476** to the front cover. See **Special Tools** .
15. Align the tapered legs of the **J 41476** with the machined alignment surfaces on the front cover. See **Special Tools** .
16. Install the crankshaft balancer bolt until snug. Do not overtighten.

Tighten:

1. Tighten the oil pan to front cover bolts to 25 N.m (18 lb ft).
 2. Tighten the engine front cover bolts to 25 N.m (18 lb ft).
17. Remove the **J 41476** . See **Special Tools** .

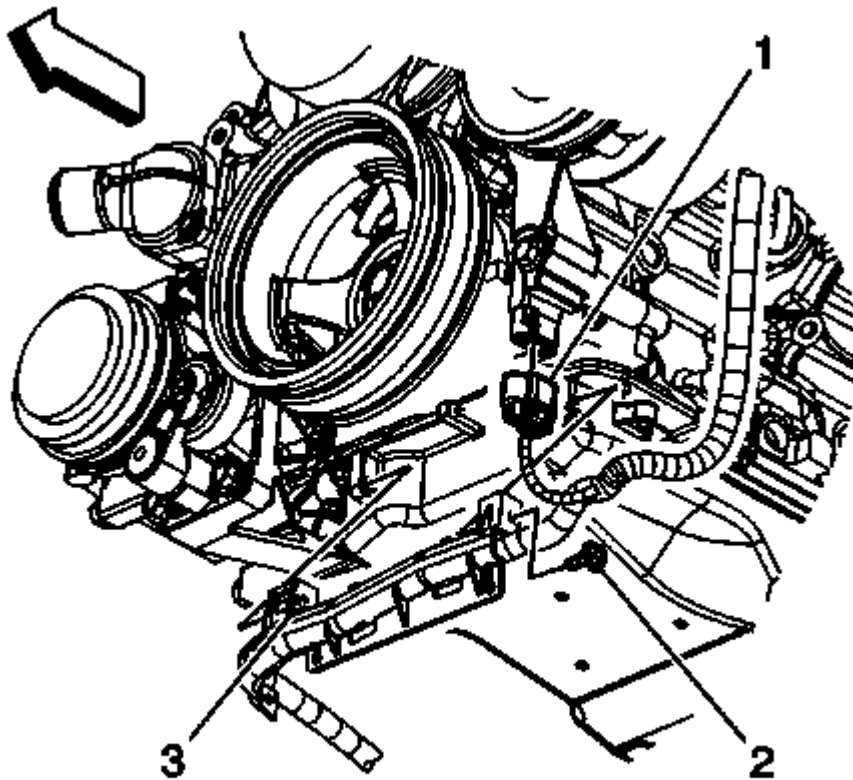


Fig. 260: View Of Electrical Connector, Cable Channel Bolt & Pin
Courtesy of GENERAL MOTORS CORP.

18. Connect the engine harness electrical connector (1) to the CMP sensor wire harness electrical connector.
19. Install a NEW crankshaft front oil seal. Refer to Crankshaft Front Oil Seal Replacement (With LY6).
20. Install the water pump. Refer to Water Pump Replacement (LMM) or Water Pump Replacement (V8).

CAMSHAFT POSITION ACTUATOR SOLENOID VALVE REPLACEMENT

Special Tools

- J 42386-A Flywheel Holding Tool. See Special Tools.
- J 45059 Angle Meter

REMOVAL PROCEDURE

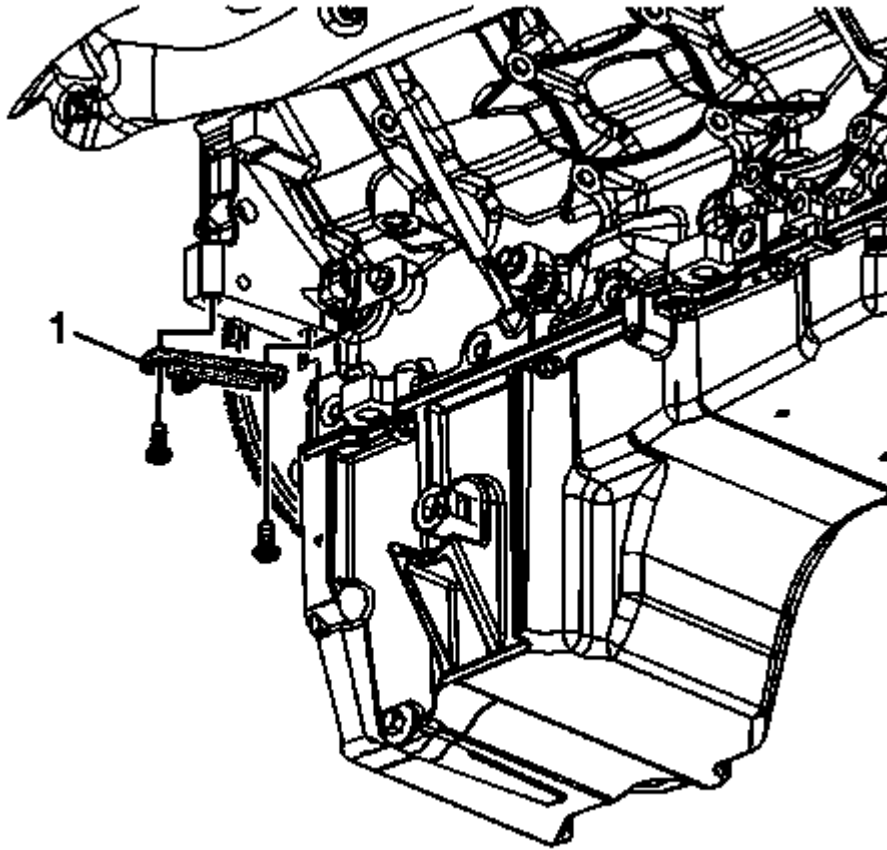


Fig. 261: View Of Special Tool & Bolts
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

1. Install the **J 42386-A** (1) and bolts. See Special Tools . Use 1 M10 - 1.5 x 120 mm and 1 M10 - 1.5 x 45 mm bolt for proper tool operation. Tighten the **J 42386-A** bolts to 50 N. See Special Tools .m (37 lb ft).
2. Remove the camshaft position (CMP) actuator magnet. Refer to Camshaft Position Actuator Magnet Replacement.

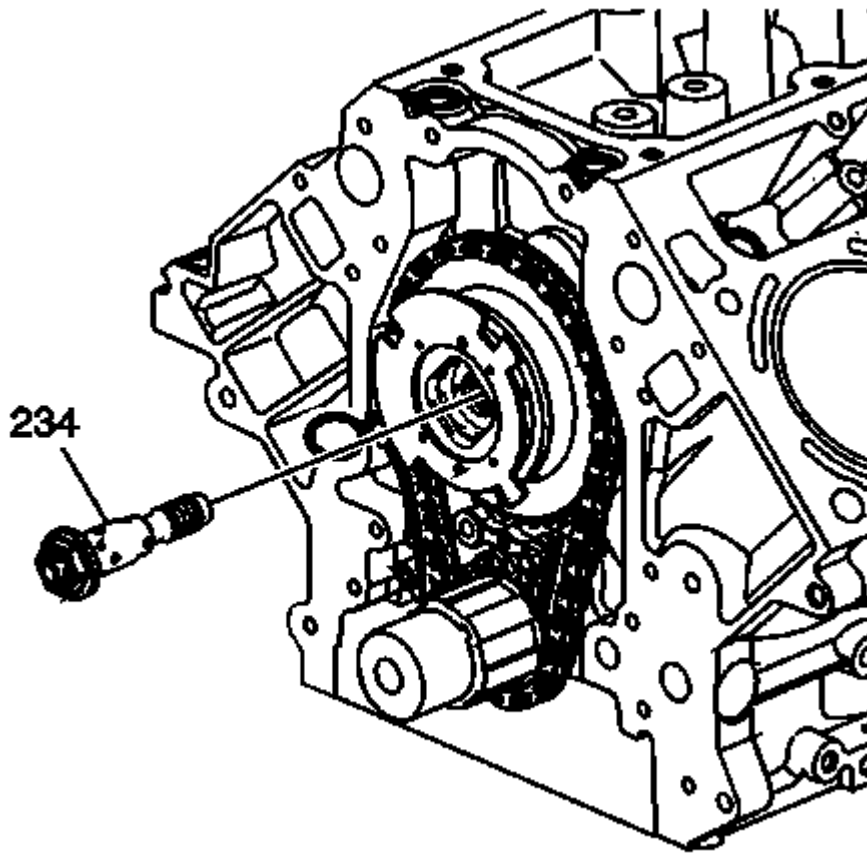


Fig. 262: View Of CMP Actuator Solenoid Valve
Courtesy of GENERAL MOTORS CORP.

WARNING: Refer to Camshaft Position Actuator Removal and Installation Warning .

3. Remove the CMP actuator solenoid valve (234).
4. Discard the solenoid valve.

INSTALLATION PROCEDURE

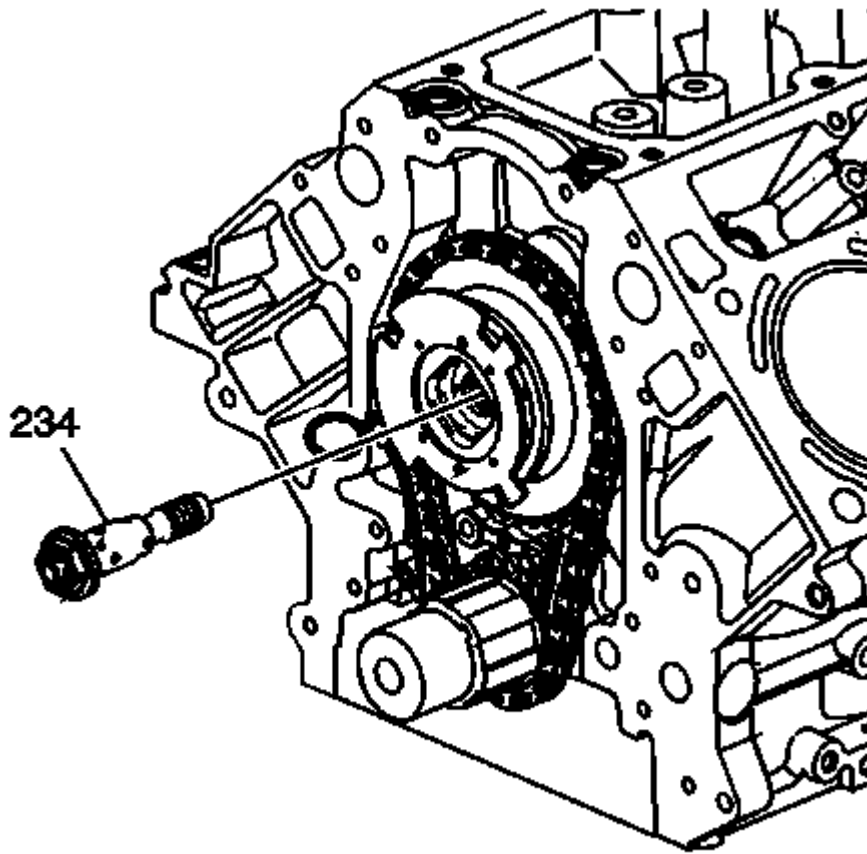


Fig. 263: View Of CMP Actuator Solenoid Valve
Courtesy of GENERAL MOTORS CORP.

1. Install a NEW CMP actuator solenoid valve (234).

With the CMP actuator properly positioned onto the camshaft, the CMP actuator solenoid valve can be threaded completely into the camshaft using light hand pressure. Tighten by hand until snug.

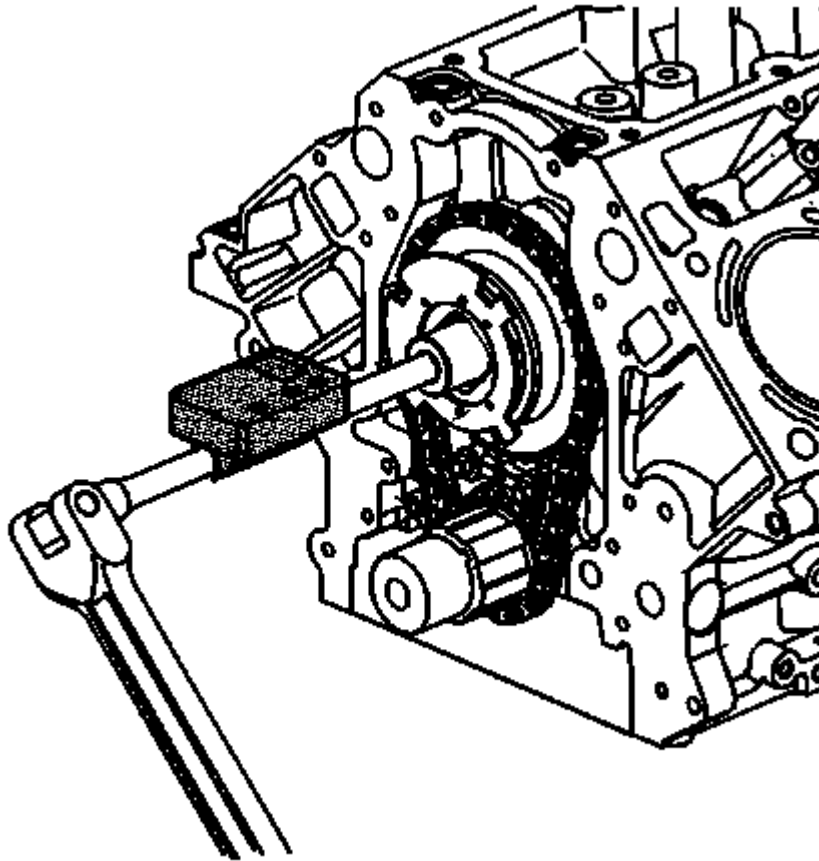


Fig. 264: Tightening CMP Actuator Solenoid Valve
Courtesy of GENERAL MOTORS CORP.

2. Tighten the CMP actuator solenoid valve.
 1. Tighten the CMP actuator solenoid valve a first pass to 65 N.m (48 lb ft).
 2. Tighten the CMP actuator solenoid valve a final pass an additional 90 degrees using the **J 45059** .

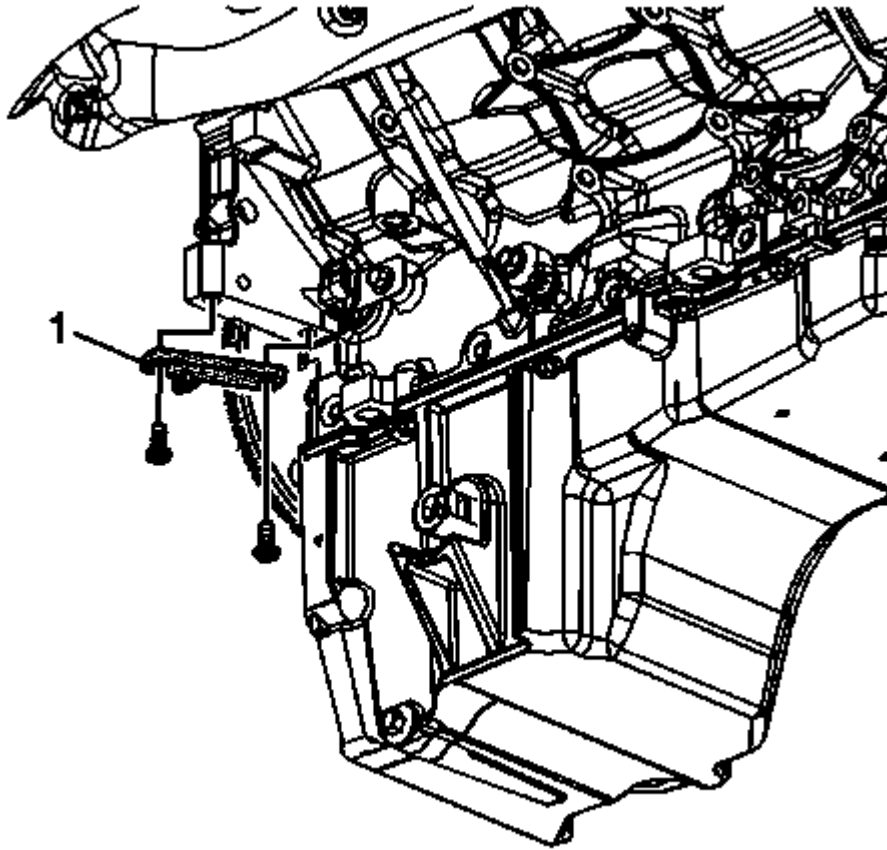


Fig. 265: View Of Special Tool & Bolts
Courtesy of GENERAL MOTORS CORP.

3. Remove the **J 42386-A** (1). See Special Tools .
4. Install the CMP actuator magnet. Refer to Camshaft Position Actuator Magnet Replacement.

CAMSHAFT POSITION ACTUATOR REPLACEMENT

Special Tools

- **EN 46330** Timing Belt Tensioner Retaining Pin. See Special Tools .
- **J 45059** Angle Meter

REMOVAL PROCEDURE

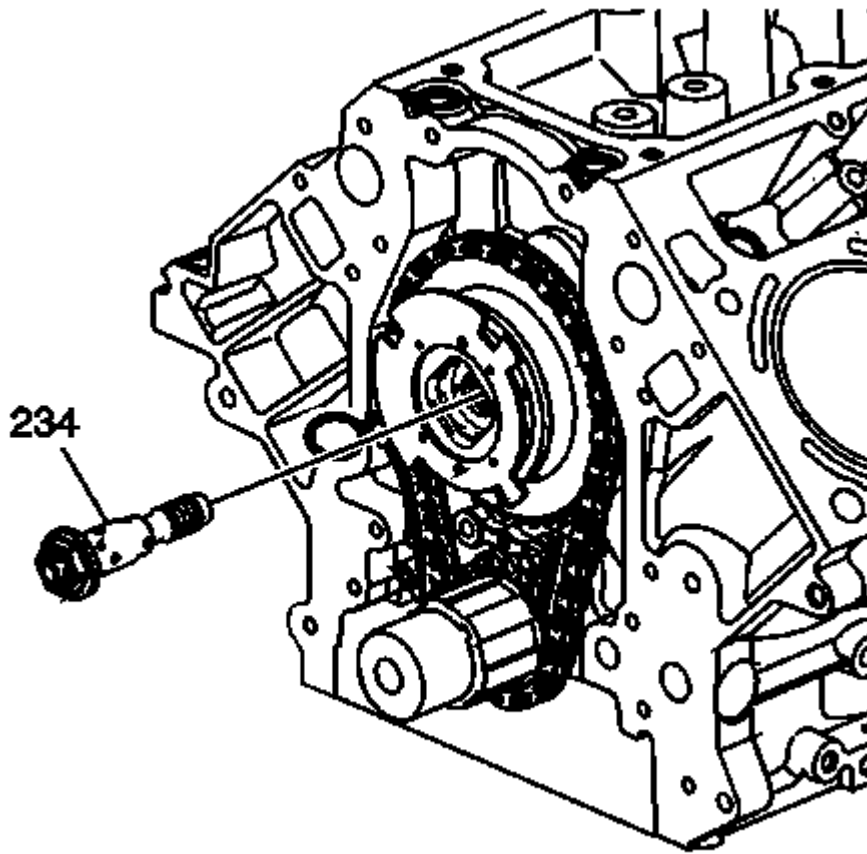


Fig. 266: View Of CMP Actuator Solenoid Valve
Courtesy of GENERAL MOTORS CORP.

1. Remove the oil pump. Refer to **Oil Pump, Screen, and Crankshaft Oil Deflector Replacement**.
2. Remove and discard the camshaft position (CMP) actuator solenoid valve (234).

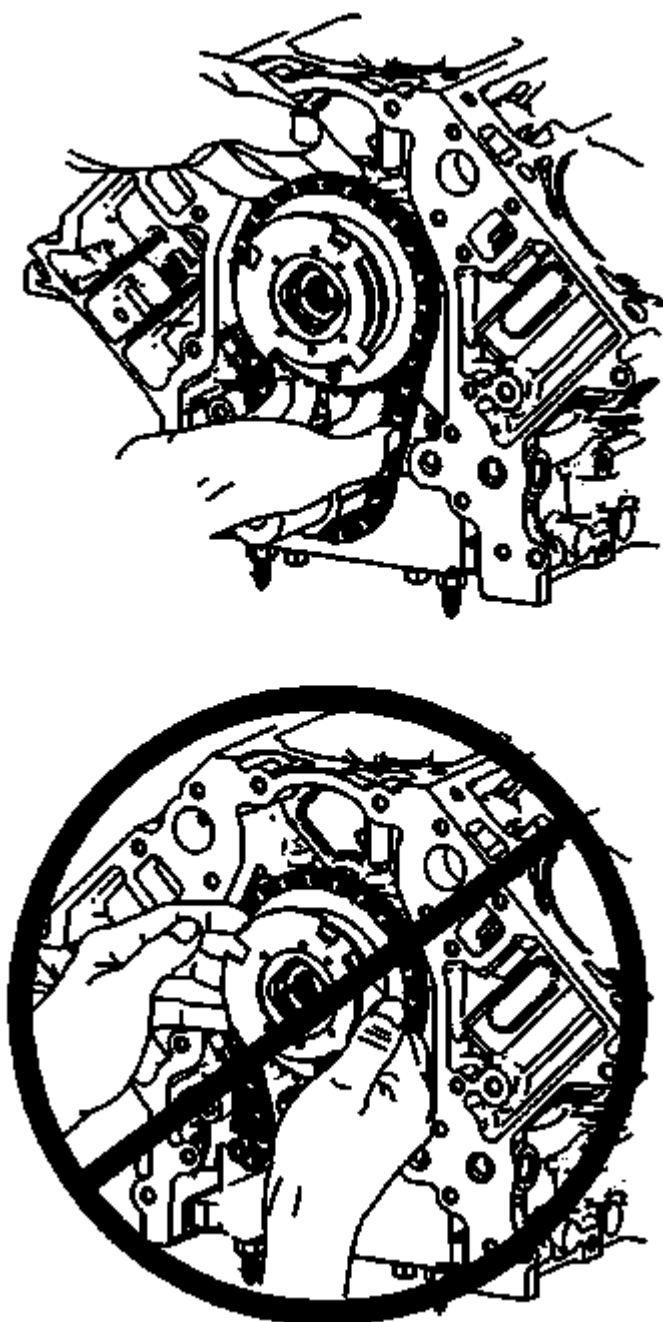


Fig. 267: View Of Proper CMP Actuator Removal
Courtesy of GENERAL MOTORS CORP.

WARNING: Do not push or pull on the reluctor wheel of the camshaft position (CMP) actuator during removal or installation. The reluctor wheel is retained to the front of the CMP actuator by 3 roll pins. Pushing or pulling on the wheel may dislodge the wheel from the front of the actuator. The actuator return spring is under tension and may rotate the dislodged reluctor wheel, causing personal injury.

3. Loosen and separate the CMP actuator and timing chain from the camshaft. Position your fingers behind the actuator sprocket and pull the actuator away from the front of the camshaft. Never pull on the reluctor wheel when attempting to remove the actuator.

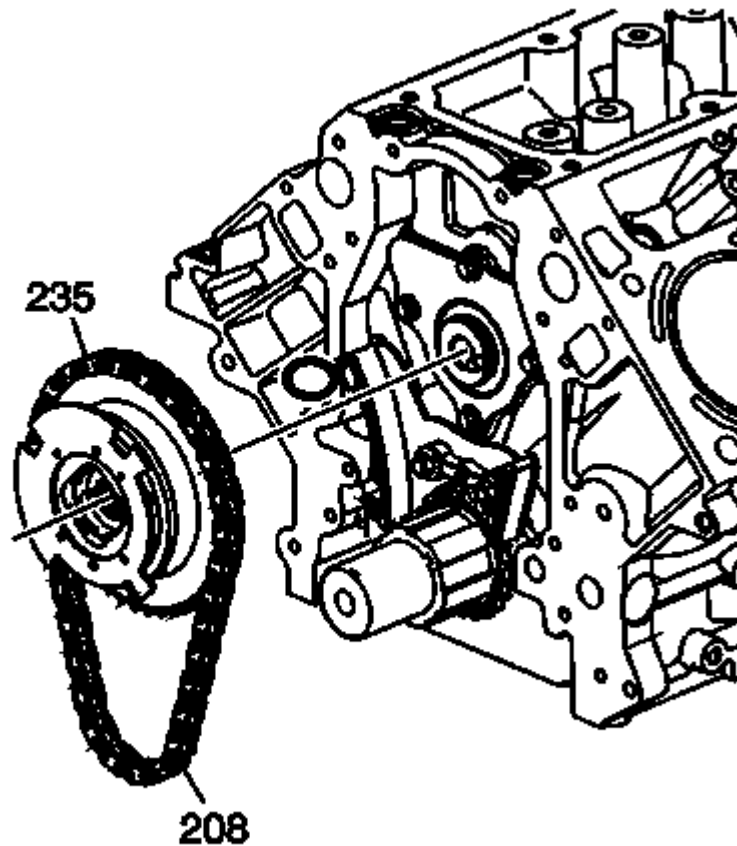


Fig. 268: View Of CMP Actuator & Timing Chain
Courtesy of GENERAL MOTORS CORP.

4. Remove the CMP actuator (235) and timing chain (208).

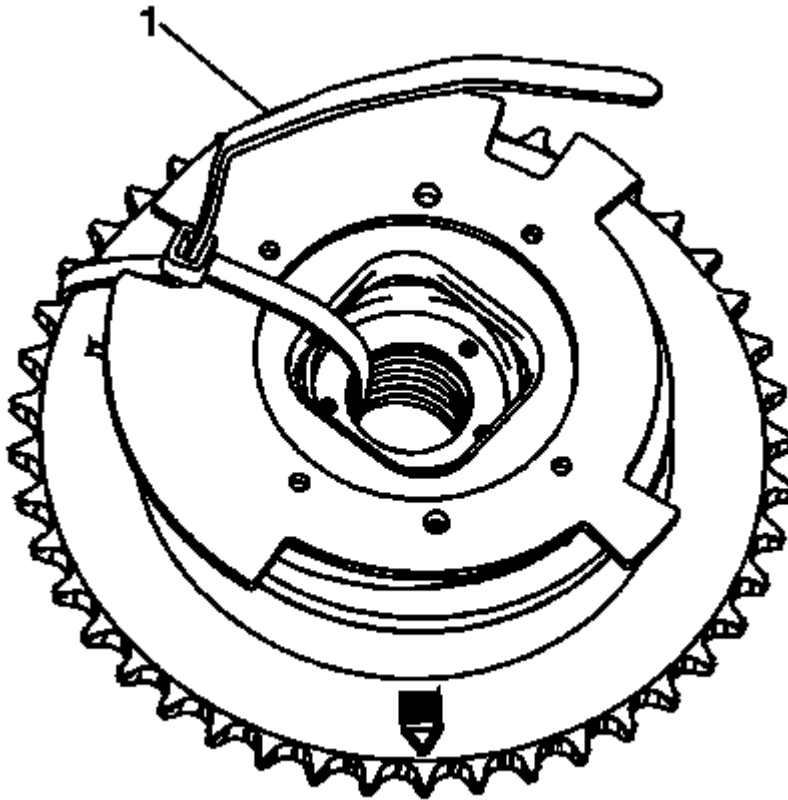


Fig. 269: View Of Tie Strap Through Center Of Actuator
Courtesy of GENERAL MOTORS CORP.

5. Insert and secure a tie strap (1) through the center of the actuator and over the reluctor wheel.

INSTALLATION PROCEDURE

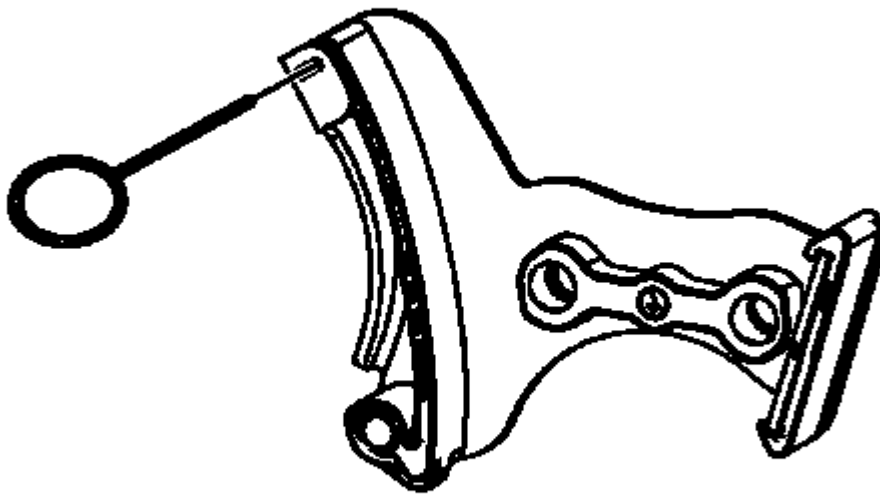


Fig. 270: View Of Compressed Tensioner
Courtesy of GENERAL MOTORS CORP.

1. Compress the timing chain tensioner guide and install the **EN 46330** . See **Special Tools** .

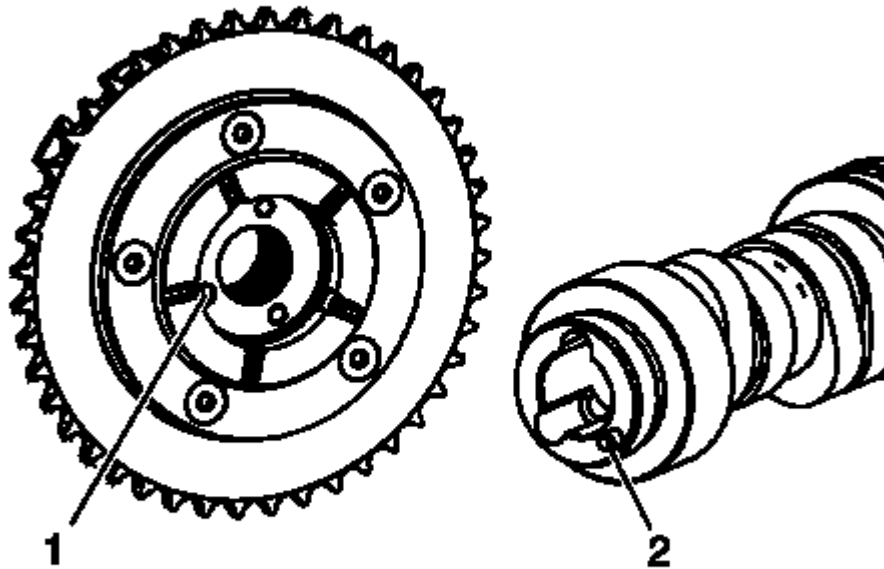


Fig. 271: Identifying Alignment Hole & Locating Pin
Courtesy of GENERAL MOTORS CORP.

NOTE:

- Properly locate the CMP actuator on the locating pin of the camshaft.
- The sprocket teeth and timing chain must mesh.
- The camshaft and the crankshaft sprocket alignment marks **MUST** be aligned properly.
- **DO NOT** use the CMP solenoid valve again. Install a **NEW** valve during assembly.

2. Identify the alignment hole (1) in the rear face of the CMP actuator and the locating pin (2) on the front face of the camshaft.

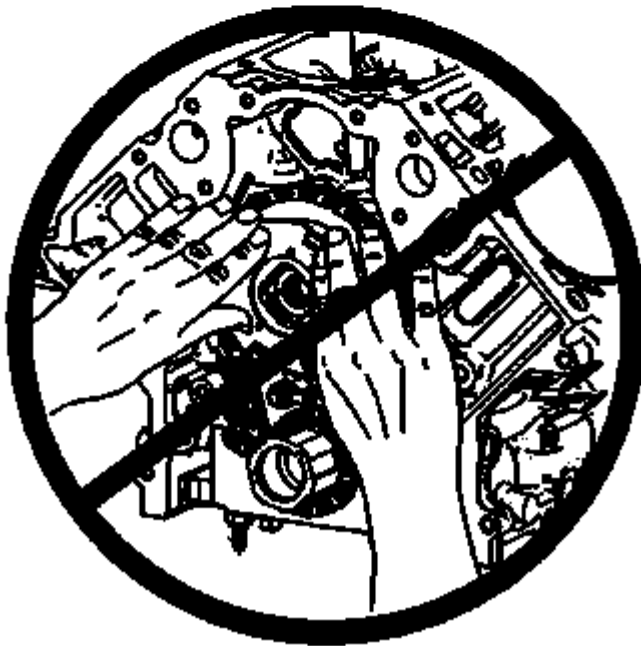


Fig. 272: Proper Installation Of CMP Actuator
Courtesy of GENERAL MOTORS CORP.

WARNING: Do not push or pull on the reluctor wheel of the camshaft position (CMP) actuator during removal or installation. The reluctor wheel is retained to the front of the CMP actuator by 3 roll pins. Pushing or pulling on the wheel may dislodge the wheel from the front of the actuator. The actuator return spring is under tension and may rotate the dislodged reluctor wheel, causing personal injury.

3. Install the CMP actuator and timing chain. Align the hole in the rear face of the CMP actuator with the locating pin on the front face of the camshaft. If necessary, rotate the camshaft or crankshaft sprockets in order to align the timing marks. Use care to install the actuator completely onto the front of the camshaft. Position your fingers onto the face of the actuator sprocket and push the actuator onto the front of the camshaft. Never push on the reluctor wheel when attempting to install the actuator.

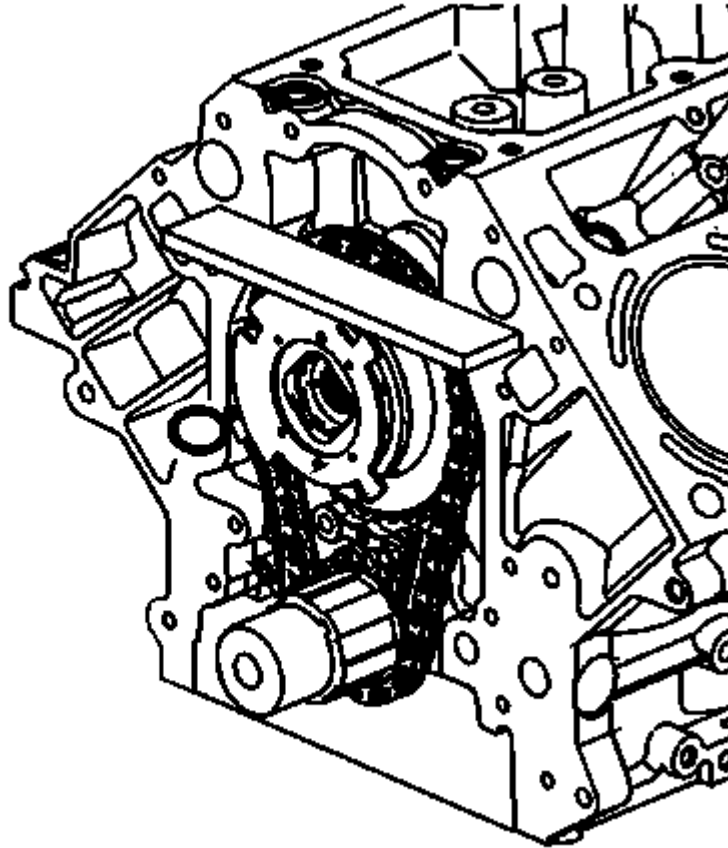


Fig. 273: Inspecting For Proper Installation Of CMP Actuator & Timing Chain
Courtesy of GENERAL MOTORS CORP.

4. Place a straight edge across the front face of the engine block and inspect for proper installation of the CMP actuator and timing chain. With the CMP actuator properly and completely installed onto the front of the camshaft, the timing chain will not protrude beyond the front face of the engine block.

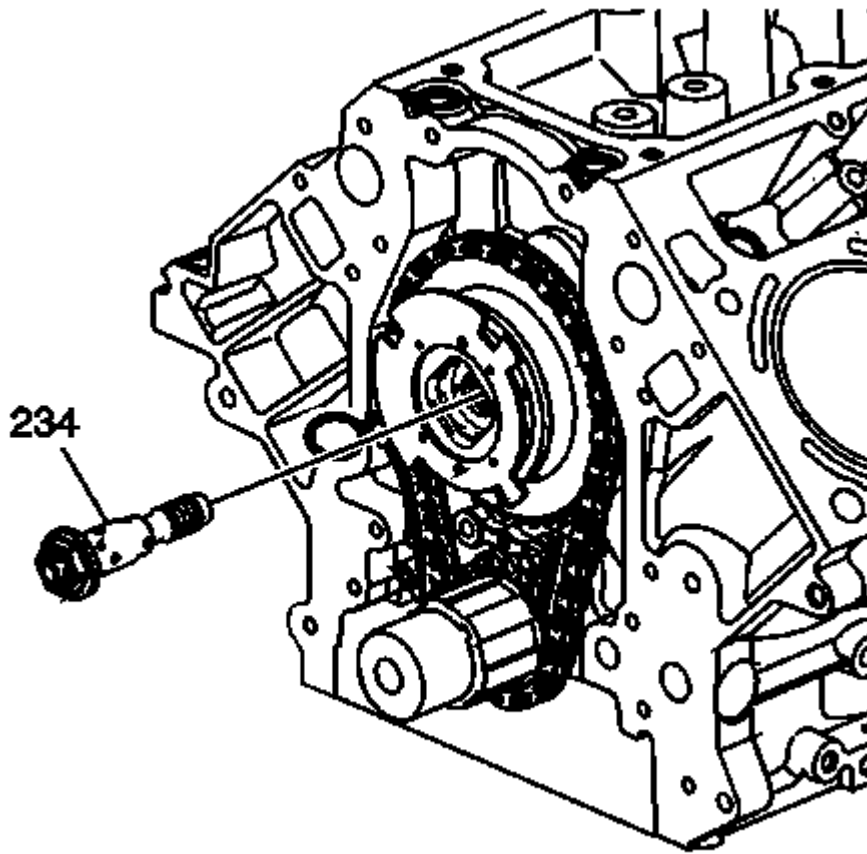


Fig. 274: View Of CMP Actuator Solenoid Valve
Courtesy of GENERAL MOTORS CORP.

5. Install a NEW CMP actuator solenoid valve (234). With the CMP actuator properly positioned onto the camshaft, the CMP actuator solenoid valve can be threaded completely into the camshaft using light hand pressure. Tighten by hand until snug.

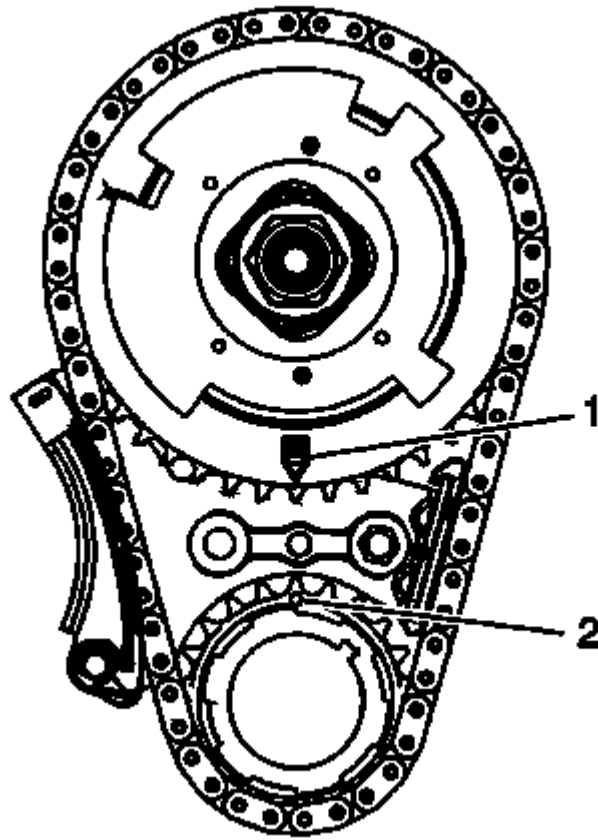


Fig. 275: View Of CMP Actuator Alignment Mark & Crankshaft Sprocket Alignment Mark
Courtesy of GENERAL MOTORS CORP.

6. Inspect the sprockets for proper alignment. The mark on the CMP actuator sprocket (1) should be located in the 6 o'clock position and the mark on the crankshaft sprocket (2) should be located in the 12 o'clock position.

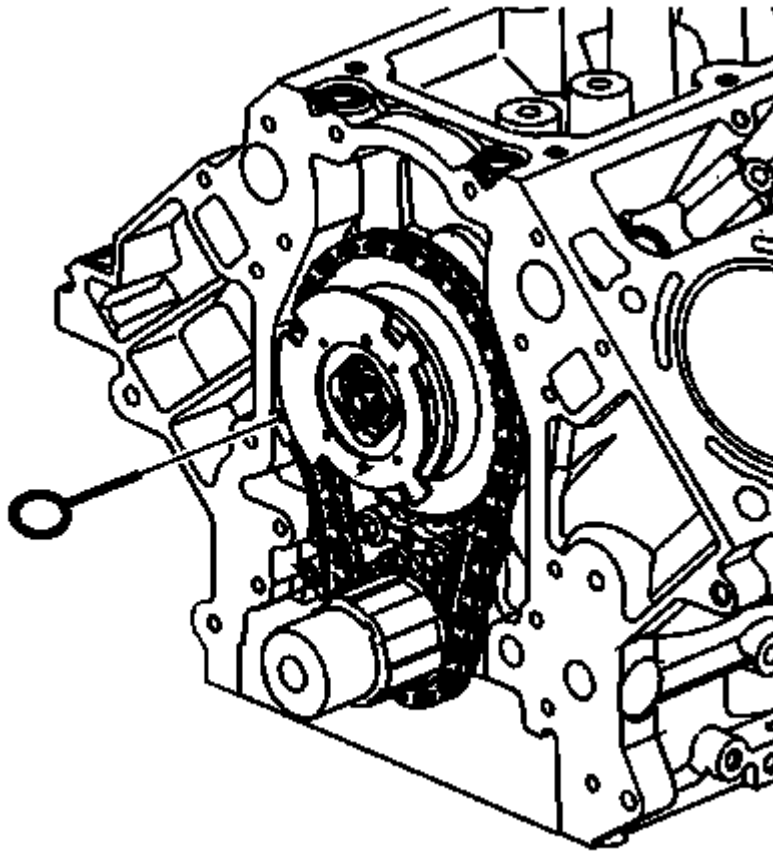


Fig. 276: View Of Special Tool EN 46330
Courtesy of GENERAL MOTORS CORP.

7. Remove the **EN 46330** . See **Special Tools** .

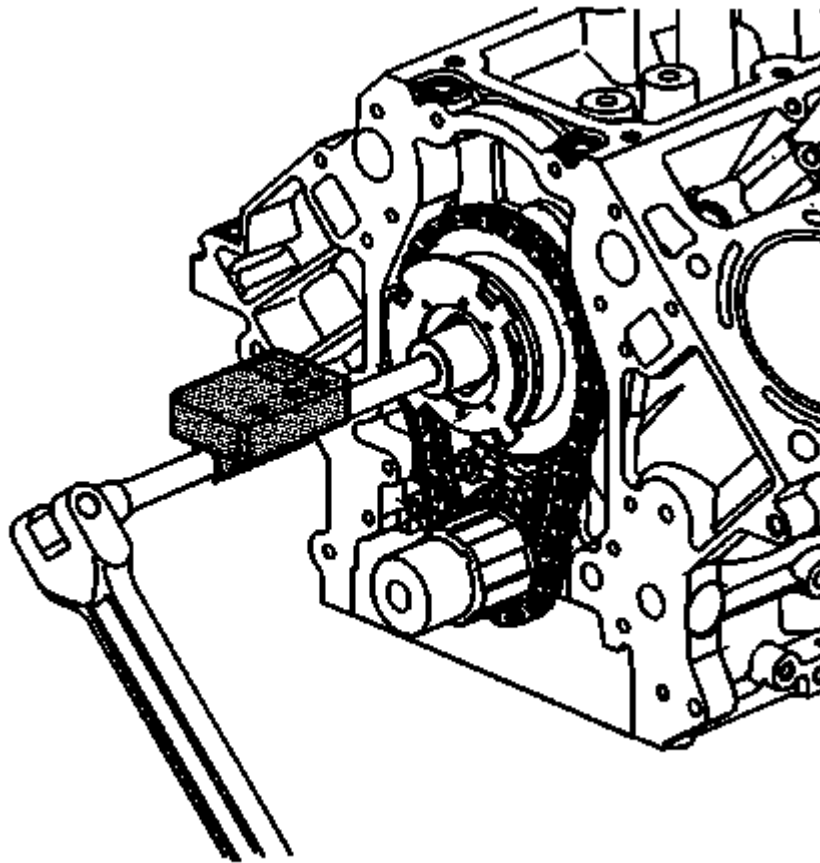


Fig. 277: Tightening CMP Actuator Solenoid Valve
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

8. Tighten the CMP actuator solenoid valve.
 1. Tighten the valve a first pass to 65 N.m (48 lb ft).
 2. Tighten the valve a final pass and additional 90 degrees using **J 45059** .
9. Install the oil pump. Refer to Oil Pump, Screen, and Crankshaft Oil Deflector Replacement.

CRANKSHAFT REAR OIL SEAL REPLACEMENT

SPECIAL TOOLS

J 41479 Crankshaft Rear Oil Seal Installer. See Special Tools .

REMOVAL PROCEDURE

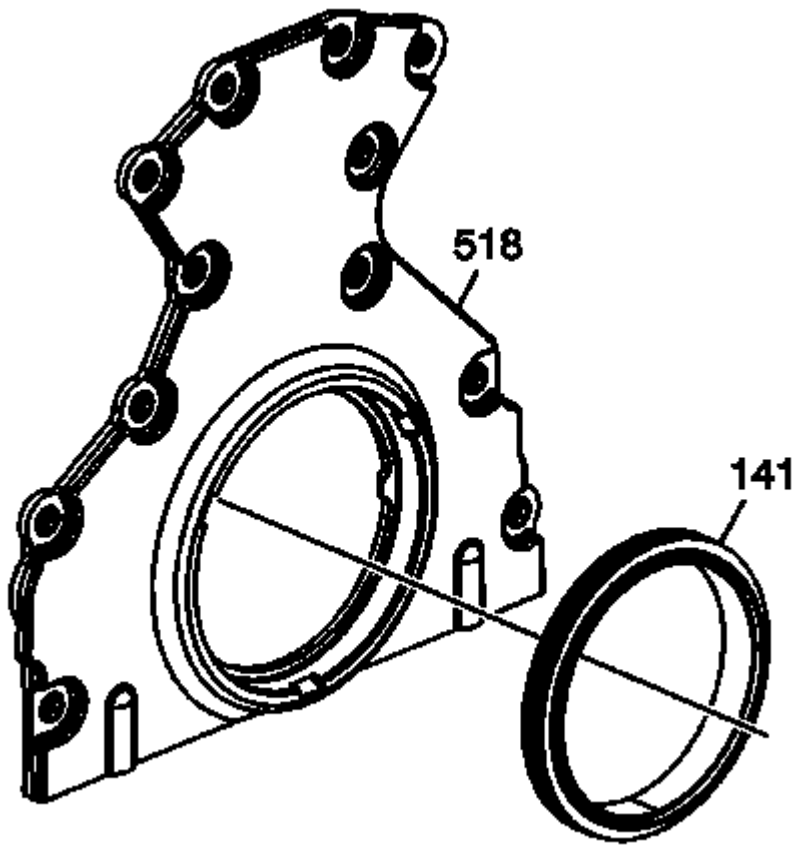


Fig. 278: Crankshaft Rear Oil Seal & Housing
Courtesy of GENERAL MOTORS CORP.

1. Remove the automatic transmission flexplate, refer to **Automatic Transmission Flex Plate Replacement**.
2. Remove and discard the crankshaft rear oil seal (141).

INSTALLATION PROCEDURE

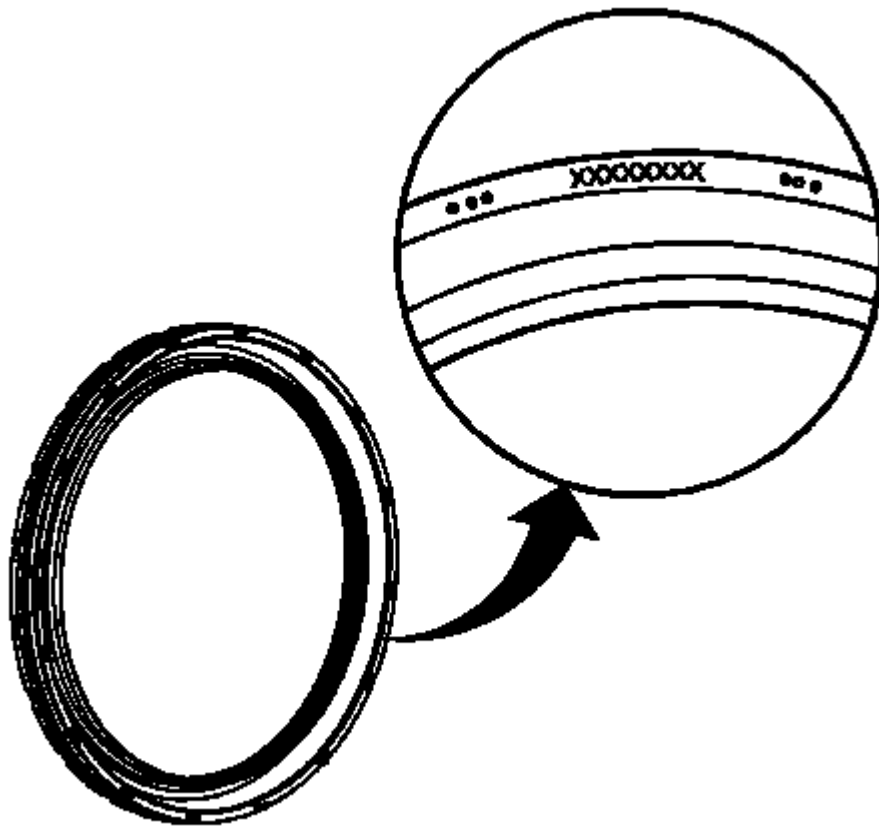


Fig. 279: Identifying Oil Seal

Courtesy of GENERAL MOTORS CORP.

IMPORTANT: For proper orientation, note the installation direction of the oil seal. The oil seal is a reverse-lip design. The part number is applied to the outside face of the seal, as shown.

1. Inspect the seal and identify the part number markings for proper orientation.

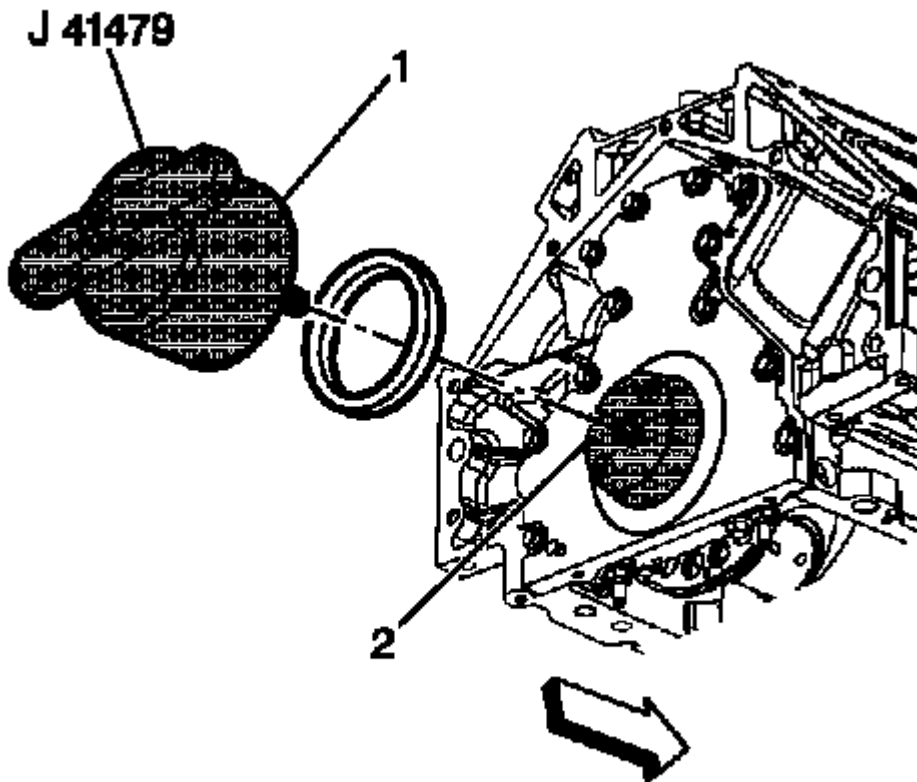


Fig. 280: Installing Crankshaft Rear Oil Seal Using J 41479
Courtesy of GENERAL MOTORS CORP.

2. Install the **J 41479** cone (2) and bolts onto the rear of the crankshaft. See **Special Tools** .
3. Tighten the bolts until snug. Do not overtighten.
4. Install the rear oil seal onto the tapered cone (2) and push the seal to the rear seal bore. Install the oil seal with the part number markings facing away from the engine.
5. Thread the **J 41479** threaded rod into the tapered cone until the tool (1) contacts the oil seal. See **Special Tools** .
6. Align the oil seal into the tool (1).
7. Rotate the handle of the tool (1) clockwise until the seal enters the rear cover and bottoms into the cover bore.
8. Remove the **J 41479** . See **Special Tools** .
9. Install the automatic transmission flexplate. refer to **Automatic Transmission Flex Plate Replacement**.

CRANKSHAFT REAR OIL SEAL HOUSING REPLACEMENT

Special Tools

- **J-41476:** Front and Rear Cover Alignment Tool
- **J-41479-2A:** Crankshaft Rear Oil Seal Installation Guide

REMOVAL PROCEDURE

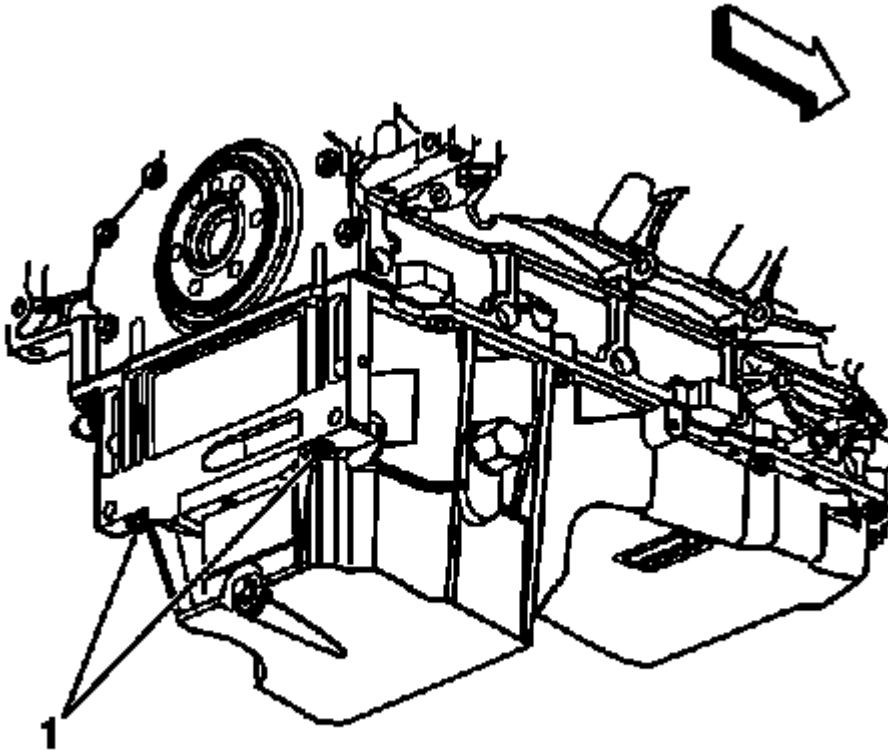


Fig. 281: View Of Oil Pan-To-Rear Cover Bolts
Courtesy of GENERAL MOTORS CORP.

1. Remove the automatic transmission flexplate. Refer to **Automatic Transmission Flex Plate Replacement**.
2. Remove the oil pan-to-rear oil seal housing bolts (1).

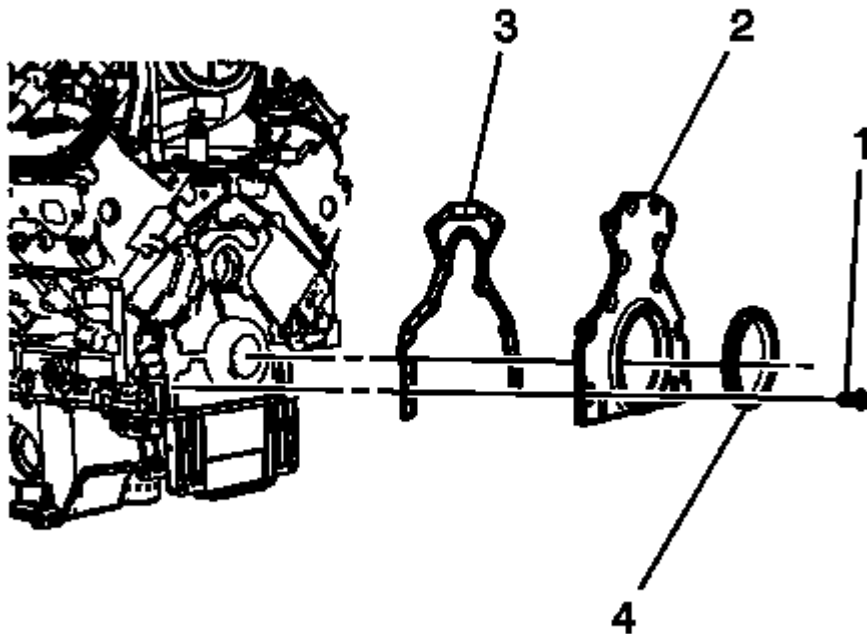


Fig. 282: Identifying Rear Oil Seal Housing Components
Courtesy of GENERAL MOTORS CORP.

3. Remove the rear oil seal housing bolts (1).
4. Remove the rear oil seal housing (2) and gasket (3). Discard the gasket.
5. Remove and discard the rear oil seal (4).

INSTALLATION PROCEDURE

NOTE:

- Do not reuse the crankshaft oil seal or rear cover gasket.
- Do not apply any type of sealant to the rear cover gasket, unless specified.
- The special tool in this procedure is used to properly center the crankshaft rear oil seal.
- All gasket surfaces should be free of oil or other foreign material during assembly.
- The crankshaft rear oil seal **MUST** be centered in relation to the crankshaft.
- An improperly aligned rear cover may cause premature rear oil seal

wear and/or engine assembly oil leaks.

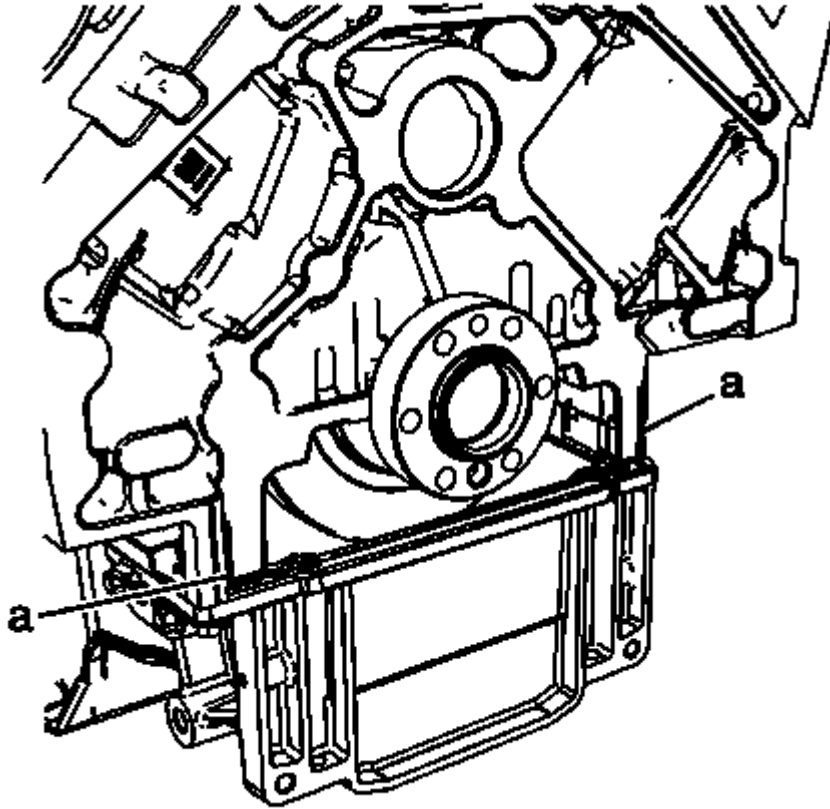


Fig. 283: Locating Joints At Rear Of Block/Pan
Courtesy of GENERAL MOTORS CORP.

1. Apply a 5 mm (0.2 in) bead of sealant, 20 mm (0.8 in) to the 2 joints (a) at the rear of the block/pan. Refer to **Adhesives, Fluids, Lubricants, and Sealers** .

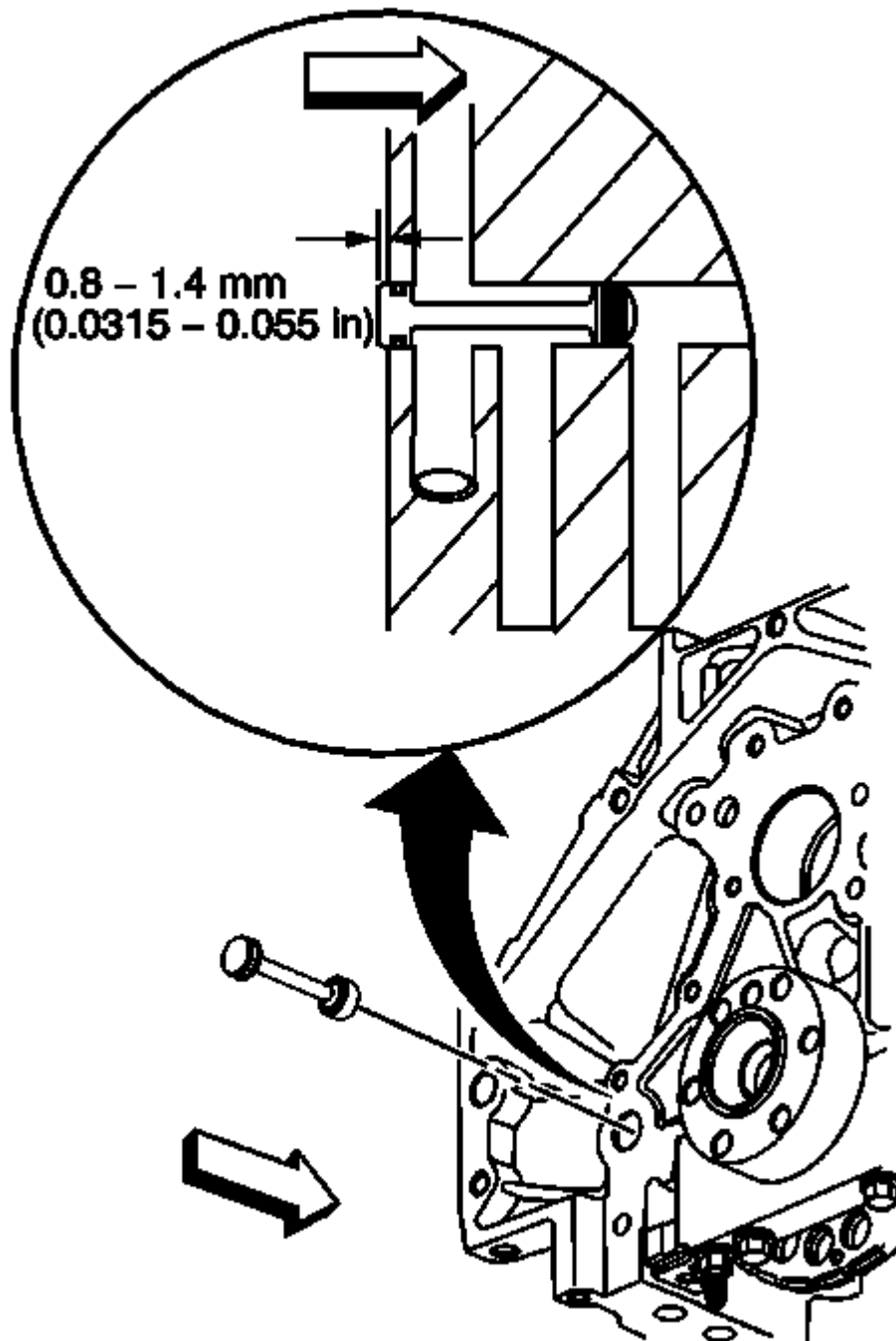


Fig. 284: View Of Engine Block Rear Oil Gallery Plug
Courtesy of GENERAL MOTORS CORP.

2. Inspect the rear oil gallery plug for proper installation.

INSTALLATION PROCEDURE - COVER WITH SEAL

1. Install the **J-41479-2A**: guide cone and bolts onto the rear of the crankshaft.

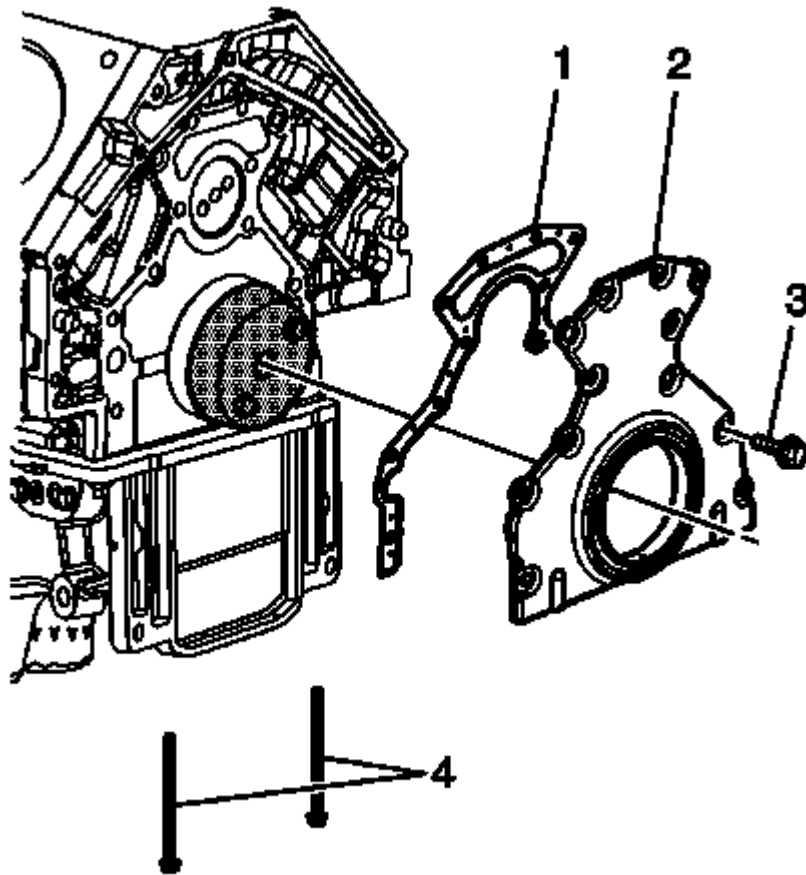


Fig. 285: Identifying Rear Housing Components
 Courtesy of GENERAL MOTORS CORP.

2. Install the NEW rear housing gasket (1), rear housing with seal (2), rear housing-to-engine bolts (3) and oil pan-to-rear housing bolts (4).

CAUTION: Refer to Fastener Caution .

3. Tighten the rear housing-to-engine bolts (3) until snug. Do not overtighten.
4. Tighten the oil pan-to-rear housing bolts (4) to 12 N.m (106 lb in).
5. Tighten the rear housing-to-engine bolts (3) to 30 N.m (22 lb ft).
6. Remove the **J-41479-2A**: guide.
7. Install the automatic transmission flexplate. Refer to Automatic Transmission Flex Plate Replacement.

INSTALLATION PROCEDURE - COVER WITHOUT SEAL

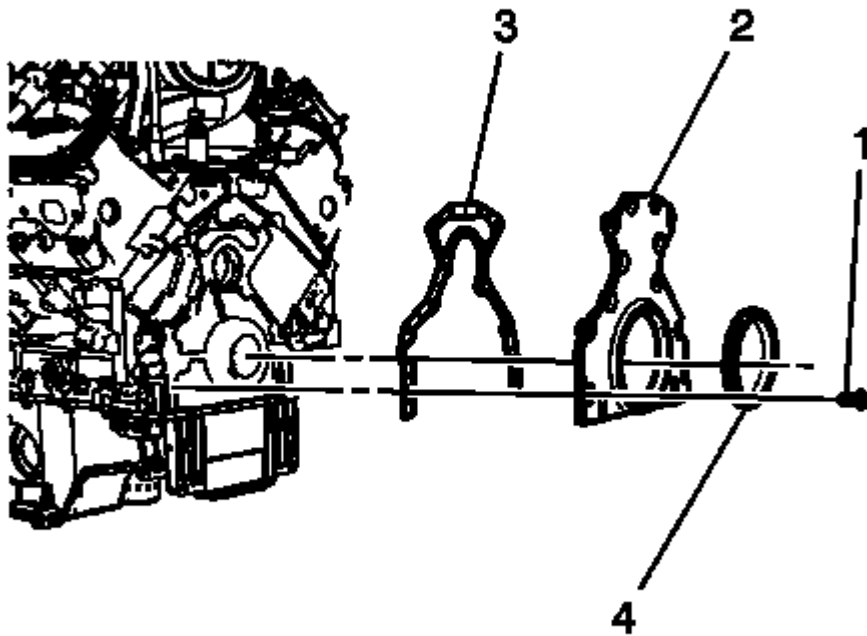


Fig. 286: Identifying Rear Oil Seal Housing Components
Courtesy of GENERAL MOTORS CORP.

1. Position a NEW rear oil seal housing gasket (3) and the housing (2) to the engine.
2. Install the rear oil seal housing bolts (1) until snug. Do not overtighten.
3. Rotate the crankshaft until 2 opposing flywheel bolts holes are parallel to the oil pan surface.

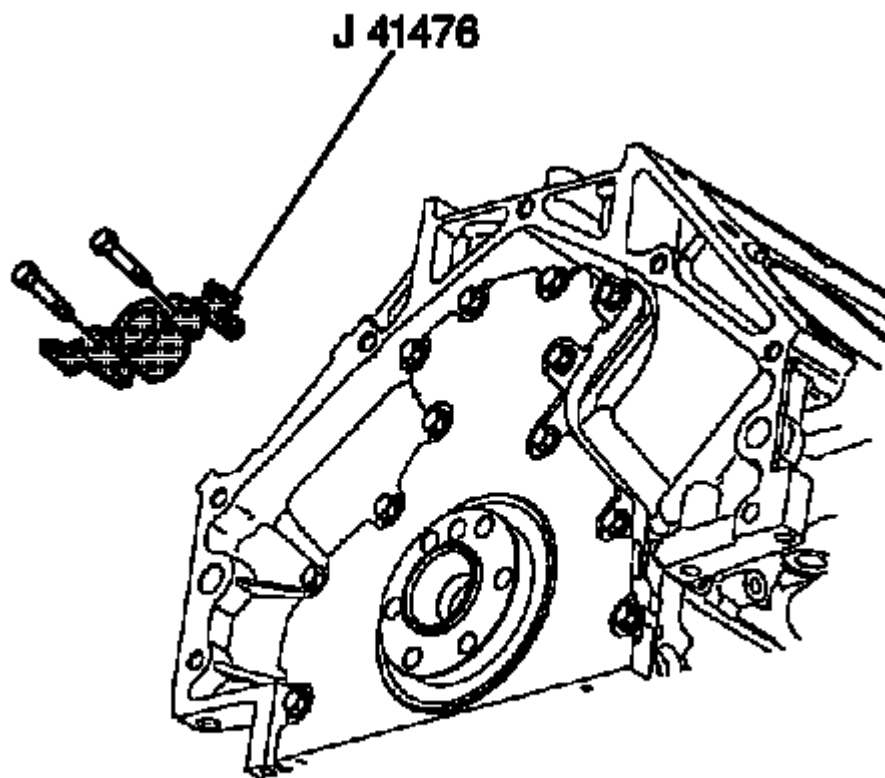


Fig. 287: View Of J 41476

Courtesy of GENERAL MOTORS CORP.

NOTE: The tapered legs of the alignment tool must enter the rear cover oil seal bore.

4. Install the **J-41476**: tool and bolts onto the rear of the crankshaft.
5. Tighten the **J-41476**: tool bolts until snug. Do not overtighten.

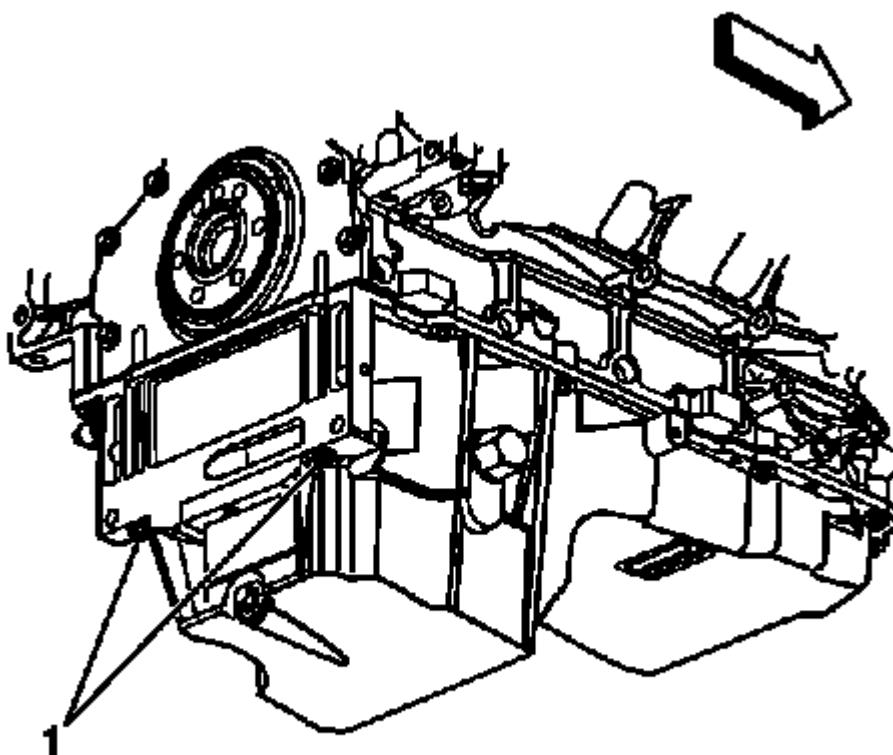


Fig. 288: View Of Oil Pan-To-Rear Cover Bolts
Courtesy of GENERAL MOTORS CORP.

6. Install the oil pan-to-rear oil seal housing bolts (1).
 1. Tighten the oil pan-to-rear cover bolts to 12 N.m (106 lb in).
 2. Tighten the rear oil seal housing-to-engine bolts to 30 N.m (22 lb ft).
7. Remove the **J-41476** tool.
8. Install a NEW crankshaft rear oil seal. Refer to **Crankshaft Rear Oil Seal Replacement**.
9. Install the automatic transmission flexplate. Refer to **Automatic Transmission Flex Plate Replacement**.

OIL FILTER ADAPTER REPLACEMENT

REMOVAL PROCEDURE

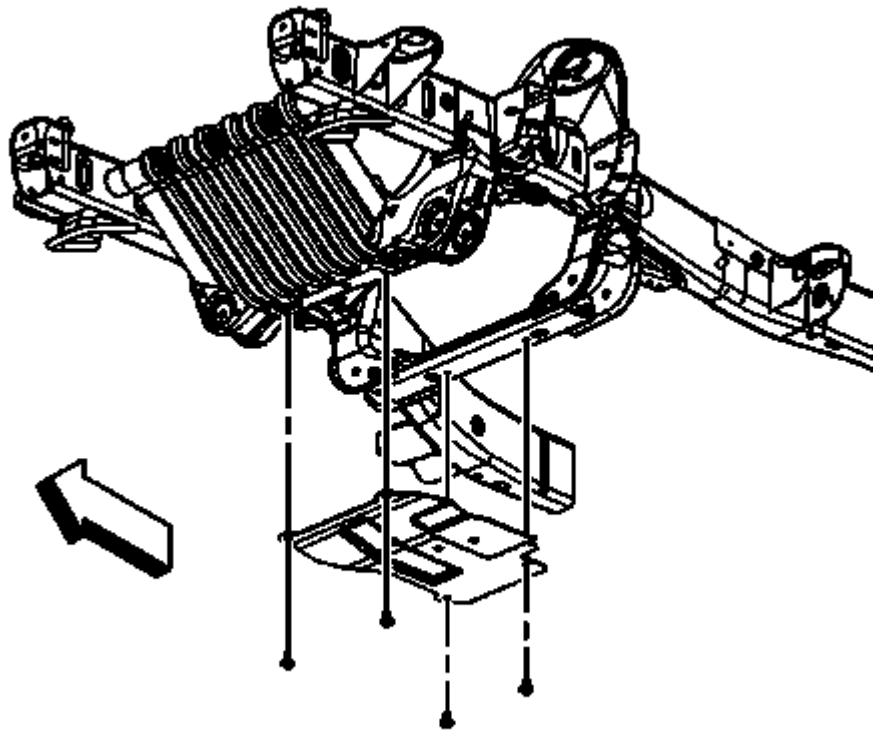


Fig. 289: View Of Oil Pan Skid Plate & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle** .
2. For 1500 series vehicles, remove the oil pan skid plate bolts and skid plate, if equipped.

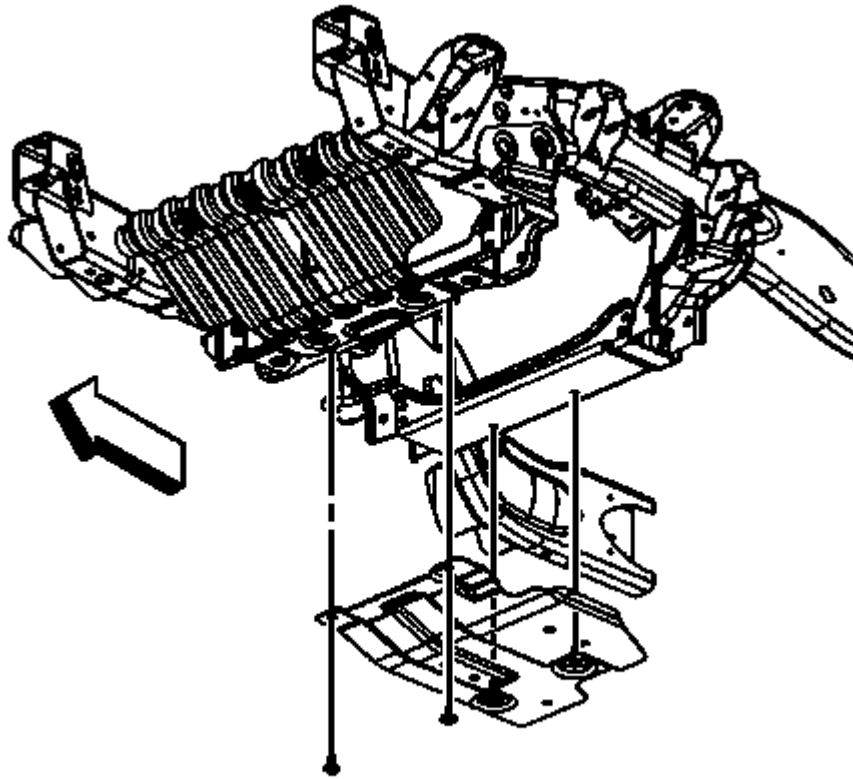


Fig. 290: View Of Oil Pan Skid Plate & Bolts
Courtesy of GENERAL MOTORS CORP.

3. For 2500 series vehicles, loosen the 2 rear oil pan skid plate bolts, remove the 2 front oil pan skid plate bolts and skid plate, if equipped.

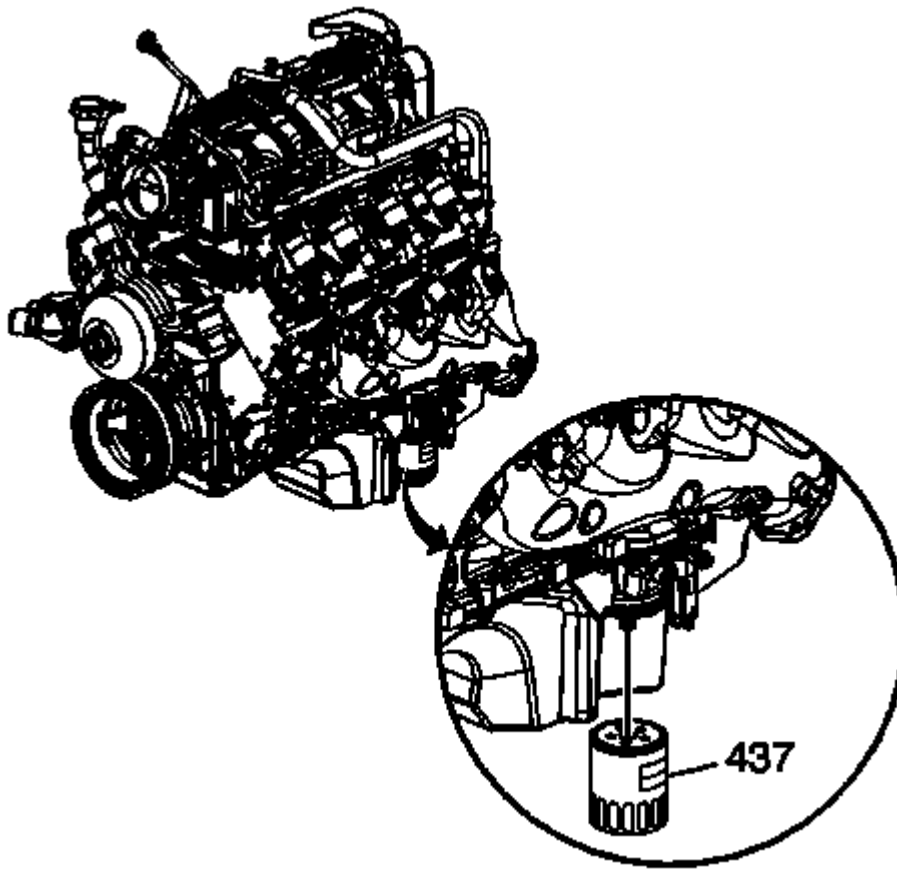


Fig. 291: View Of Engine Oil Filter
Courtesy of GENERAL MOTORS CORP.

4. Place a suitable drain pan under the oil filter.
5. Remove the oil filter (437).

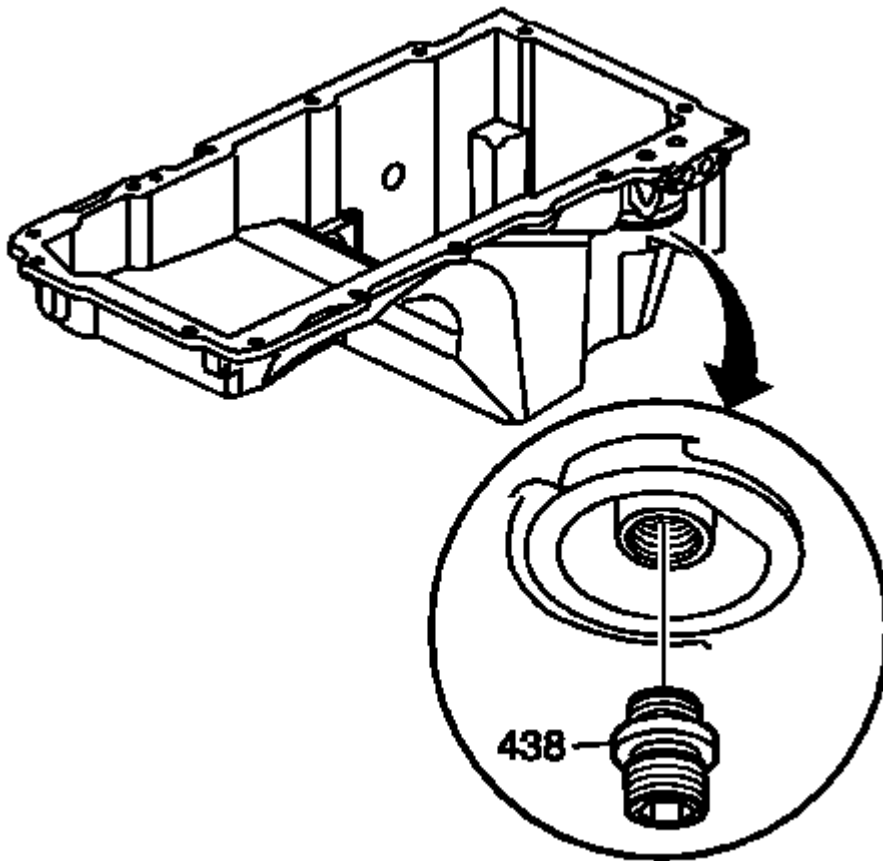


Fig. 292: View Of Oil Filter Fitting
Courtesy of GENERAL MOTORS CORP.

6. Remove the oil filter adapter (438).

INSTALLATION PROCEDURE

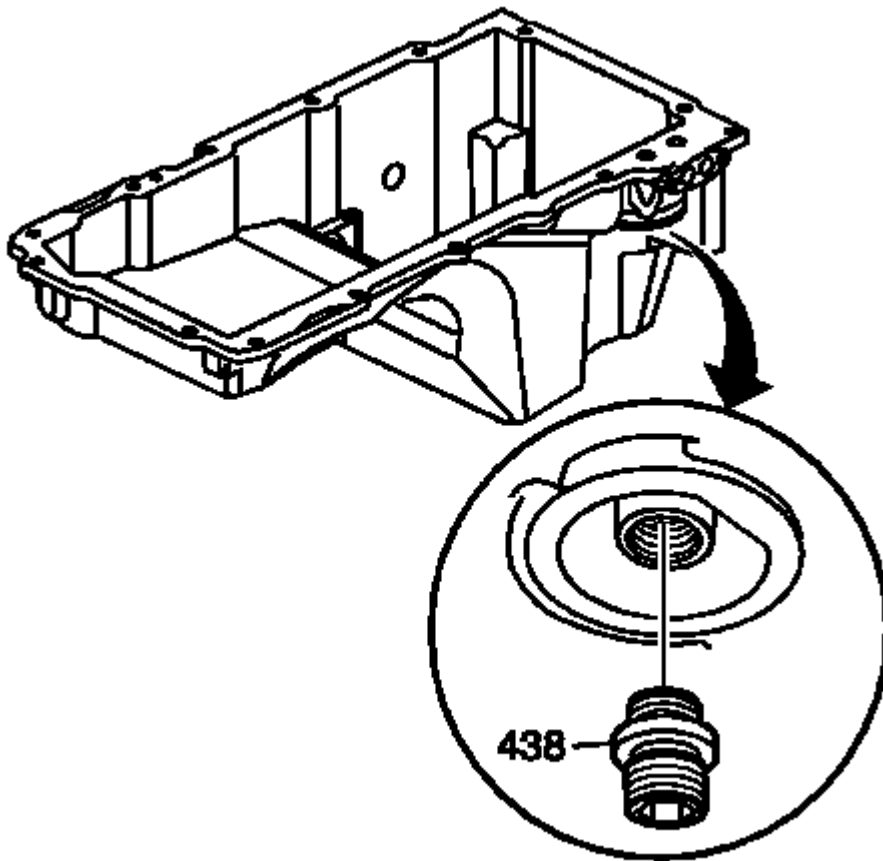


Fig. 293: View Of Oil Filter Fitting
 Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

1. Install the oil filter adapter (438).

Tighten: Tighten the adapter to 55 N.m (40 lb ft).

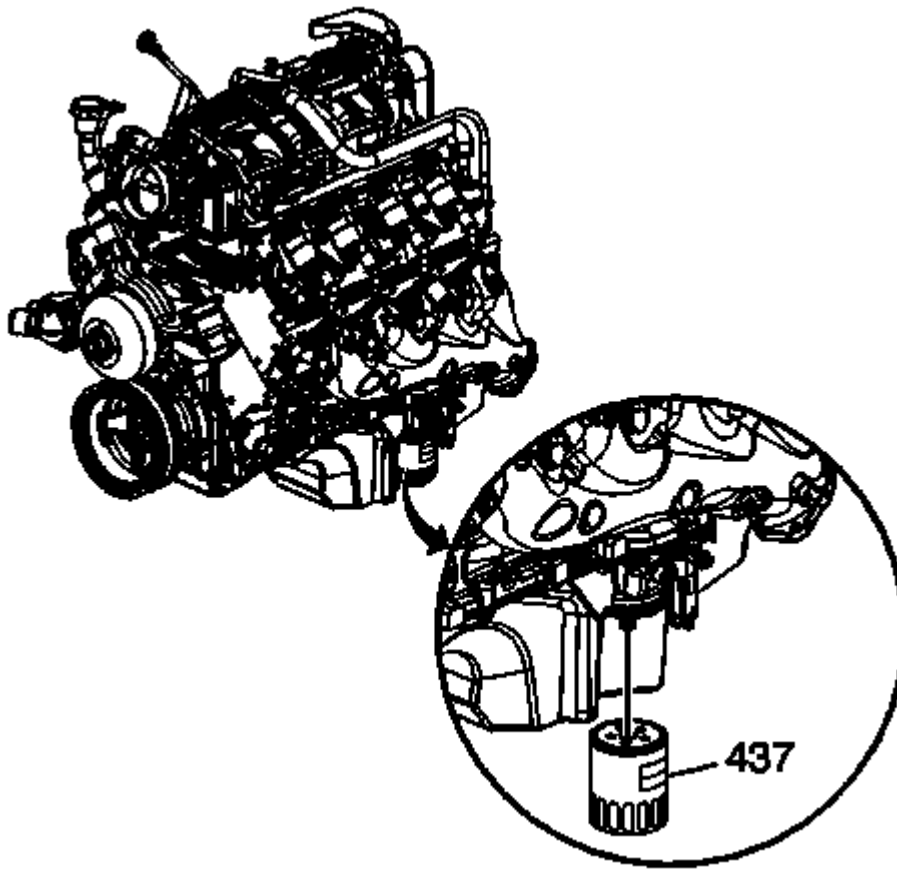


Fig. 294: View Of Engine Oil Filter
 Courtesy of GENERAL MOTORS CORP.

2. Lubricate the oil filter seal with clean engine oil.
3. Install the oil filter (437).

Tighten: Tighten the filter to 30 N.m (22 lb ft).

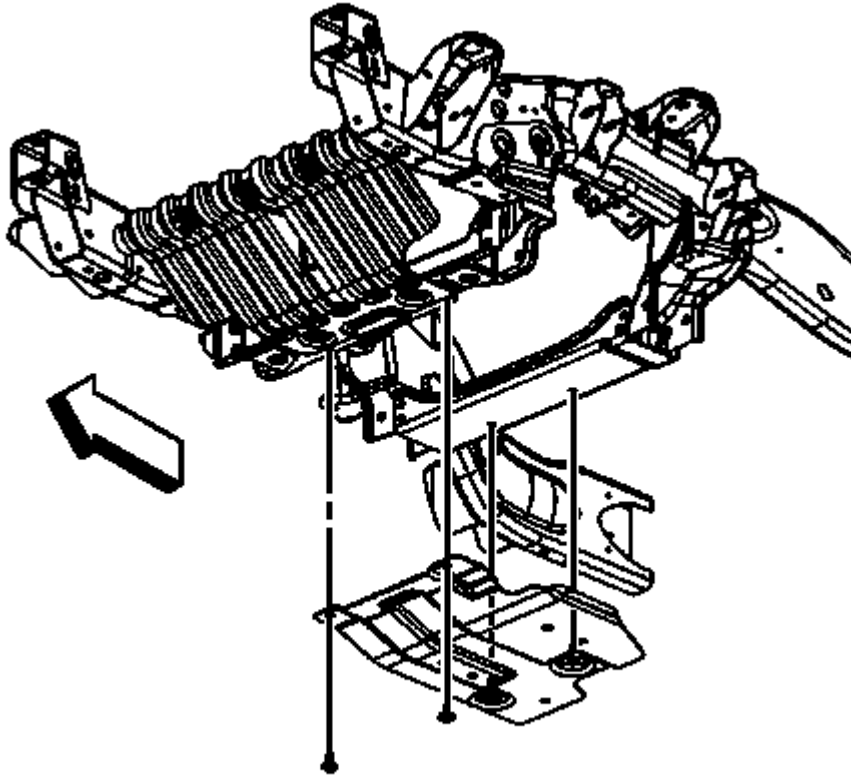


Fig. 295: View Of Oil Pan Skid Plate & Bolts
Courtesy of GENERAL MOTORS CORP.

4. For 2500 series vehicles, position the oil pan skid plate and tighten until snug the 2 rear oil pan skid plate bolts, install the 2 front oil pan skid plate bolts, if equipped.

Tighten: Tighten the bolts to 28 N.m (21 lb ft).

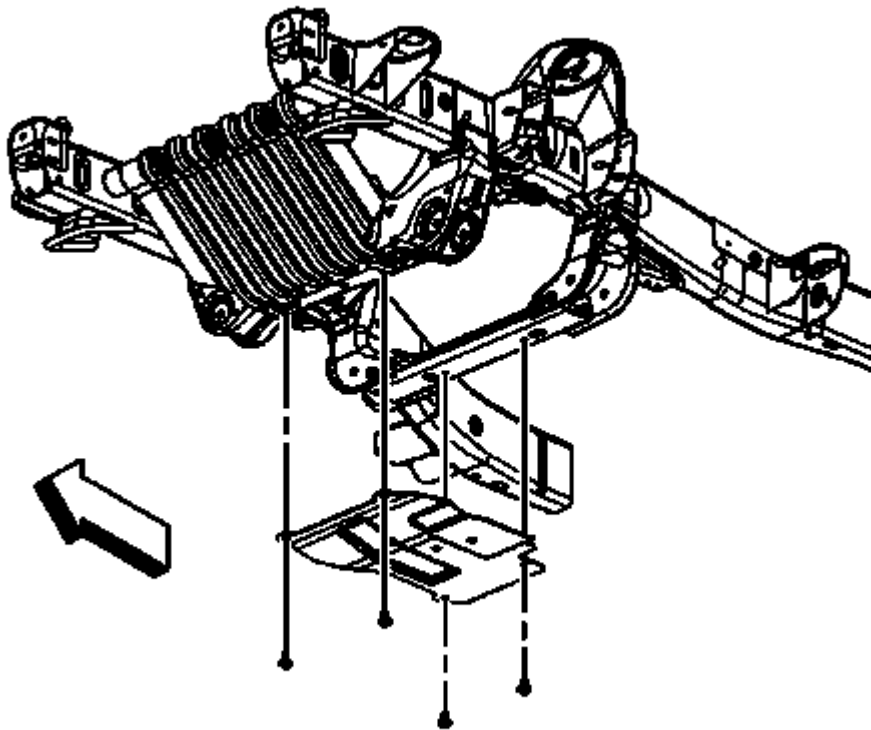


Fig. 296: View Of Oil Pan Skid Plate & Bolts
Courtesy of GENERAL MOTORS CORP.

5. For 1500 series vehicles, position the oil pan skid plate and install the oil pan skid plate bolts, if equipped.

Tighten: Tighten the bolts to 28 N.m (21 lb ft).

6. Lower the vehicle.
7. Refill the engine oil. Refer to Approximate Fluid Capacities and/or Fluid and Lubricant Recommendations (USA and Canada).
8. Start the engine and inspect for leaks.

OIL PAN COVER REPLACEMENT

REMOVAL PROCEDURE

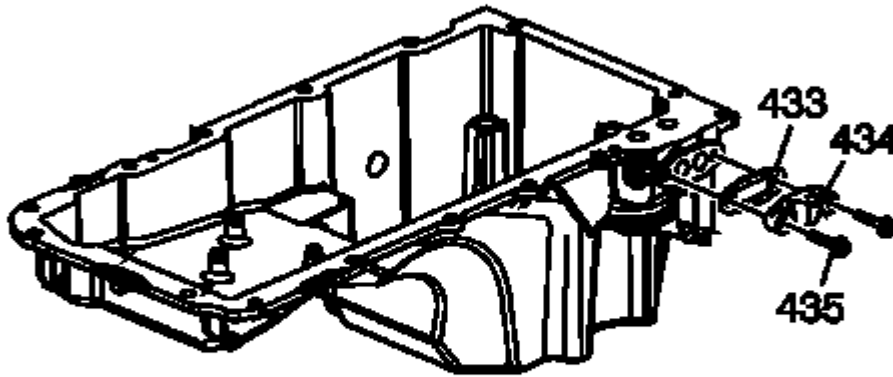


Fig. 297: View Of Oil Pan Cover, Bolts & Gasket
Courtesy of GENERAL MOTORS CORP.

1. Raise and suitably support the vehicle. Refer to **Lifting and Jacking the Vehicle** .
2. Remove the oil pan cover bolts (435), cover (434), and gasket (433). Discard the gasket.

INSTALLATION PROCEDURE

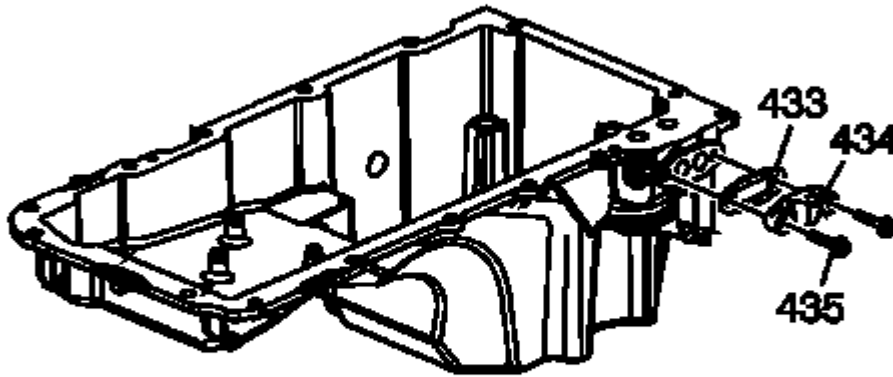


Fig. 298: View Of Oil Pan Cover, Bolts & Gasket
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

1. Position a NEW oil pan cover gasket (433) and the cover (434) to the oil pan and install the bolts (435). Tighten the bolts to 12 N.m (106 lb in).
2. Lower the vehicle.

OIL PAN REPLACEMENT (4WD)

REMOVAL PROCEDURE

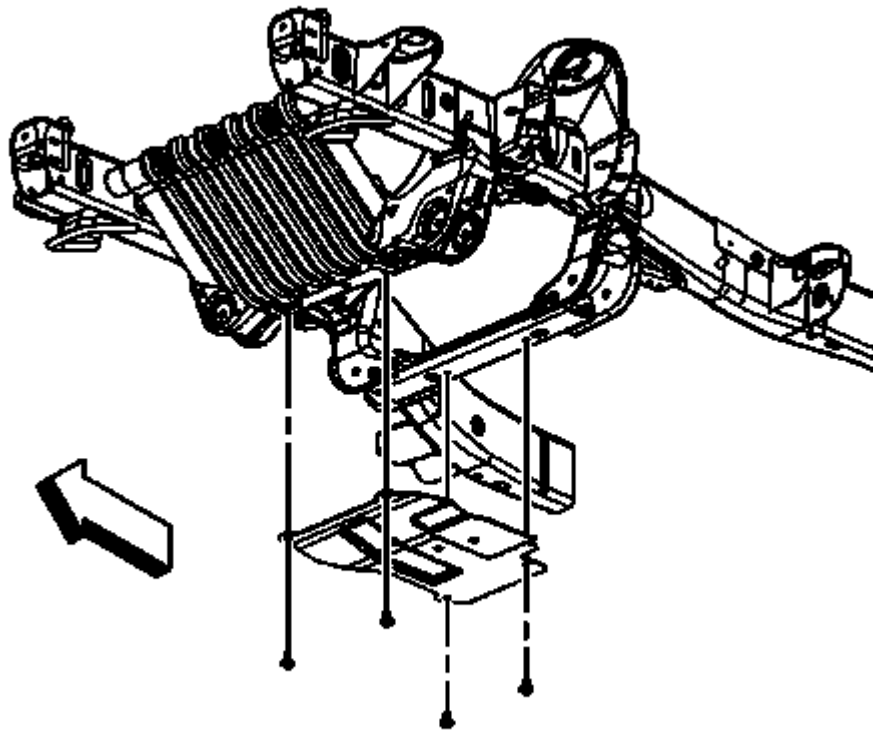


Fig. 299: View Of Oil Pan Skid Plate & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle** .
2. For 1500 series vehicles, remove the oil pan skid plate bolts and skid plate, if equipped.

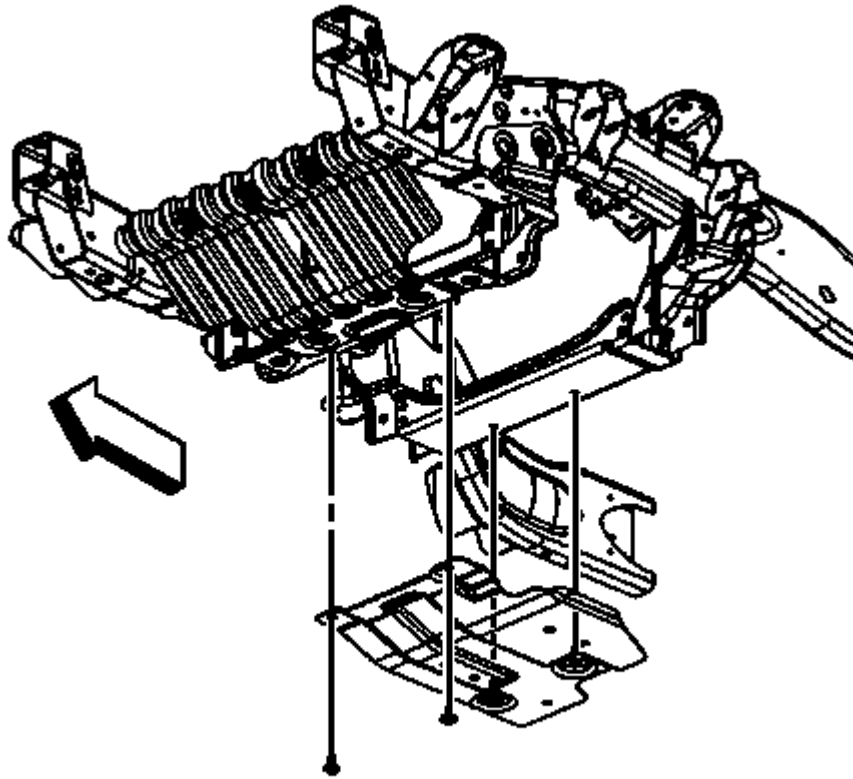


Fig. 300: View Of Oil Pan Skid Plate & Bolts
Courtesy of GENERAL MOTORS CORP.

3. For 2500 series vehicles, loosen the 2 rear oil pan skid plate bolts, remove the 2 front oil pan skid plate bolts and skid plate, if equipped.
4. Remove the front differential carrier. Refer to **Differential Carrier Assembly Replacement (1500 FWD)** or **Differential Carrier Assembly Replacement (2500 4WD)** .
5. Unbolt the steering rack and hang downward.

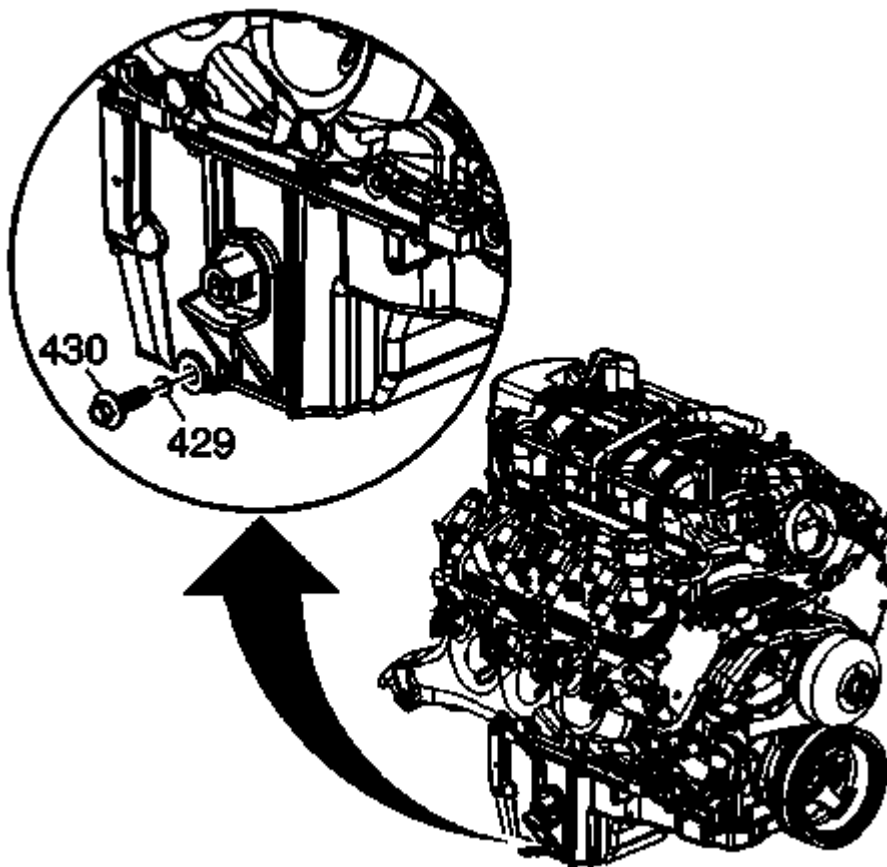


Fig. 301: View Of Oil Pan Drain Plug & Seal
 Courtesy of GENERAL MOTORS CORP.

6. Place a suitable drain pan under the oil pan drain plug.
7. Remove the oil pan drain plug (430).
8. Allow the oil pan to drain completely.
9. Re-install the oil pan drain plug until snug.

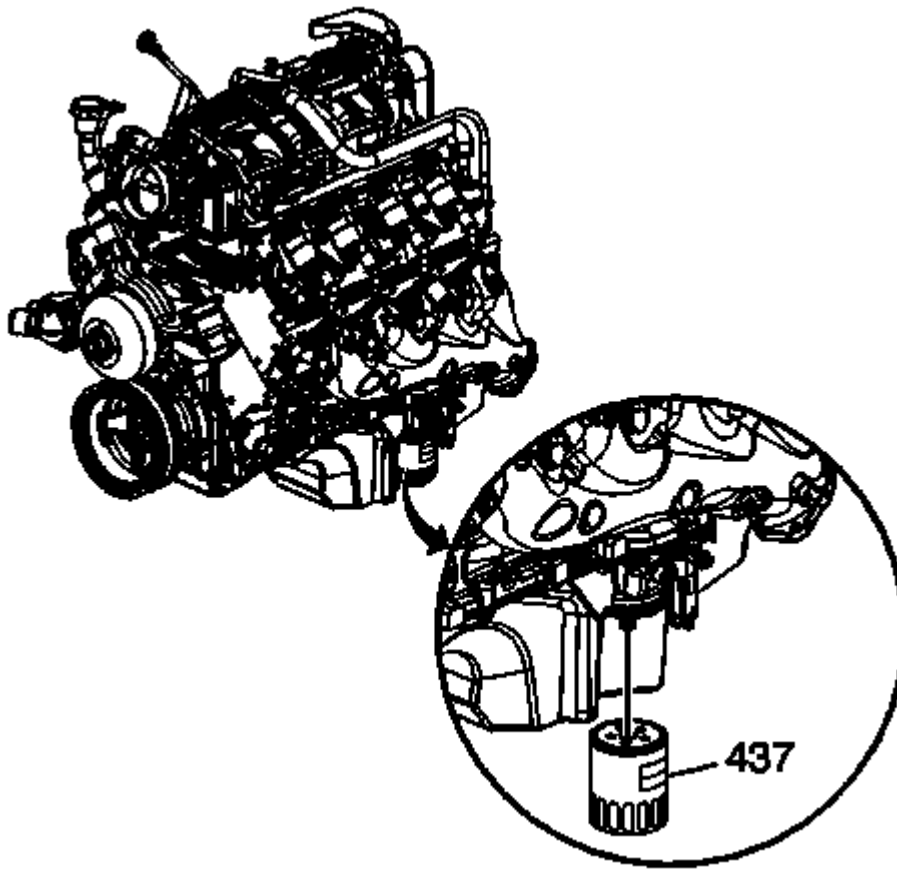


Fig. 302: View Of Engine Oil Filter
Courtesy of GENERAL MOTORS CORP.

10. Place the drain pan under the oil filter.
11. Remove the oil filter (437).
12. Allow the oil to drain completely.
13. Re-install the oil filter until snug.

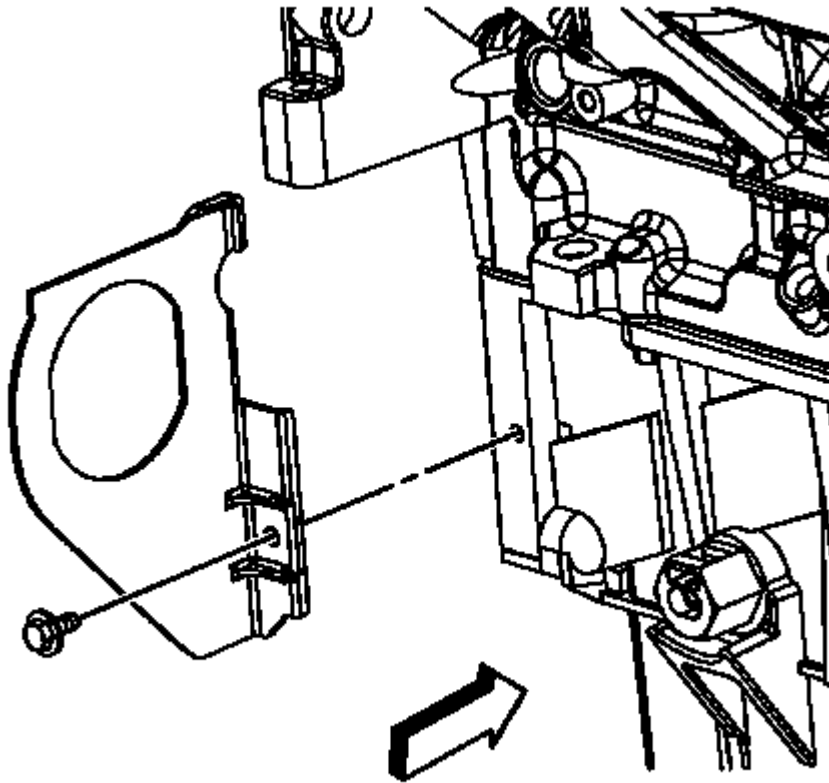


Fig. 303: View Of Right Side Transmission Cover Bolt
Courtesy of GENERAL MOTORS CORP.

14. Remove the right side transmission cover bolt.

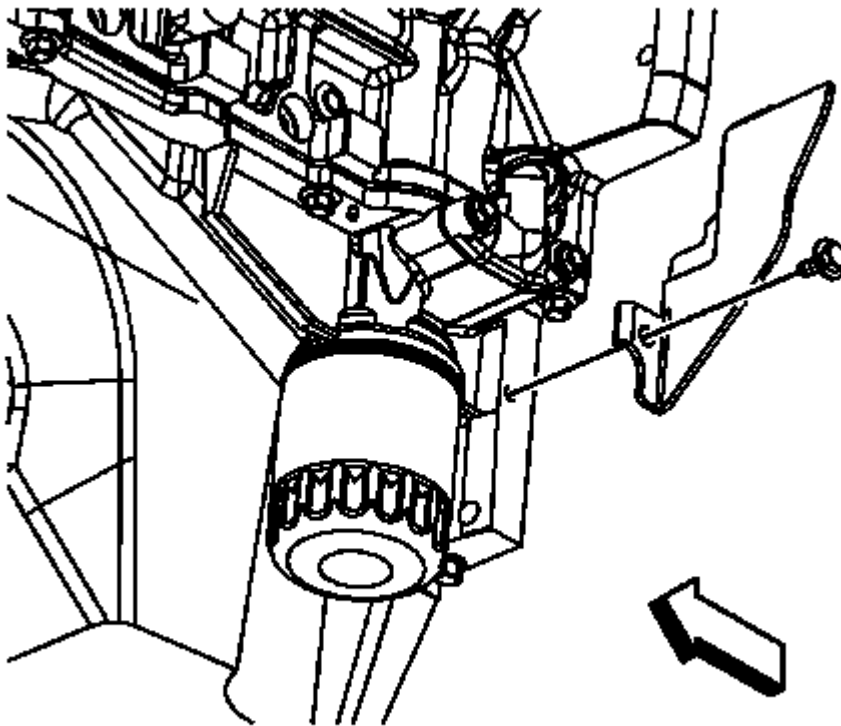


Fig. 304: View Of Left Side Transmission Cover Bolt
Courtesy of GENERAL MOTORS CORP.

15. Remove the left side transmission cover bolt and cover.

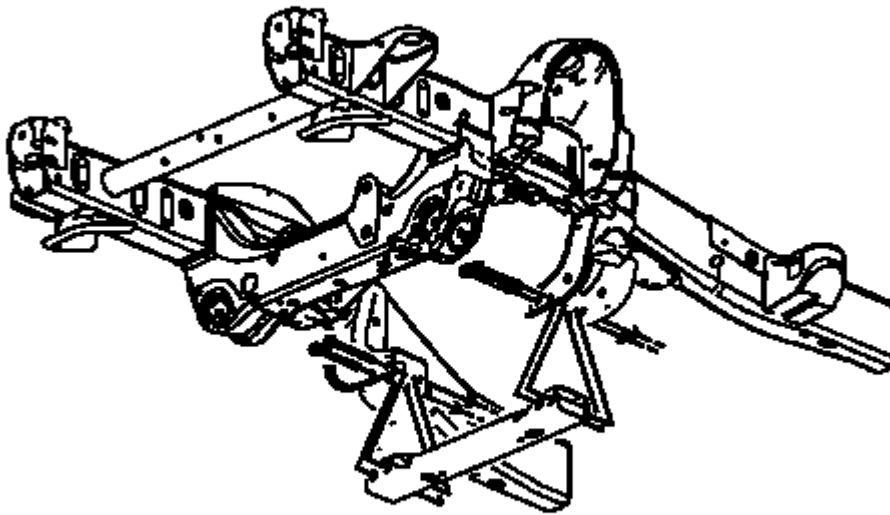


Fig. 305: View Of Vehicle Crossbar, Bolts & Nuts
Courtesy of GENERAL MOTORS CORP.

16. For 1500 series vehicles, remove the crossbar bolts/nuts and crossbar.

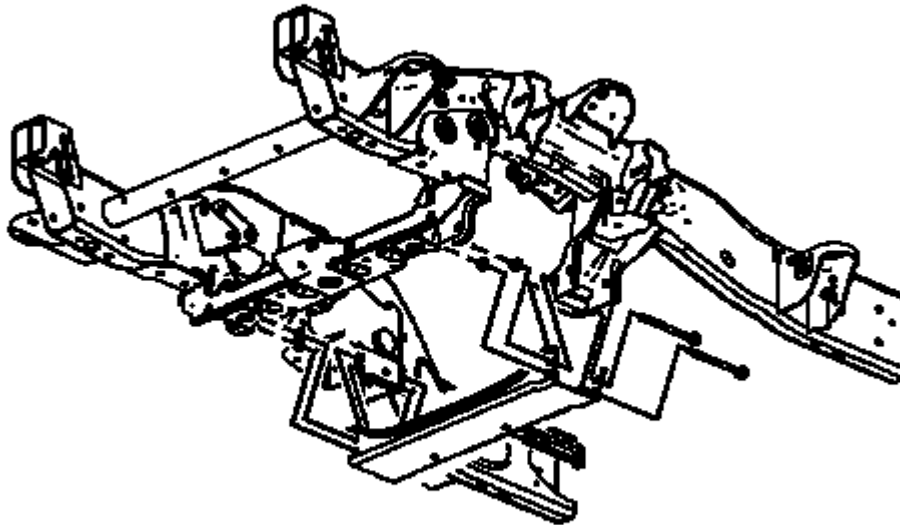


Fig. 306: View Of Vehicle Crossbar, Bolts & Nuts
Courtesy of GENERAL MOTORS CORP.

17. For 2500 series vehicles, remove the crossbar bolts/nuts and crossbar.

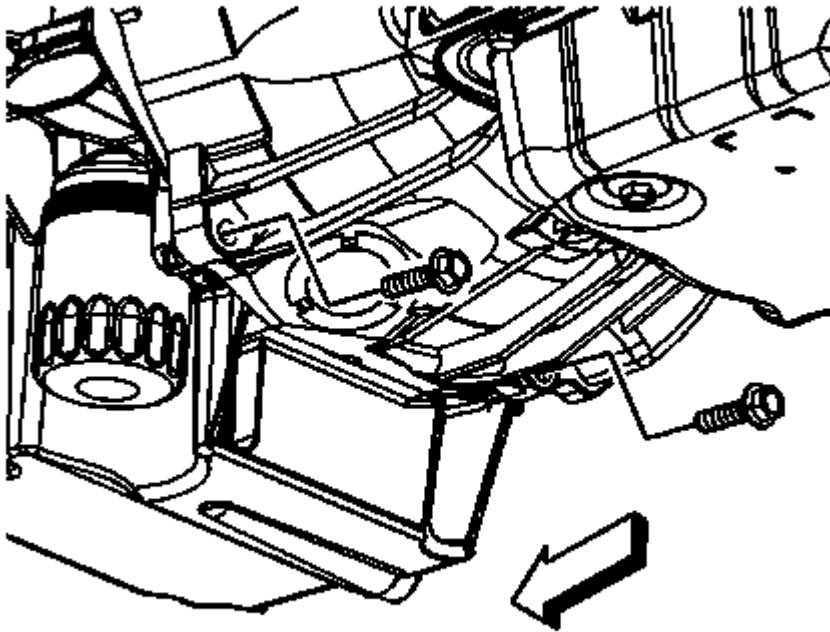


Fig. 307: View Of Lower Transmission Bolts
Courtesy of GENERAL MOTORS CORP.

18. For vehicles with a 4L60-E/4L70-E automatic transmission, remove the 2 lower transmission bolts.

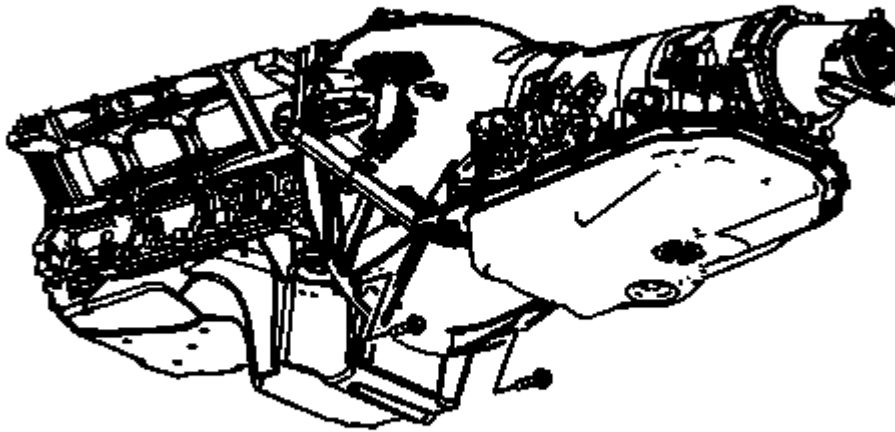


Fig. 308: View Of Lower Transmission Bolts
Courtesy of GENERAL MOTORS CORP.

19. For vehicles with a 4L80-E automatic transmission, remove the 2 lower transmission bolts.

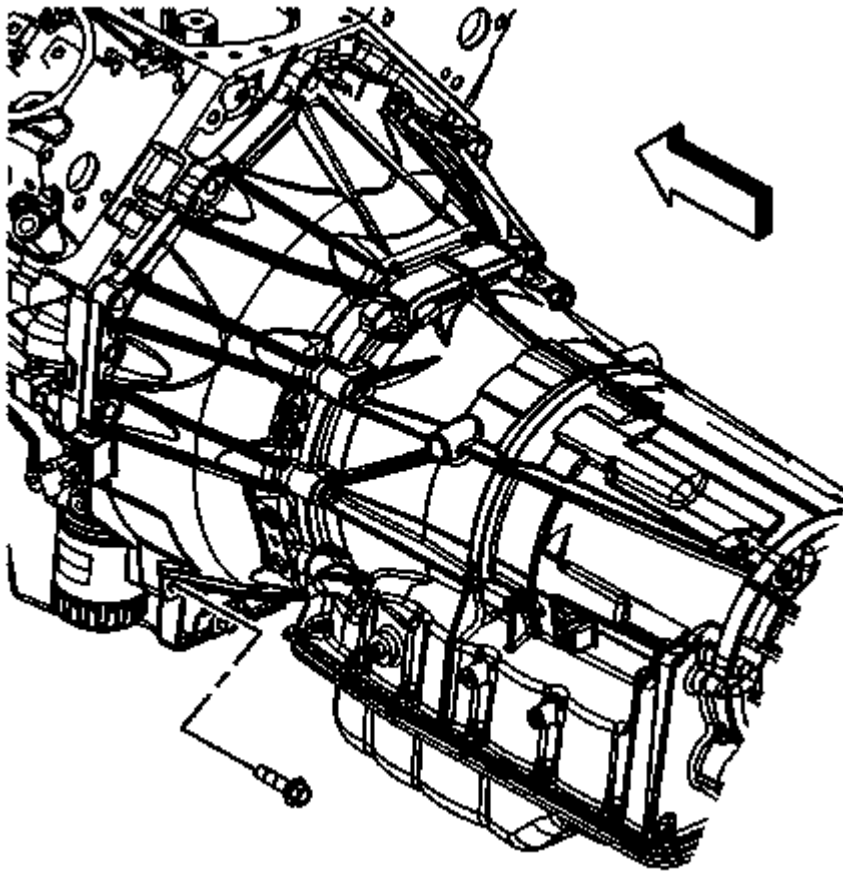


Fig. 309: View Of Lower Transmission Bolt
Courtesy of GENERAL MOTORS CORP.

20. For vehicles with a 6L80-E automatic transmission, remove the lower left transmission bolt.

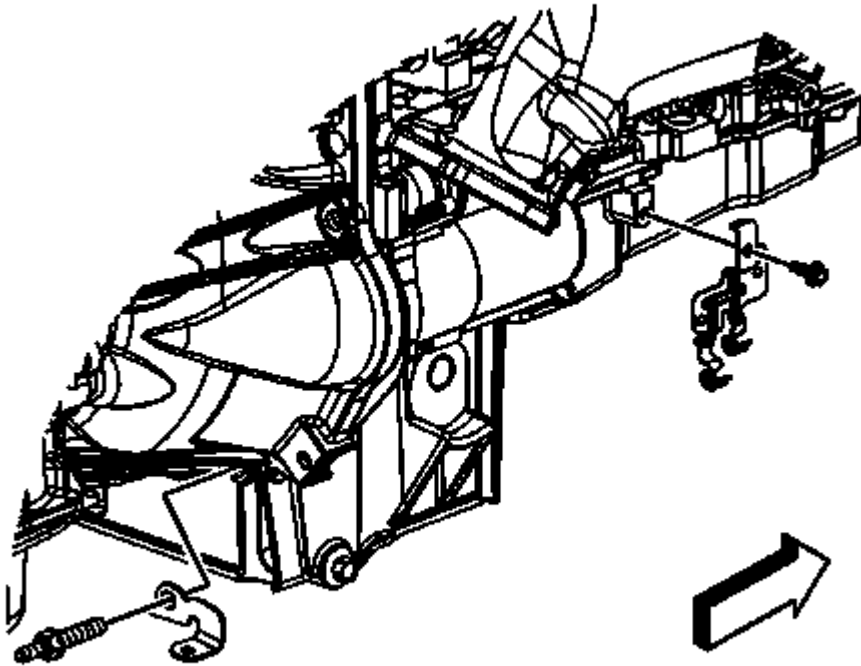


Fig. 310: View Of Lower Transmission Stud
Courtesy of GENERAL MOTORS CORP.

21. For vehicles with a 6L80-E automatic transmission, remove the lower right transmission stud.

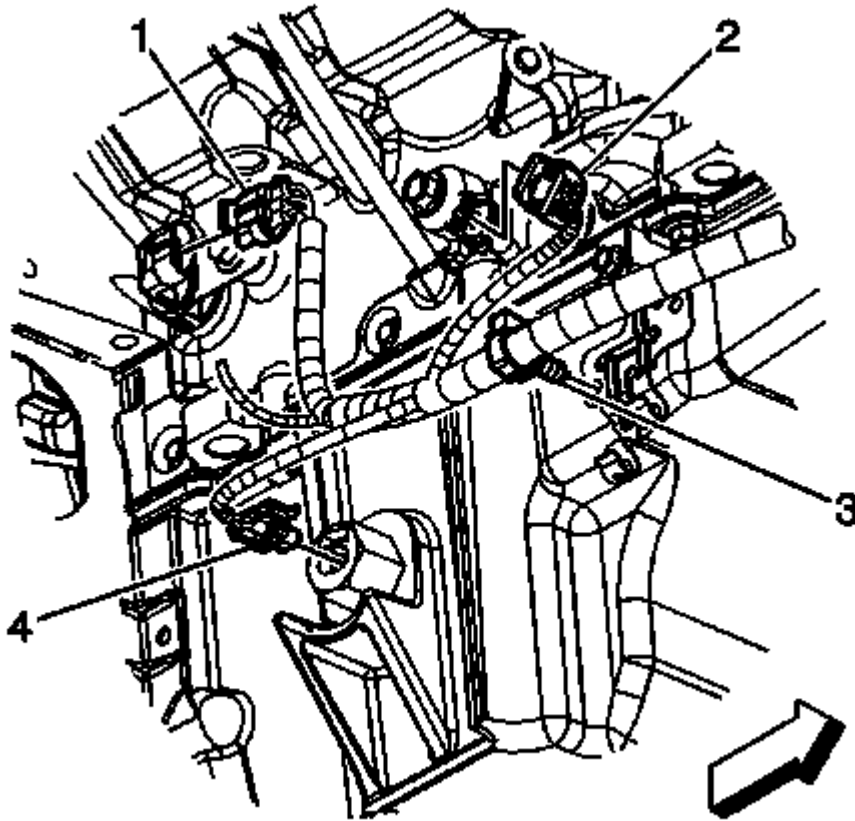


Fig. 311: View Of Engine Wiring Harness Electrical Connector & Components
Courtesy of GENERAL MOTORS CORP.

22. Disconnect the engine harness electrical connector (4) from the oil level sensor.
23. Remove the engine harness clip (3) from the transmission oil cooler line bracket.

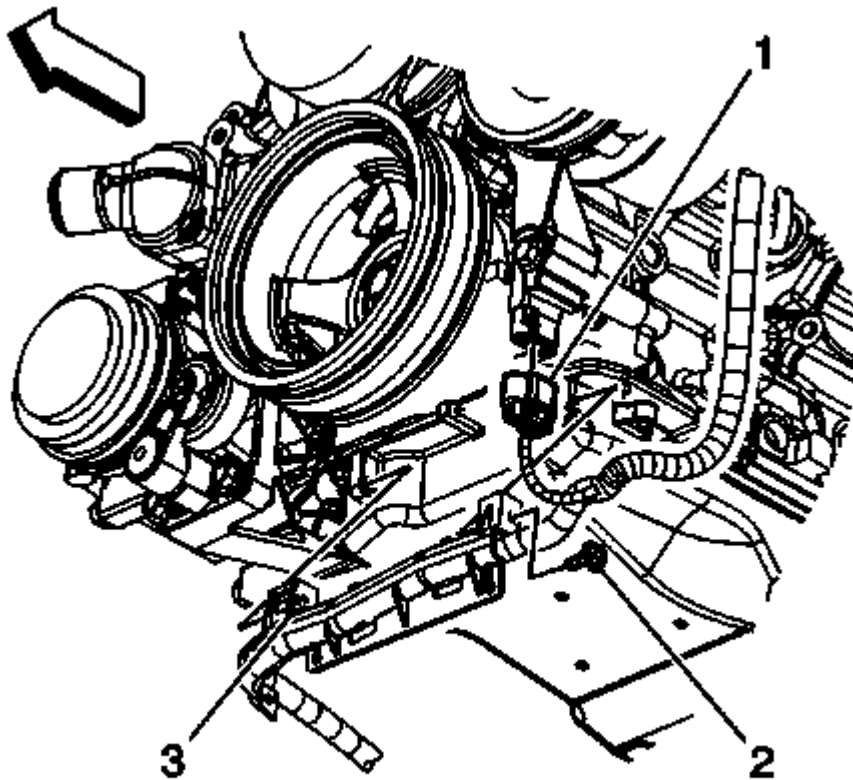


Fig. 312: View Of Electrical Connector, Cable Channel Bolt & Pin
Courtesy of GENERAL MOTORS CORP.

24. Remove the battery cable channel bolt (2).
25. Slide the channel pin (3) out of the oil pan tab.

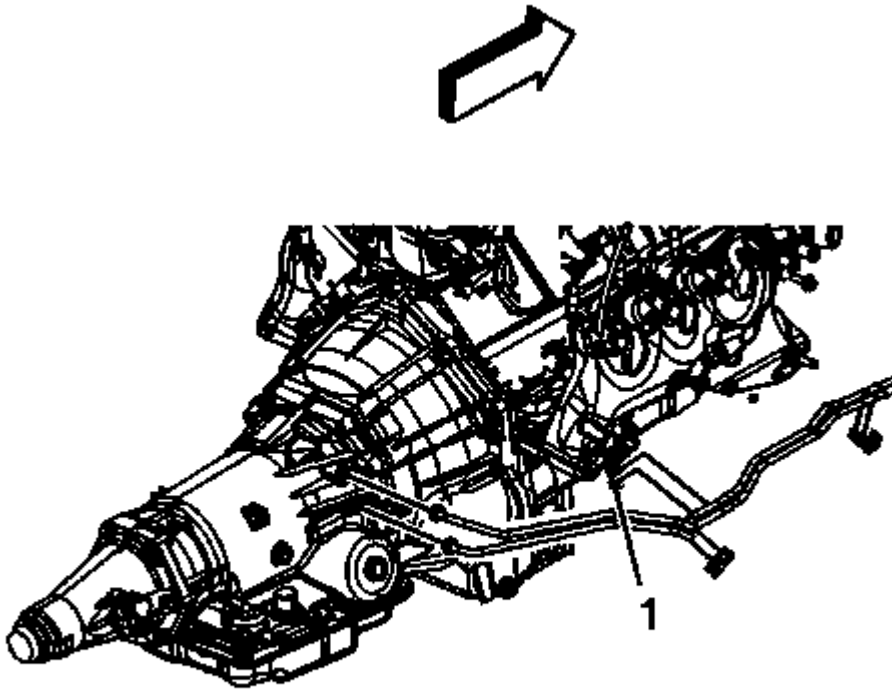


Fig. 313: View Of Oil Cooler Line Clip
Courtesy of GENERAL MOTORS CORP.

26. For vehicles with a 4L60-E/4L70-E automatic transmission, remove the oil cooler lines from the clip (1), if equipped.

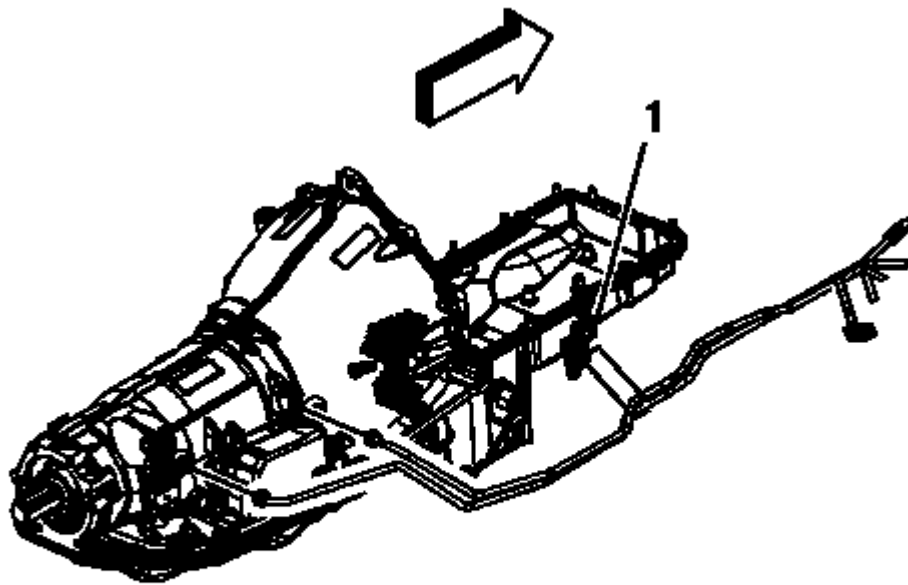


Fig. 314: View Of Oil Cooler Line Clip
Courtesy of GENERAL MOTORS CORP.

27. For vehicles with a 4L80-E automatic transmission, remove the oil cooler lines from the clip (1), if equipped.

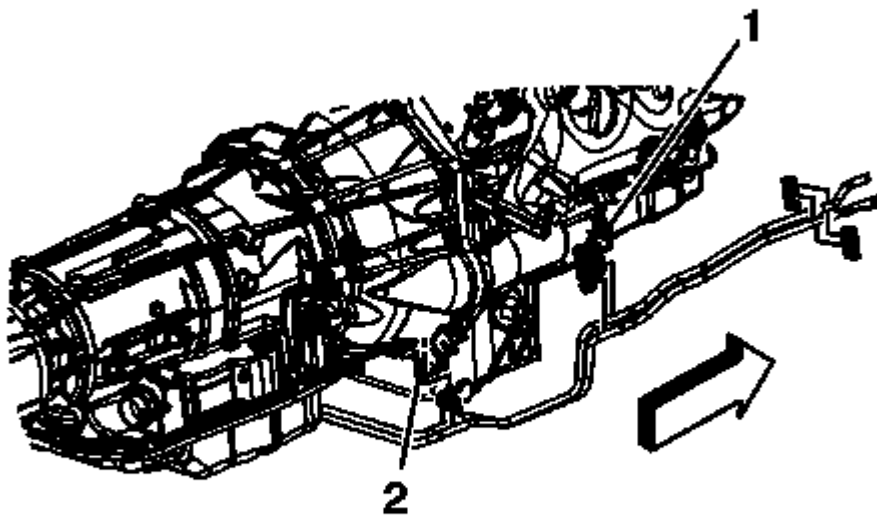


Fig. 315: View Of Oil Cooler Line Clip
Courtesy of GENERAL MOTORS CORP.

28. For vehicles with a 6L80-E automatic transmission, remove the oil cooler lines from the clip (1).

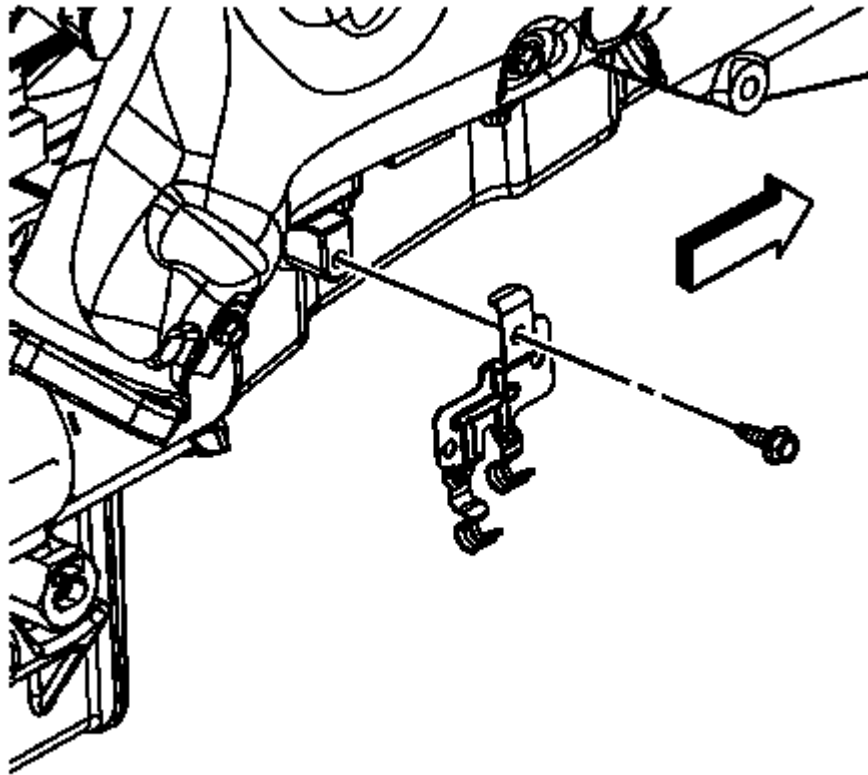


Fig. 316: View Of Oil Cooler Line Clip & Bolt
Courtesy of GENERAL MOTORS CORP.

29. Remove the transmission oil cooler line clip bolt and clip from the oil pan.

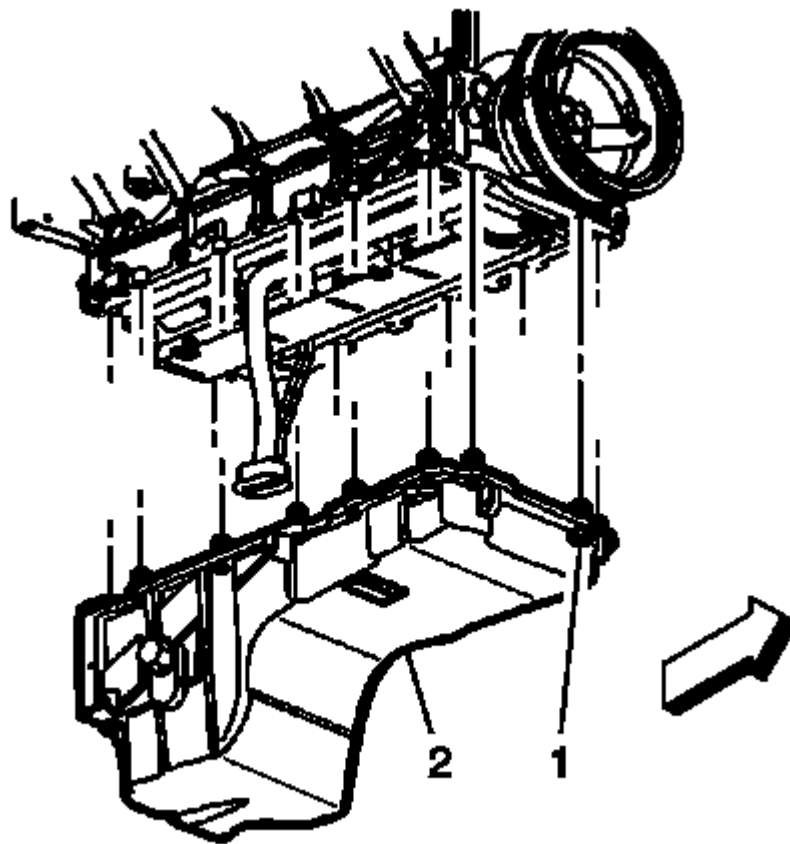


Fig. 317: View Of Oil Pan & Bolts
Courtesy of GENERAL MOTORS CORP.

30. Remove the oil pan bolts.
31. Remove the oil pan.

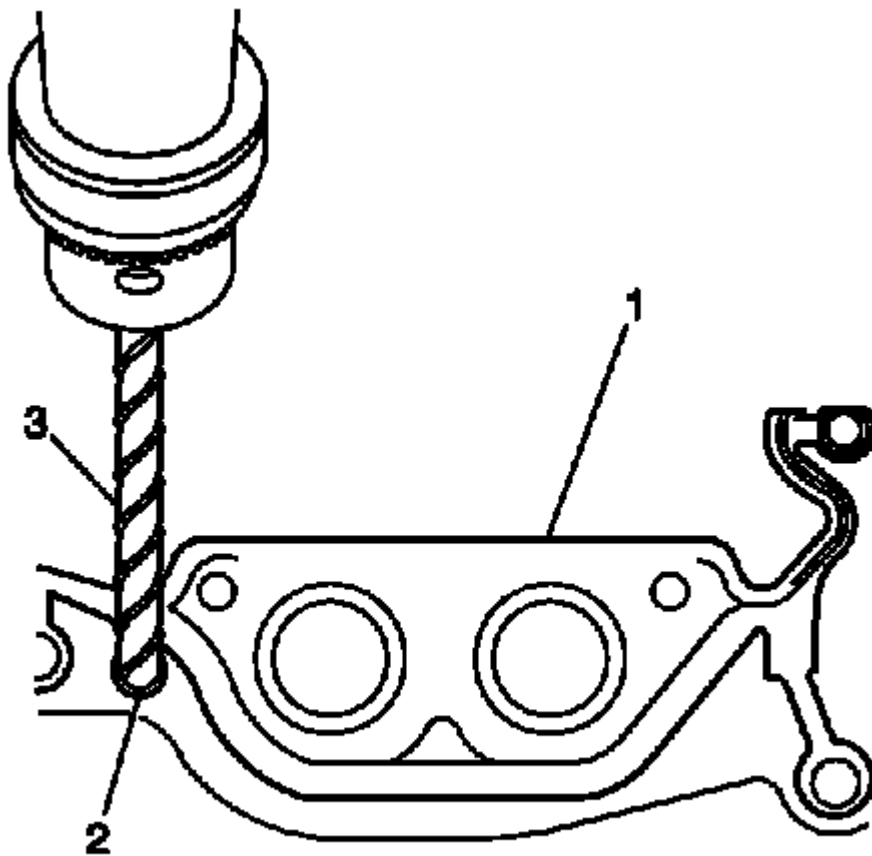


Fig. 318: Drilling Oil Pan Gasket Retaining Rivets
Courtesy of GENERAL MOTORS CORP.

32. If reusing the oil pan perform the following steps, otherwise proceed to step 3 of the installation procedure.

NOTE: **DO NOT** allow foreign material to enter the oil passages of the oil pan, cap or cover the openings as required.

33. Drill out the oil pan gasket rivets (2), if necessary.
34. Remove the oil pan gasket (1) from the pan.
35. Discard the oil pan gasket.
36. Discard the rivets, if necessary.

INSTALLATION PROCEDURE

NOTE:

- The alignment of the structural oil pan is critical. The rear bolt hole locations of the oil pan provide mounting points for the transmission bellhousing. To ensure the rigidity of the powertrain and correct

transmission alignment, it is important that the rear of the block and the rear of the oil pan must **NEVER** protrude beyond the engine block and transmission bellhousing plane.

- Do not reuse the oil pan gasket.
- It is not necessary to rivet the **NEW** gasket to the oil pan.

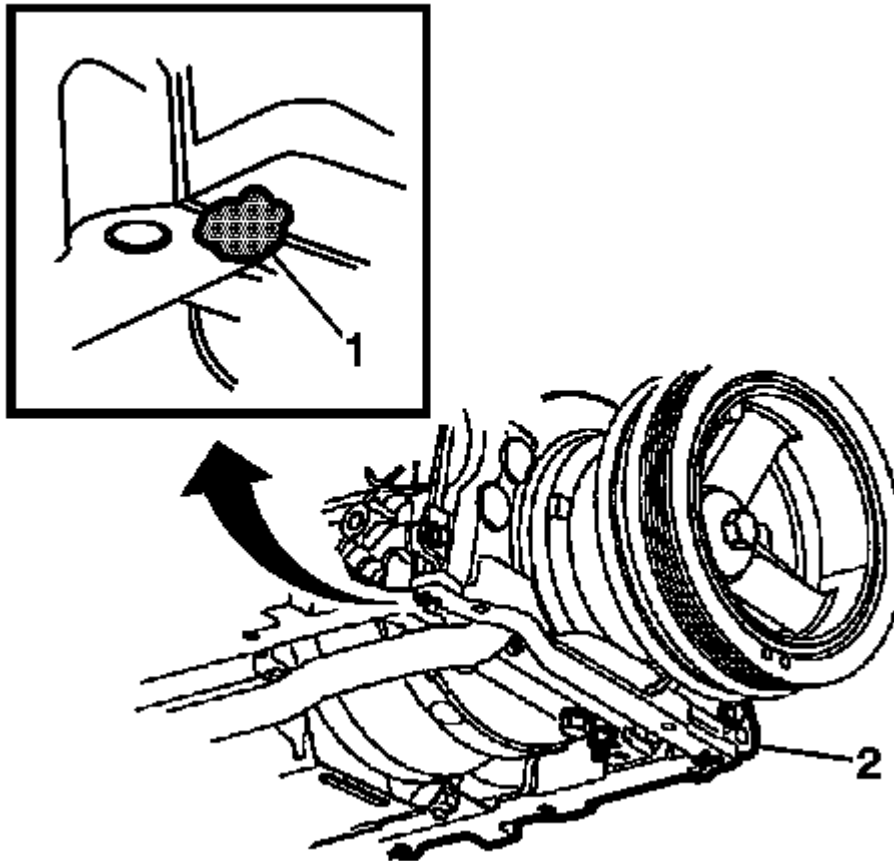


Fig. 319: View Of Sealant Applied To Front Oil Pan-To-Engine Block Junction
Courtesy of GENERAL MOTORS CORP.

1. If reusing the oil pan perform the following step, otherwise proceed to step 3.

NOTE: Be sure to align the oil gallery passages in the oil pan and engine block properly with the oil pan gasket.

2. Place a NEW oil pan gasket onto the oil pan.
3. Apply a 5 mm (0.20 in) bead of sealant, 20 mm (0.80 in) long to the engine block. Apply the sealant directly onto the tabs of the front cover gasket that protrudes into the oil pan surface. Refer to Adhesives, Fluids, Lubricants, and Sealers .

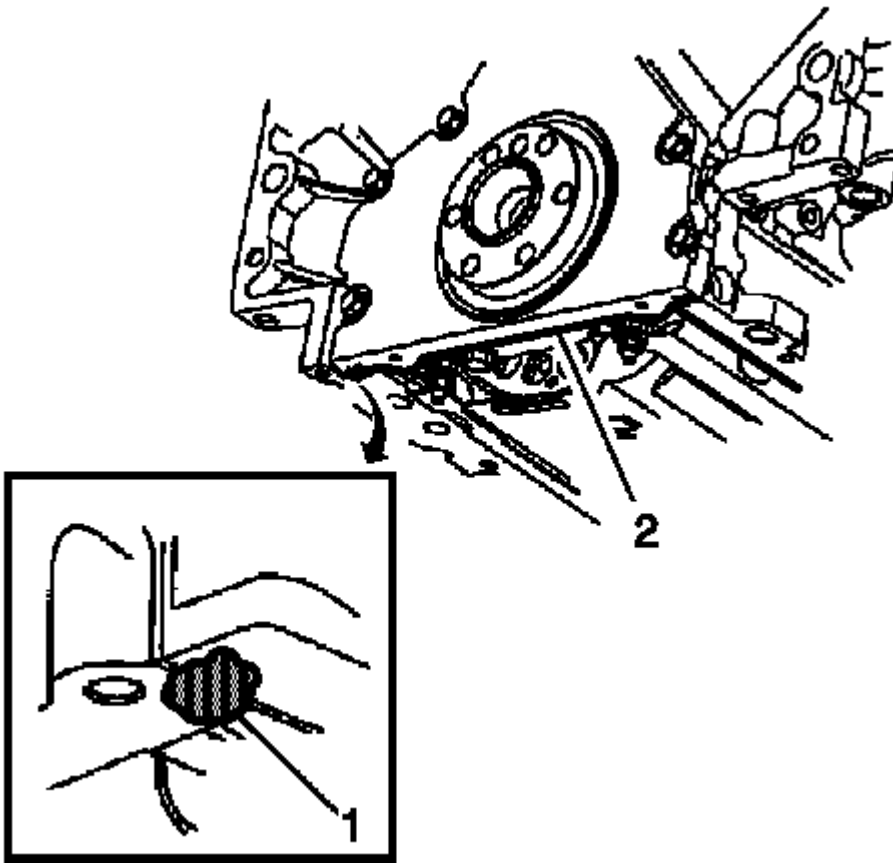


Fig. 320: View Of Sealant Applied To Rear Oil Pan-To-Engine Block Junction
Courtesy of GENERAL MOTORS CORP.

4. Apply a 5 mm (0.20 in) bead of sealant, 20 mm (0.8 in) long to the engine block. Apply the sealant directly onto the tabs of the rear cover gasket that protrudes into the oil pan surface. Refer to **Adhesives, Fluids, Lubricants, and Sealers** .

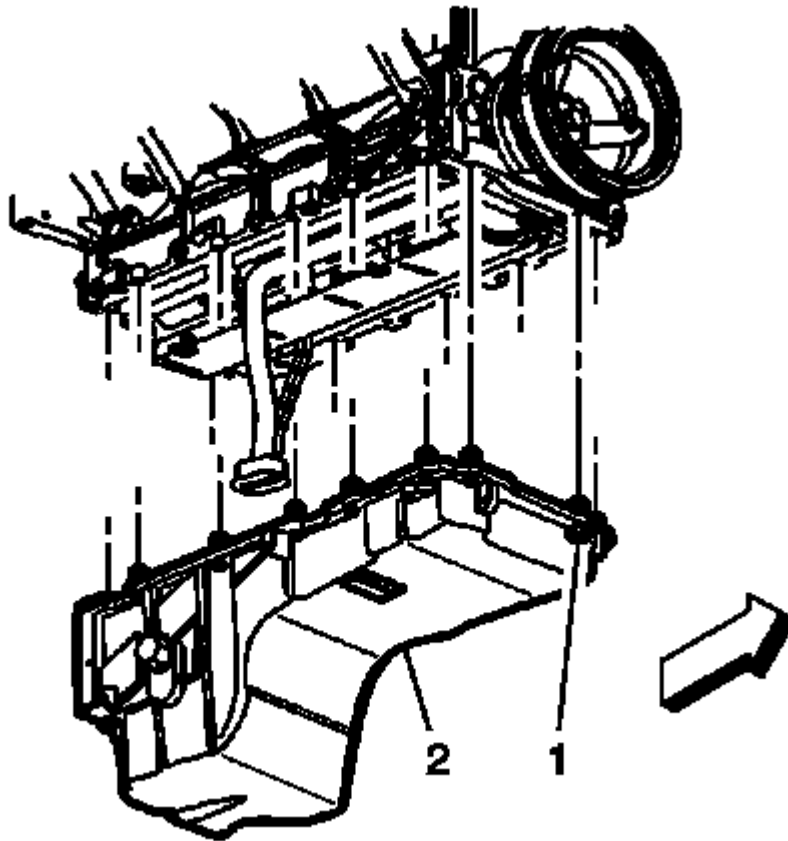


Fig. 321: View Of Oil Pan & Bolts
Courtesy of GENERAL MOTORS CORP.

5. Install 1 oil pan bolt into a oil pan bolt hole and up through the gasket.
6. Position and install the oil pan and the rest of the oil pan bolts.
7. Tighten the oil pan bolts until snug.

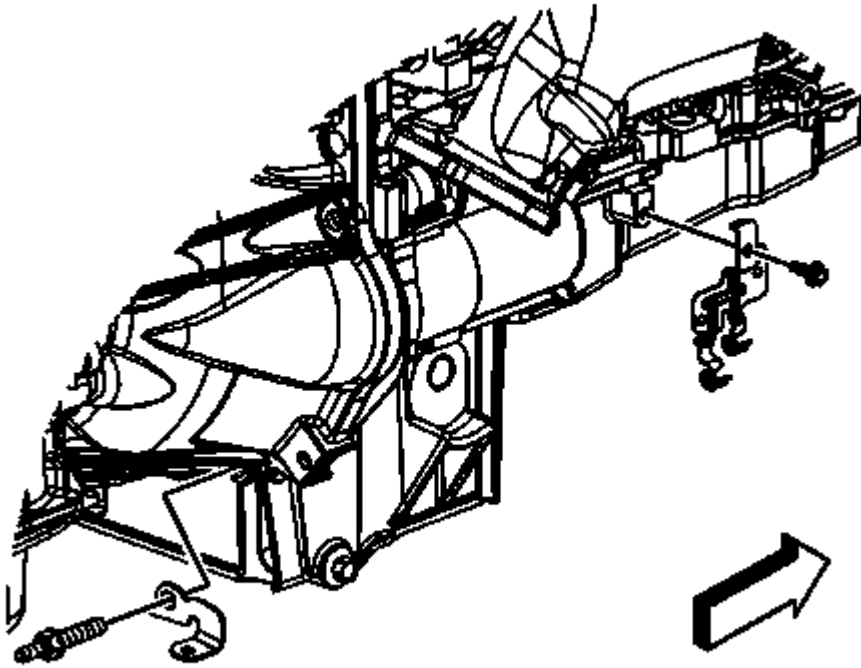


Fig. 322: View Of Lower Transmission Stud
Courtesy of GENERAL MOTORS CORP.

8. For vehicles with a 6L80-E automatic transmission, position the oil cooler bracket and install the lower right transmission stud until snug.

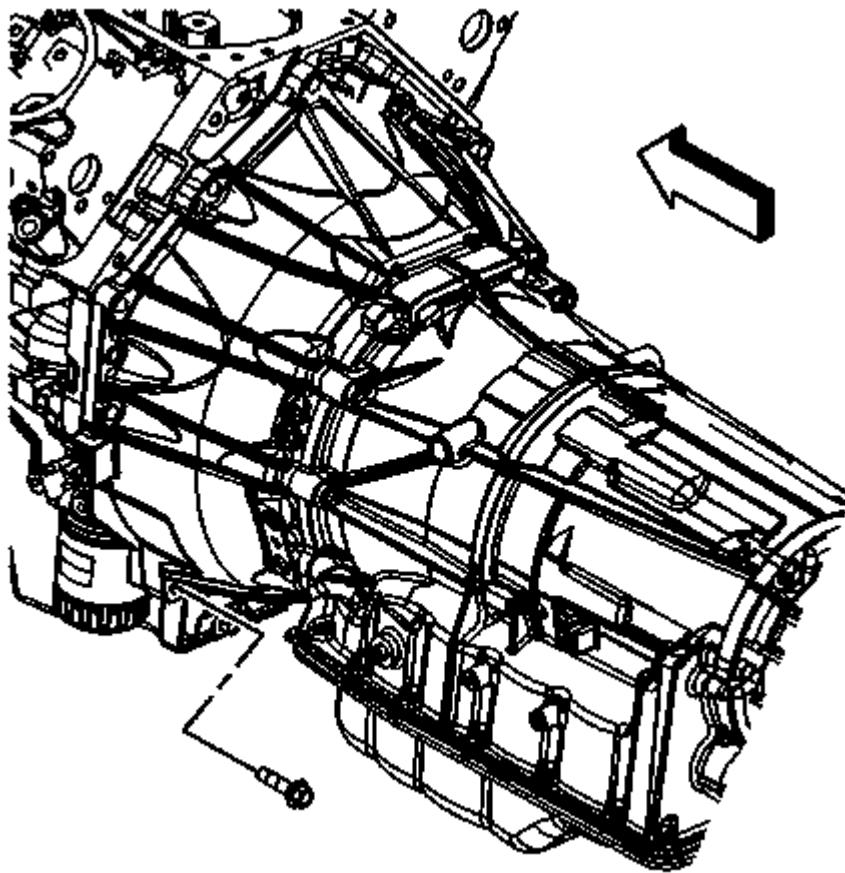


Fig. 323: View Of Lower Transmission Bolt
Courtesy of GENERAL MOTORS CORP.

9. For vehicles with a 6L80-E automatic transmission, install the lower left transmission bolt until snug.

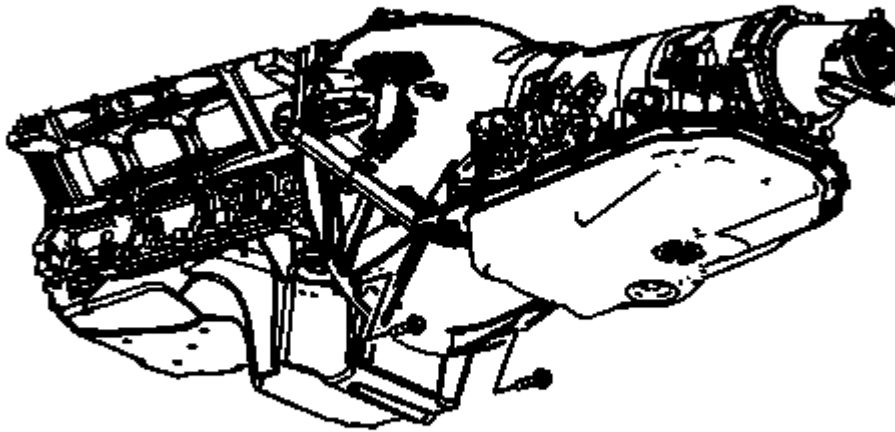


Fig. 324: View Of Lower Transmission Bolts
Courtesy of GENERAL MOTORS CORP.

10. For vehicles with a 4L80-E automatic transmission, install the 2 lower transmission bolts until snug.

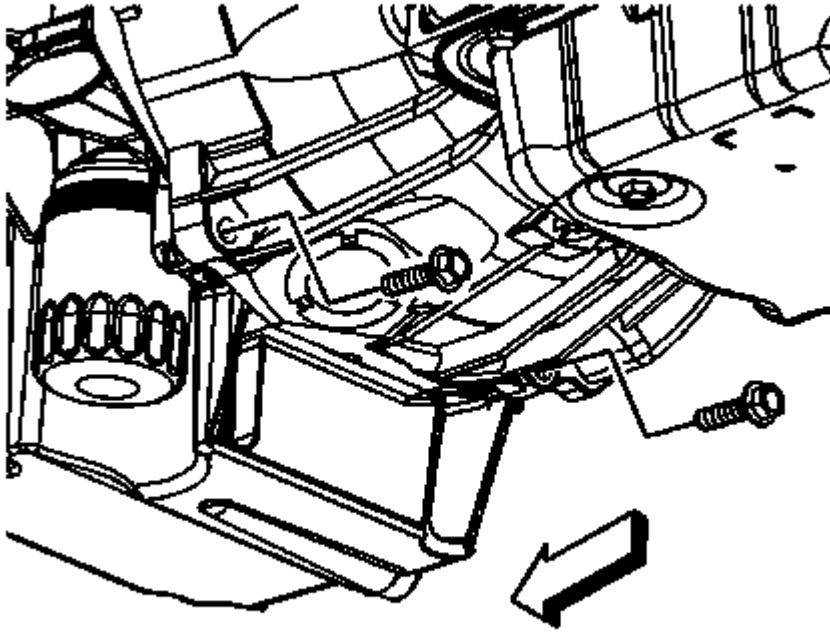


Fig. 325: View Of Lower Transmission Bolts
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

11. For vehicles with a 4L60-E/4L70-E automatic transmission, install the 2 lower transmission bolts until snug.

Tighten:

1. Tighten the oil pan and oil pan-to-oil pan front cover bolts to 25 N.m (18 lb ft).
2. Tighten the oil pan-to-rear cover bolts to 12 N.m (106 lb in).
3. Tighten the transmission bolts/stud to 50 N.m (37 lb ft).

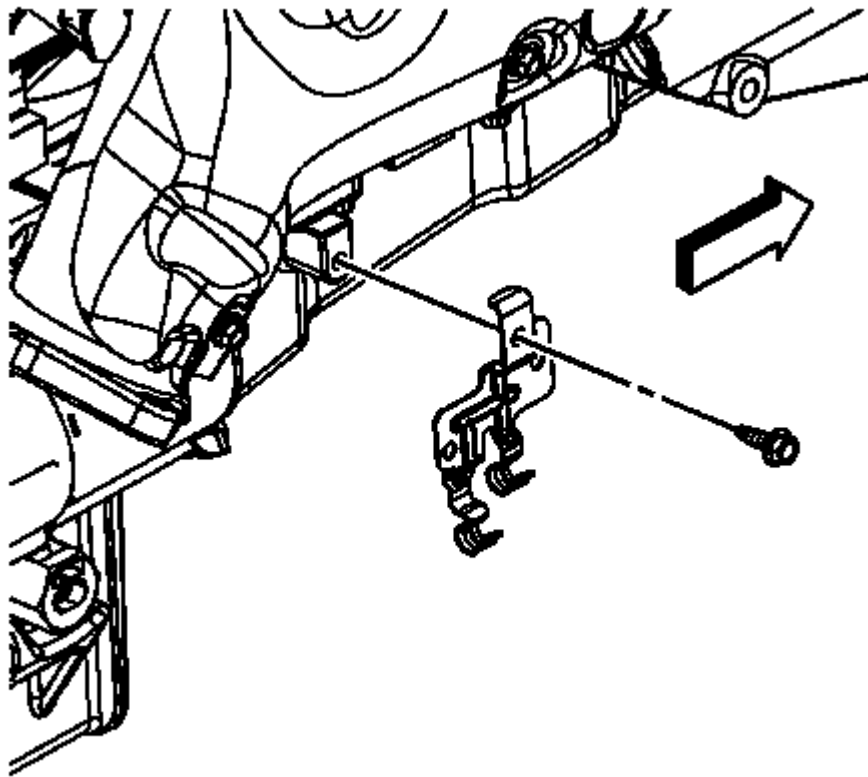


Fig. 326: View Of Oil Cooler Line Clip & Bolt
Courtesy of GENERAL MOTORS CORP.

12. Position the transmission oil cooler line clip and install the bolt to the oil pan.

Tighten: Tighten the bolt to 9 N.m (80 lb in).

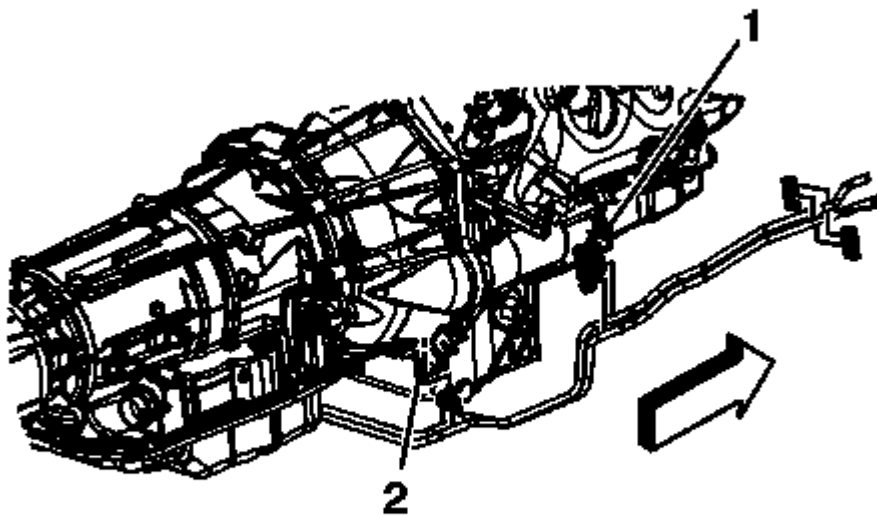


Fig. 327: View Of Oil Cooler Line Clip
Courtesy of GENERAL MOTORS CORP.

13. For vehicles with a 6L80-E automatic transmission, install the oil cooler lines to the clip (1).

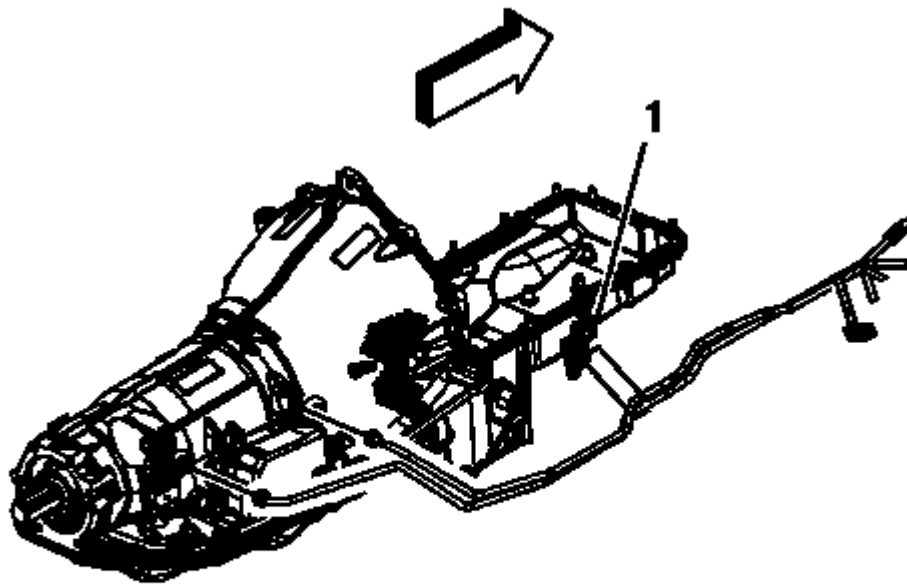


Fig. 328: View Of Oil Cooler Line Clip
Courtesy of GENERAL MOTORS CORP.

14. For vehicles with a 4L80-E automatic transmission, install the oil cooler lines to the clip (1), if equipped.

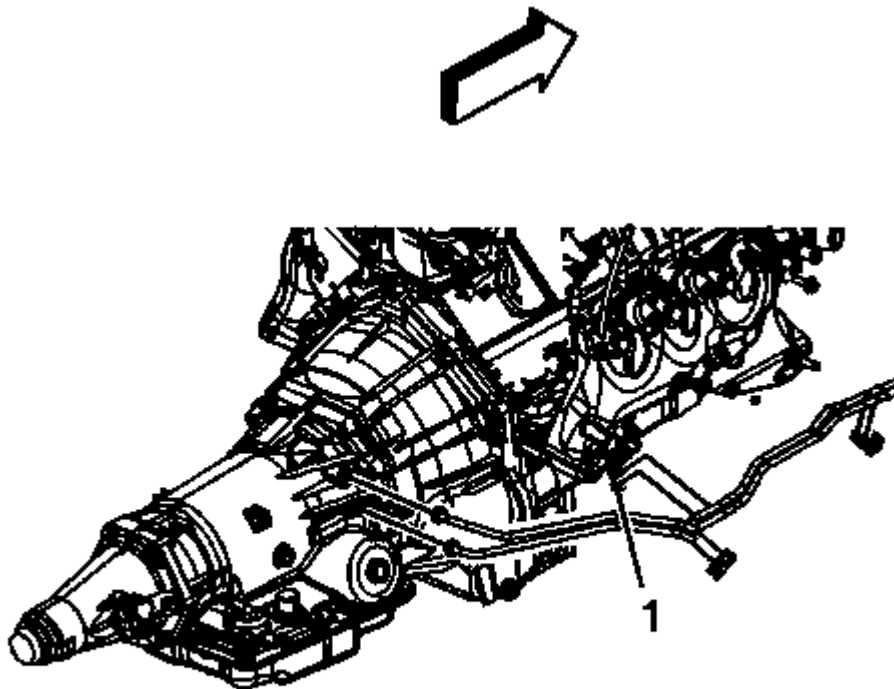


Fig. 329: View Of Oil Cooler Line Clip
Courtesy of GENERAL MOTORS CORP.

15. For vehicles with a 4L60-E/4L70-E automatic transmission, install the oil cooler lines to the clip (1), if equipped.

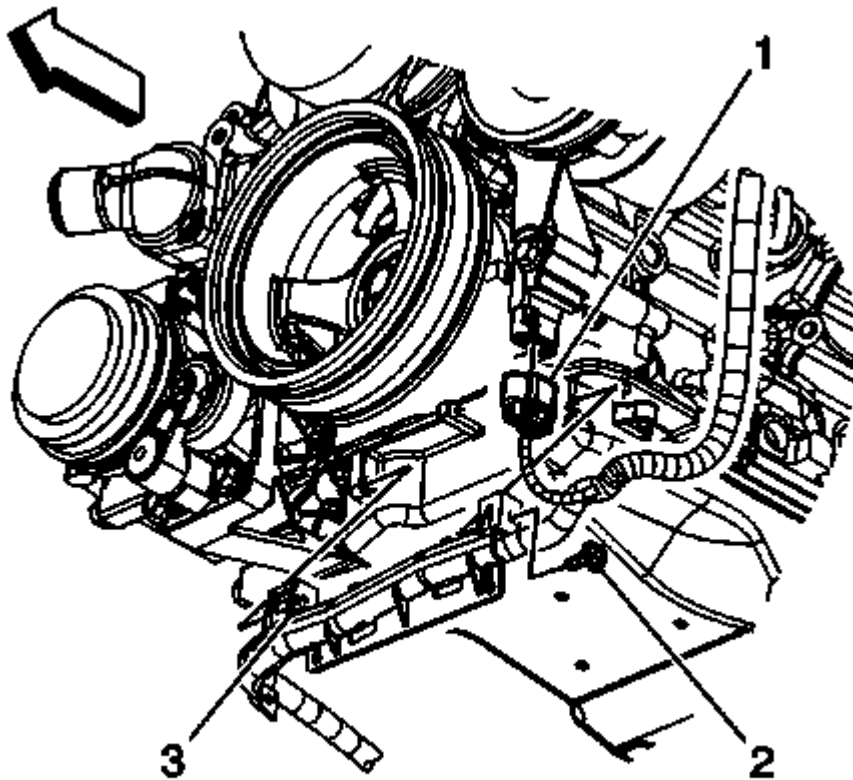


Fig. 330: View Of Electrical Connector, Cable Channel Bolt & Pin
Courtesy of GENERAL MOTORS CORP.

16. Position the channel and slide the channel pin (3) into the oil pan tab.
17. Install the battery cable channel bolt (2).

Tighten: Tighten the bolt to 12 N.m (106 lb in).

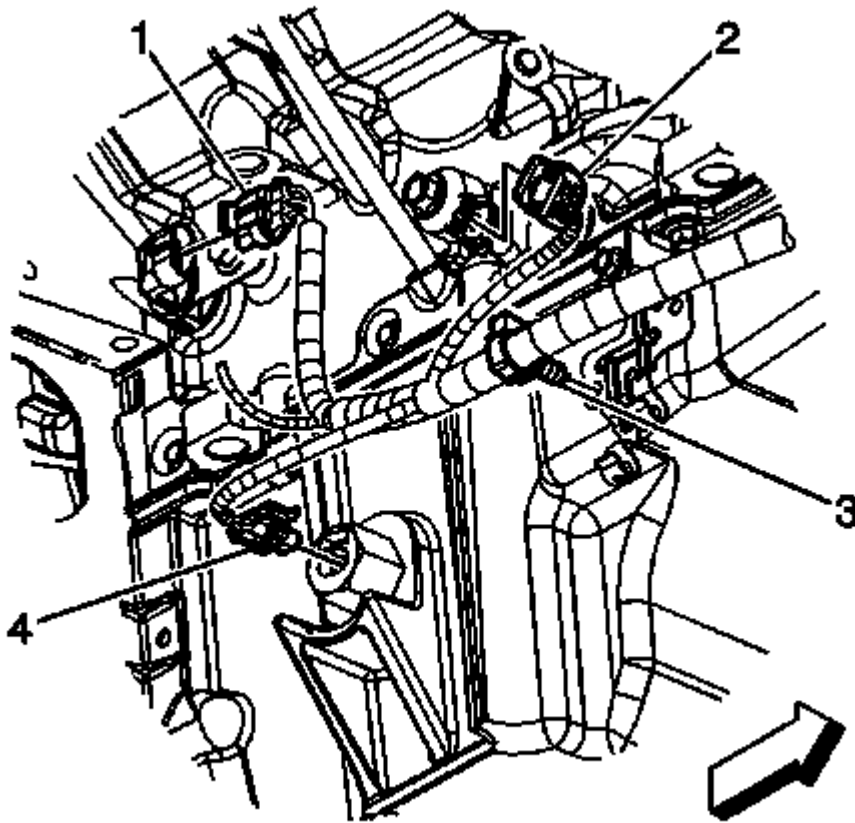


Fig. 331: View Of Engine Wiring Harness Electrical Connector & Components
Courtesy of GENERAL MOTORS CORP.

18. Connect the engine harness electrical connector (4) to the oil level sensor.
19. Install the engine harness clip (3) to the transmission oil cooler line bracket.

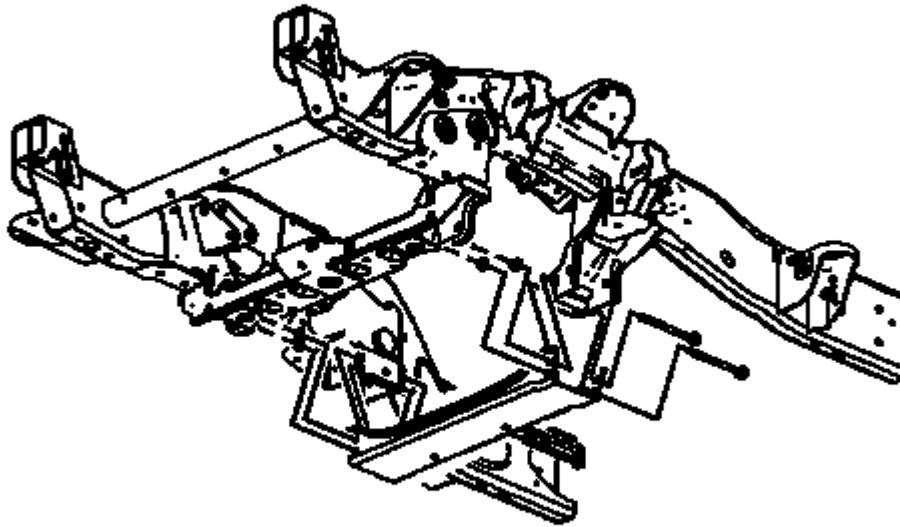


Fig. 332: View Of Vehicle Crossbar, Bolts & Nuts
Courtesy of GENERAL MOTORS CORP.

20. For both the 1500 and 2500 series, perform the following steps prior to installing the crossbar bolts.
 1. Remove all traces of the original adhesive patch.
 2. Clean the threads of the bolts with denatured alcohol or equivalent and allow to dry.
 3. Apply threadlock GM P/N 12345493 (Canadian P/N 10953488) or equivalent to the bolt threads.
21. For 2500 series vehicles, install the crossbar and crossbar bolts/nuts.

Tighten: Tighten the nuts to 120 N.m (89 lb ft).

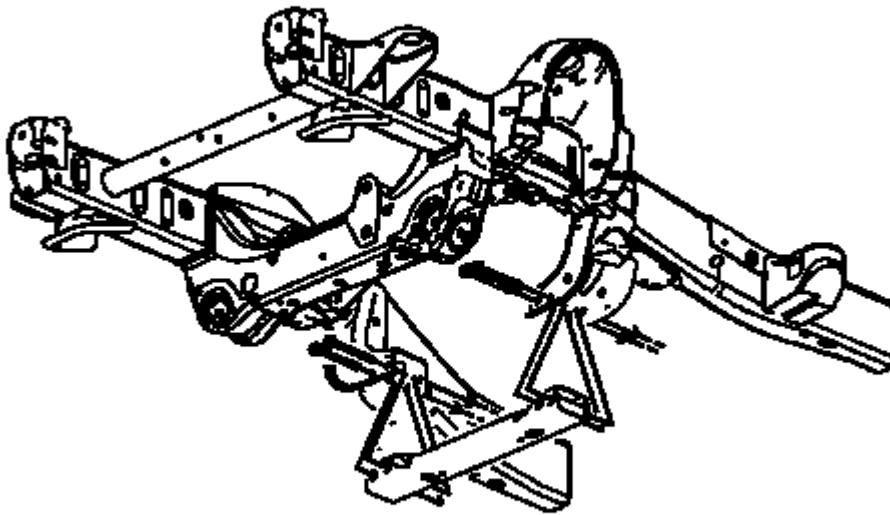


Fig. 333: View Of Vehicle Crossbar, Bolts & Nuts
Courtesy of GENERAL MOTORS CORP.

22. For 1500 series vehicles, install the crossbar and crossbar bolts/nuts.

Tighten: Tighten the nuts to 100 N.m (74 lb ft).

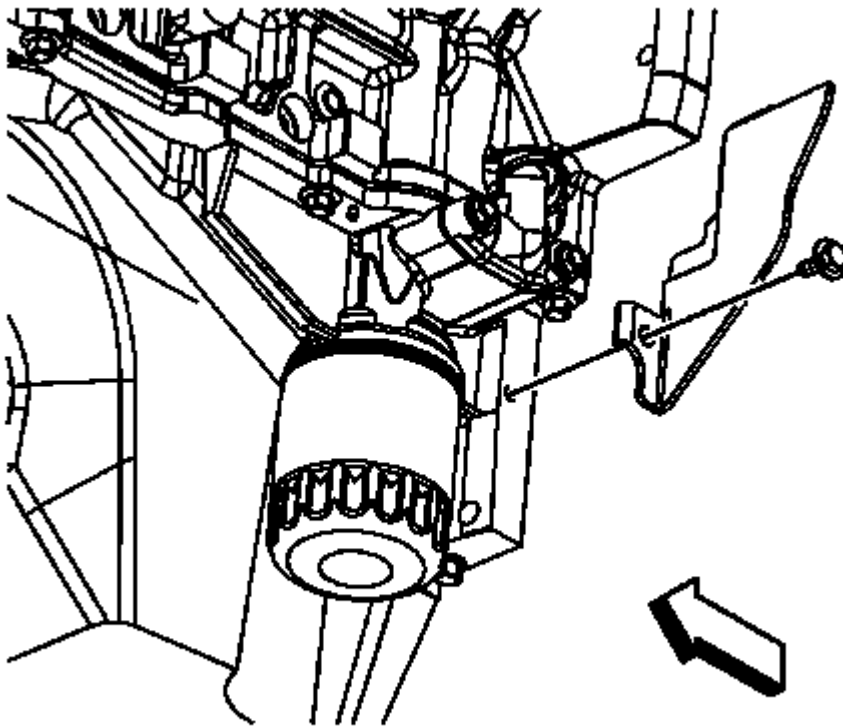


Fig. 334: View Of Left Side Transmission Cover Bolt
Courtesy of GENERAL MOTORS CORP.

23. Position the left side transmission cover and install the cover bolt.

Tighten: Tighten the bolt to 12 N.m (106 lb in).

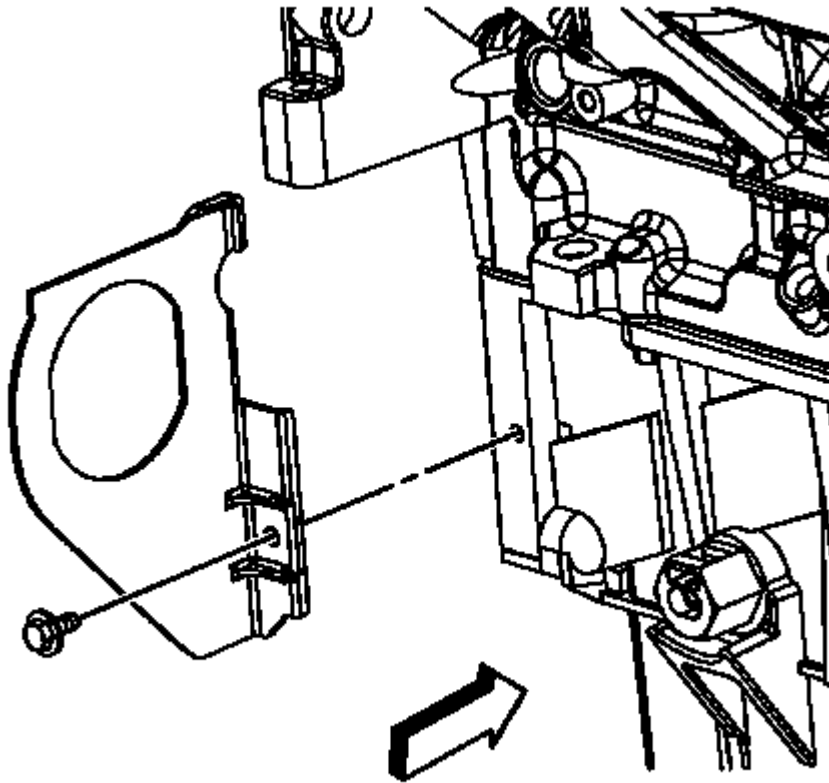


Fig. 335: View Of Right Side Transmission Cover Bolt
Courtesy of GENERAL MOTORS CORP.

24. Install the right side transmission cover bolt.

Tighten: Tighten the bolt to 12 N.m (106 lb in).

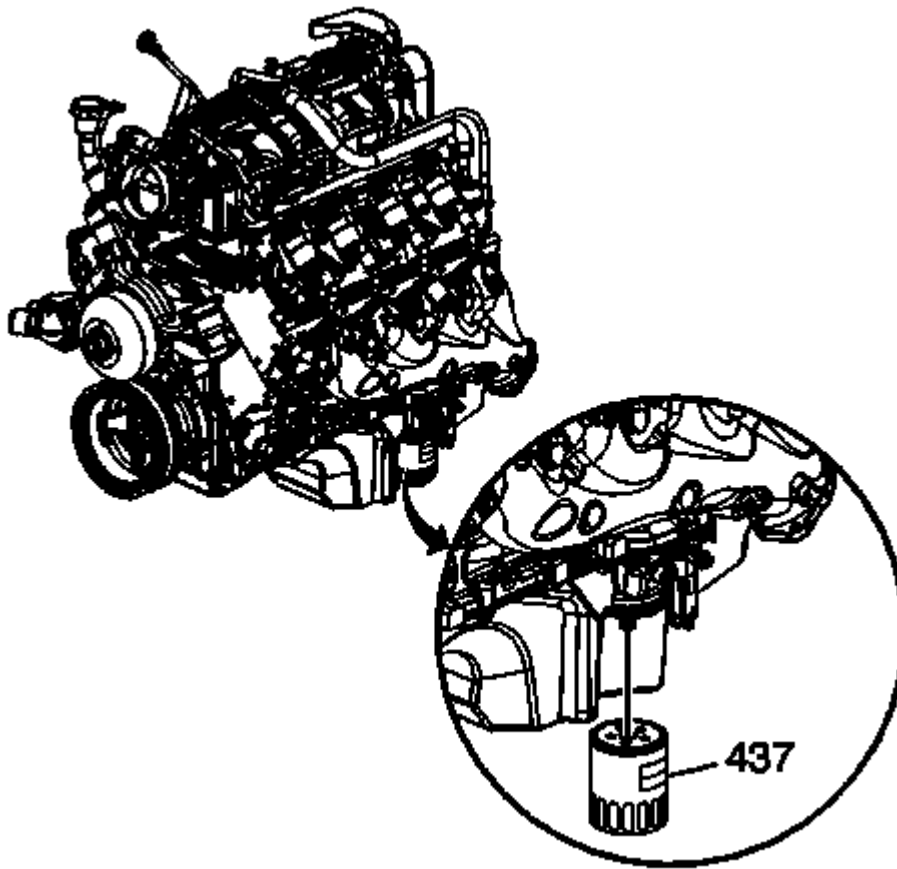


Fig. 336: View Of Engine Oil Filter
 Courtesy of GENERAL MOTORS CORP.

25. If reusing the old oil pan remove the old oil filter and install a NEW oil filter.
26. Lubricate the NEW oil filter seal with clean engine oil.
27. Install the NEW oil filter (437).

Tighten: Tighten the oil filter to 30 N.m (22 lb ft).

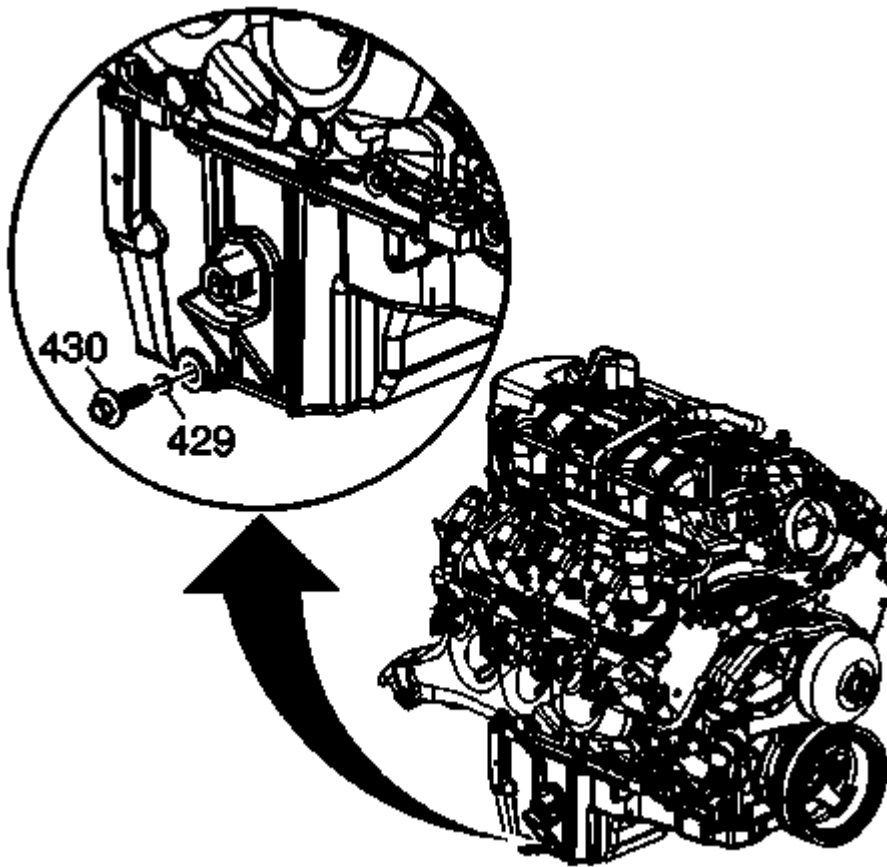


Fig. 337: View Of Oil Pan Drain Plug & Seal
Courtesy of GENERAL MOTORS CORP.

28. Ensure that the oil pan drain plug (430) is tight.

Tighten: Tighten the drain plug to 25 N.m (18 lb ft).

29. Install the front differential carrier. Refer to **Differential Carrier Assembly Replacement (1500 FWD)** or **Differential Carrier Assembly Replacement (2500 4WD)** .
30. Raise the steering rack in place and install the steering rack bolts.

Tighten:

- Tighten the left side steering rack bolts to 200 N.m (148 lb ft).
- Tighten the right side steering rack bolts to 100 N.m (74 lb ft).

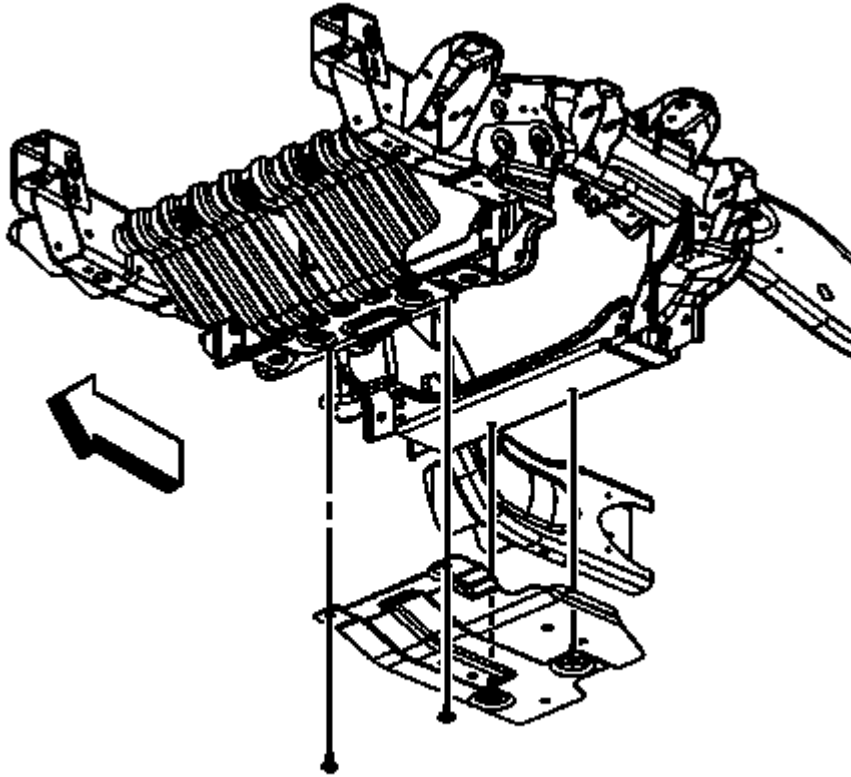


Fig. 338: View Of Oil Pan Skid Plate & Bolts
Courtesy of GENERAL MOTORS CORP.

31. For 2500 series vehicles, position the oil pan skid plate and tighten until snug the 2 rear oil pan skid plate bolts, install the 2 front oil pan skid plate bolts, if equipped.

Tighten: Tighten the bolts to 28 N.m (21 lb ft).

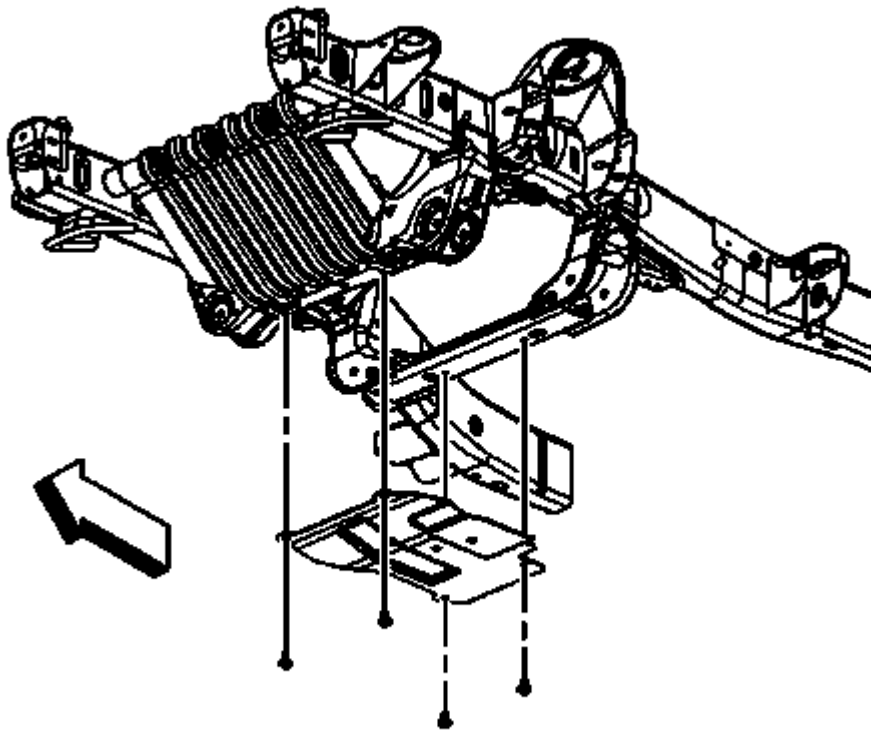


Fig. 339: View Of Oil Pan Skid Plate & Bolts
Courtesy of GENERAL MOTORS CORP.

32. For 1500 series vehicles, position the oil pan skid plate and install the oil pan skid plate bolts, if equipped.

Tighten: Tighten the bolts to 28 N.m (21 lb ft).

33. Lower the vehicle.
34. Fill the engine with NEW engine oil. Refer to **Fluid and Lubricant Recommendations (USA and Canada)** and **Approximate Fluid Capacities** .
35. Start the engine and inspect for leaks.

OIL PAN REPLACEMENT (2WD)

REMOVAL PROCEDURE

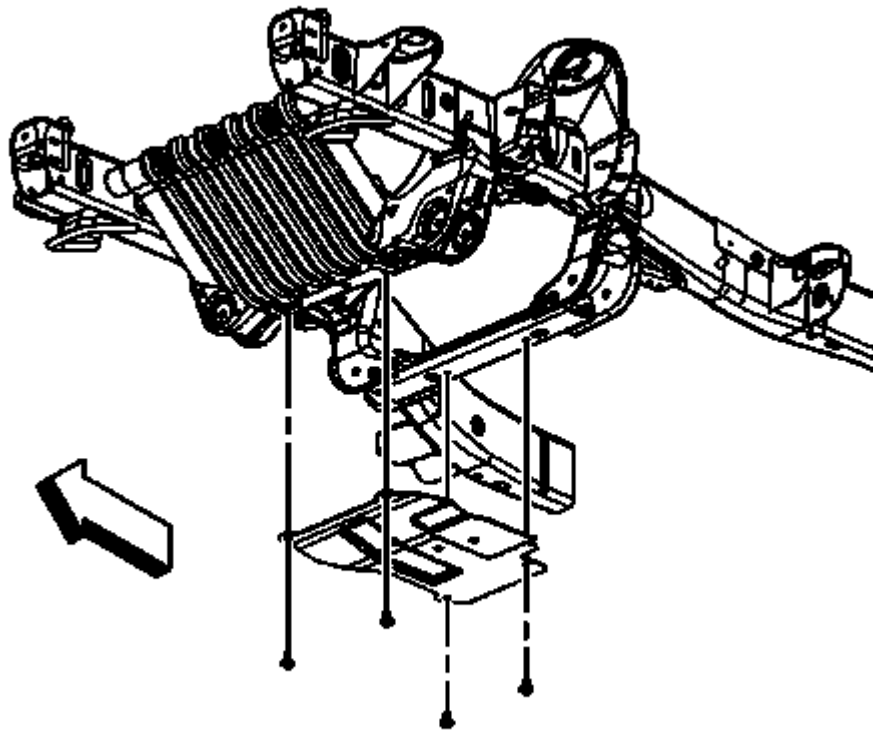


Fig. 340: View Of Oil Pan Skid Plate & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle** .
2. For 1500 series vehicles, remove the oil pan skid plate bolts and skid plate, if equipped.

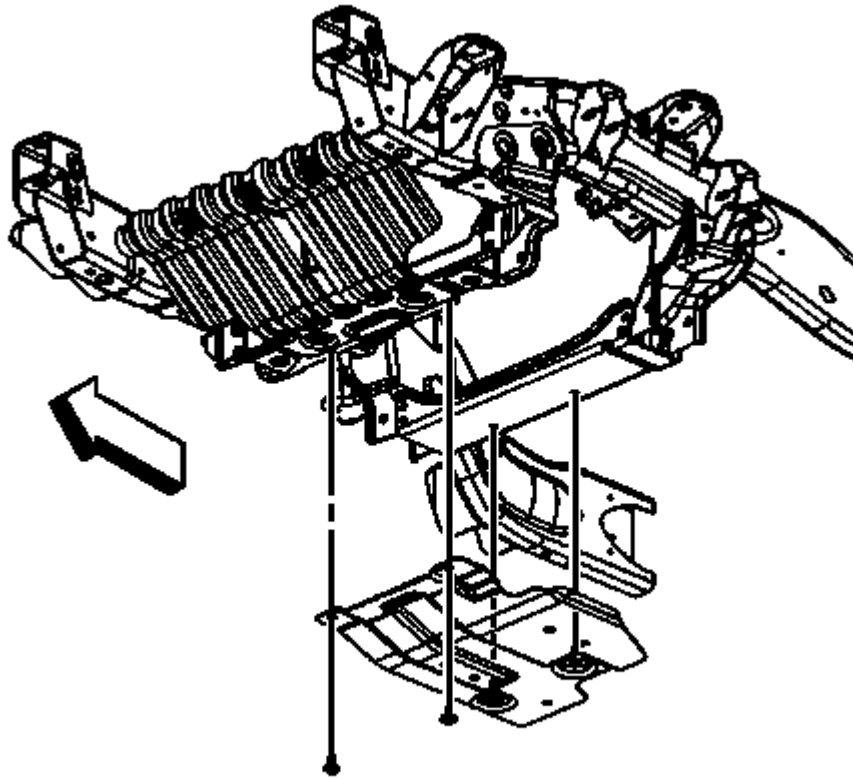


Fig. 341: View Of Oil Pan Skid Plate & Bolts
Courtesy of GENERAL MOTORS CORP.

3. For 2500 series vehicles, loosen the 2 rear oil pan skid plate bolts, remove the 2 front oil pan skid plate bolts and skid plate, if equipped.
4. Unbolt the steering rack and hang downward.

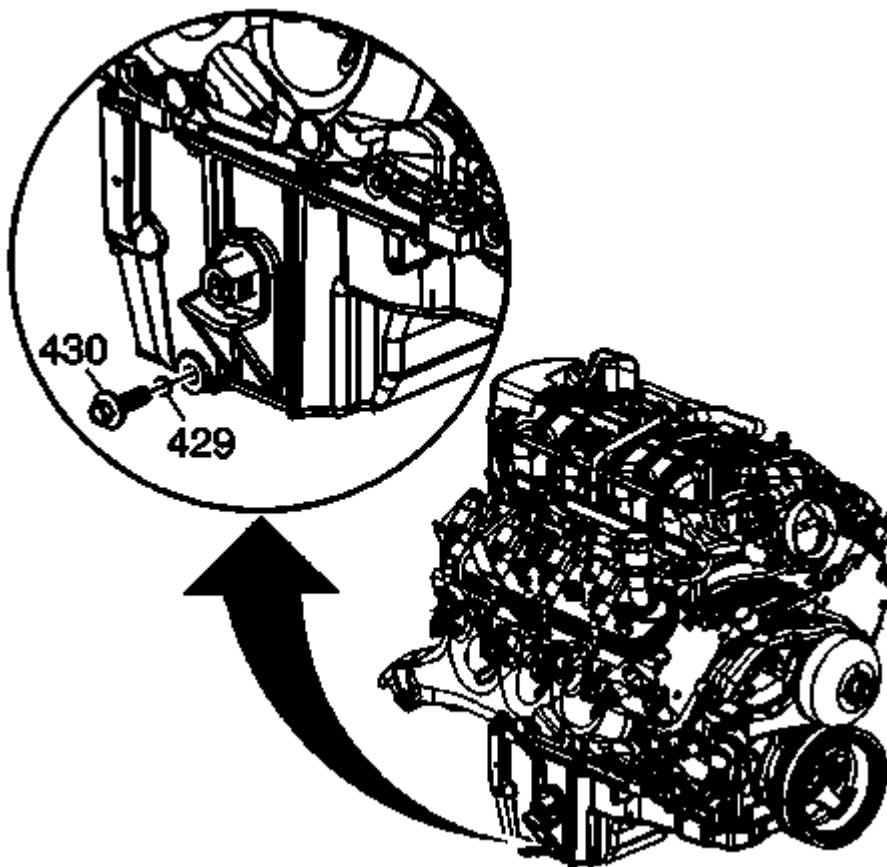


Fig. 342: View Of Oil Pan Drain Plug & Seal
Courtesy of GENERAL MOTORS CORP.

5. Place a suitable drain pan under the oil pan drain plug.
6. Remove the oil pan drain plug (430).
7. Allow the oil pan to drain completely.
8. Re-install the oil pan drain plug until snug.

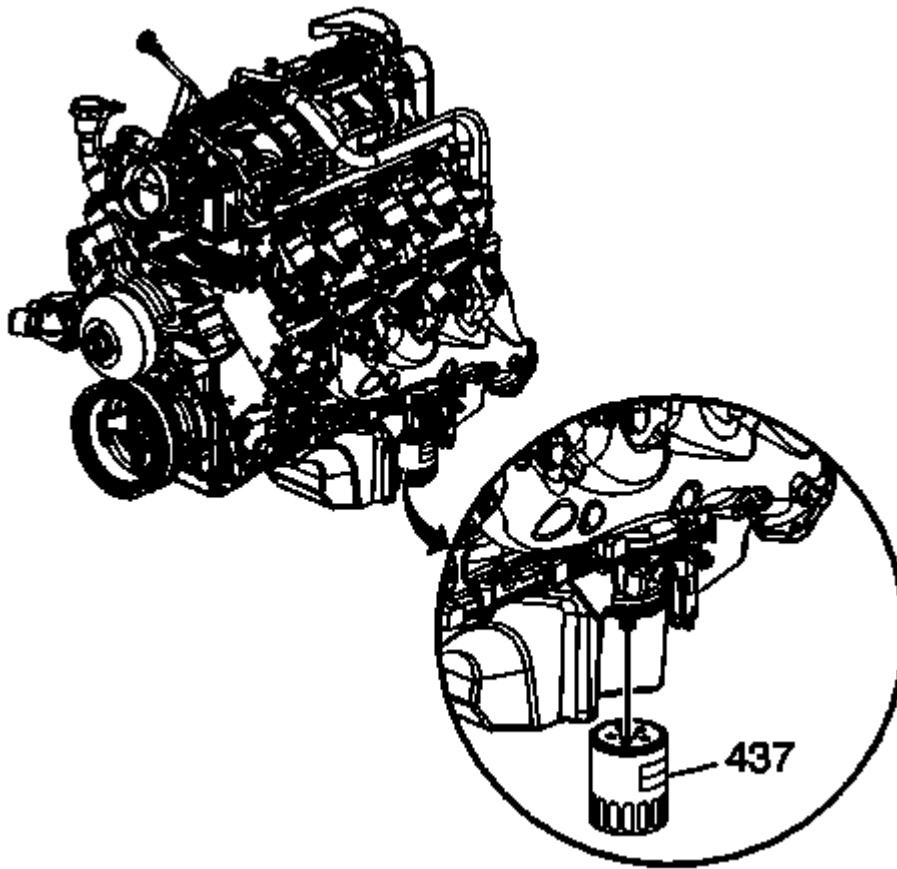


Fig. 343: View Of Engine Oil Filter
Courtesy of GENERAL MOTORS CORP.

9. Place the drain pan under the oil filter.
10. Remove the oil filter (437).
11. Allow the oil to drain completely.
12. Re-install the oil filter until snug.

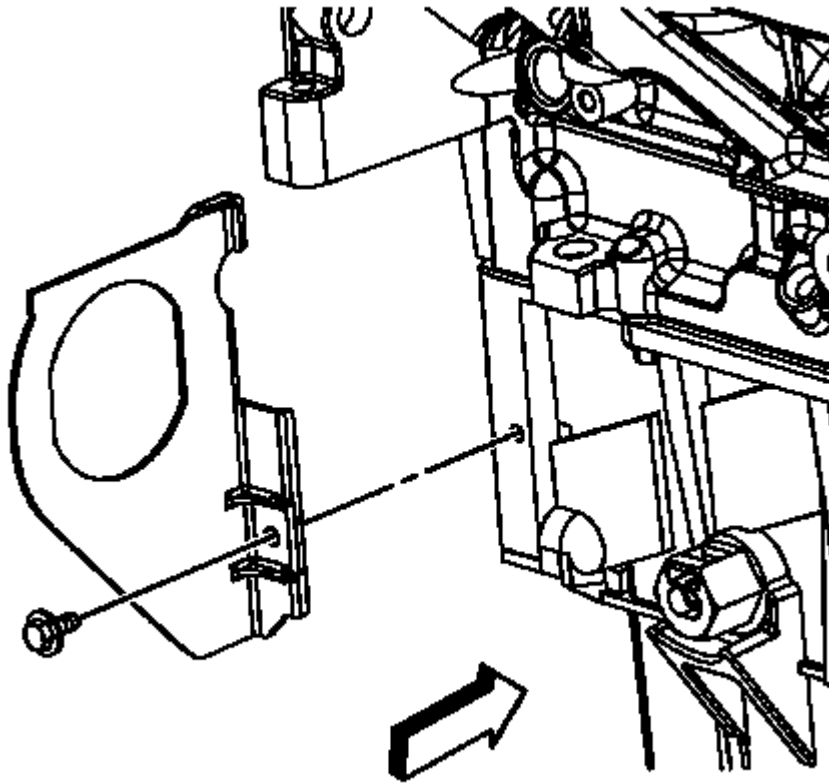


Fig. 344: View Of Right Side Transmission Cover Bolt
Courtesy of GENERAL MOTORS CORP.

13. Remove the right side transmission cover bolt.

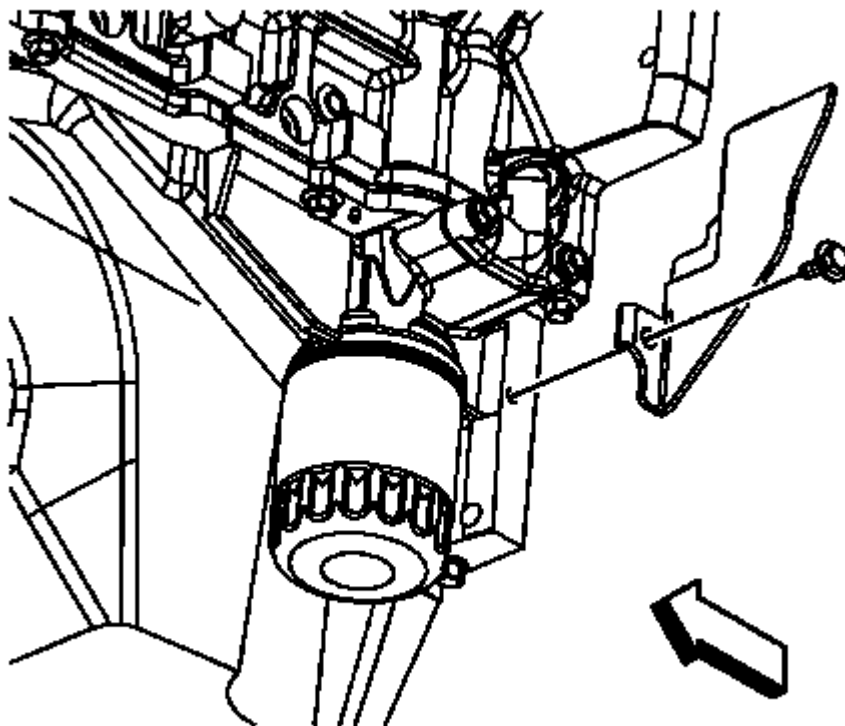


Fig. 345: View Of Left Side Transmission Cover Bolt
Courtesy of GENERAL MOTORS CORP.

14. Remove the left side transmission cover bolt and cover.

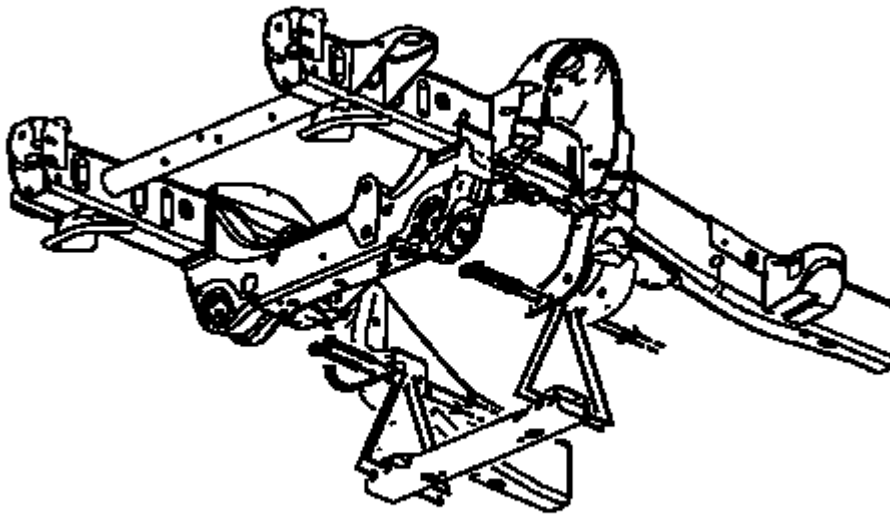


Fig. 346: View Of Vehicle Crossbar, Bolts & Nuts
Courtesy of GENERAL MOTORS CORP.

15. For 1500 series vehicles, remove the crossbar bolts/nuts and crossbar.

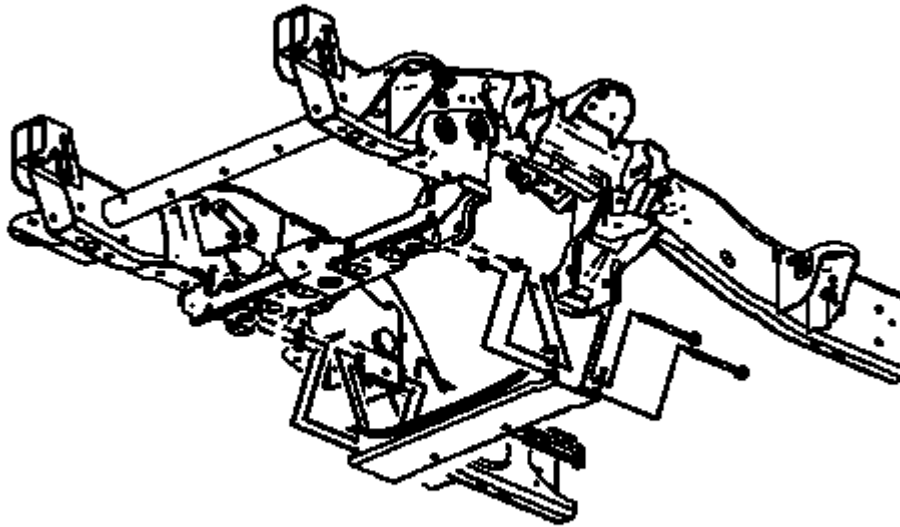


Fig. 347: View Of Vehicle Crossbar, Bolts & Nuts
Courtesy of GENERAL MOTORS CORP.

16. For 2500 series vehicles, remove the crossbar bolts/nuts and crossbar.

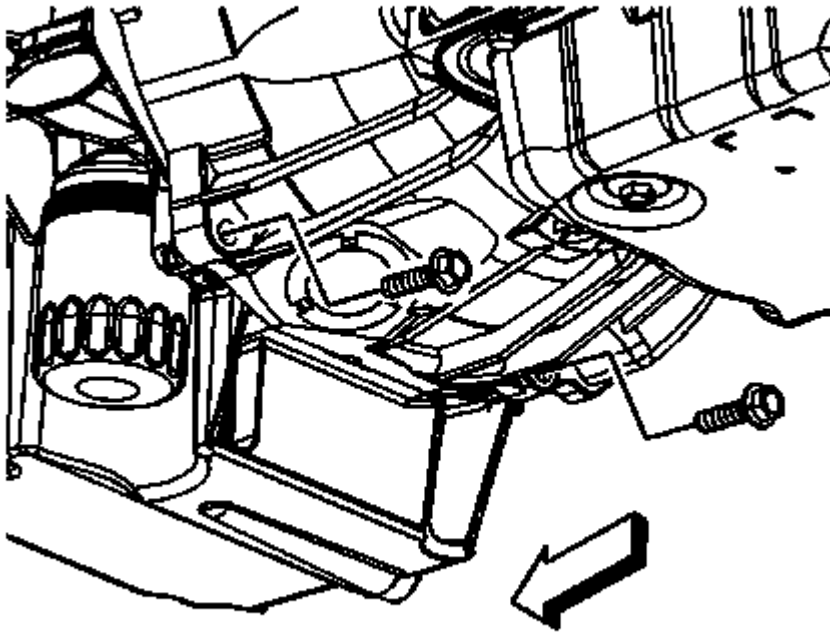


Fig. 348: View Of Lower Transmission Bolts
Courtesy of GENERAL MOTORS CORP.

17. For vehicles with a 4L60-E/4L70-E automatic transmission, remove the 2 lower transmission bolts.

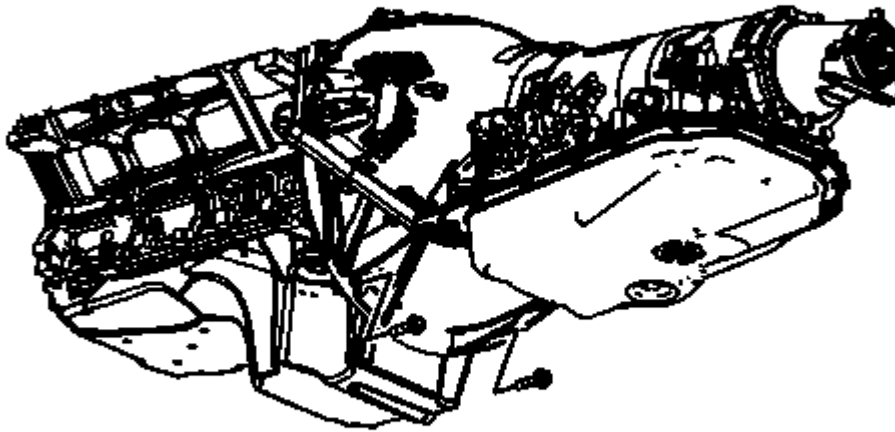


Fig. 349: View Of Lower Transmission Bolts
Courtesy of GENERAL MOTORS CORP.

18. For vehicles with a 4L80-E automatic transmission, remove the 2 lower transmission bolts.

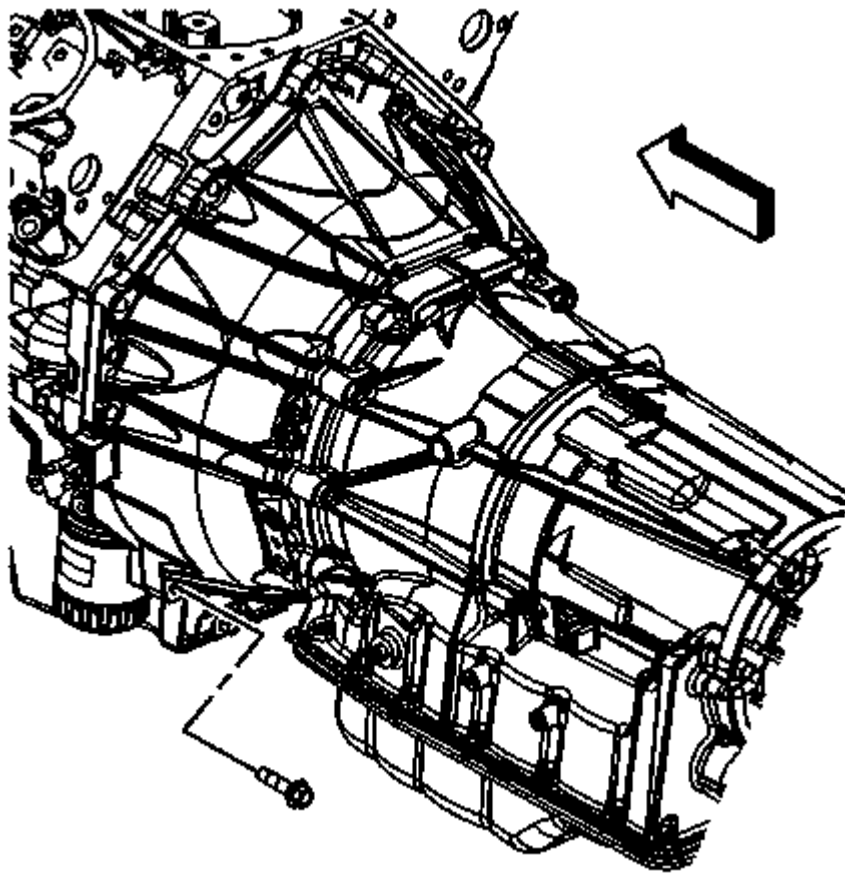


Fig. 350: View Of Lower Transmission Bolt
Courtesy of GENERAL MOTORS CORP.

19. For vehicles with a 6L80-E automatic transmission, remove the lower left transmission bolt.

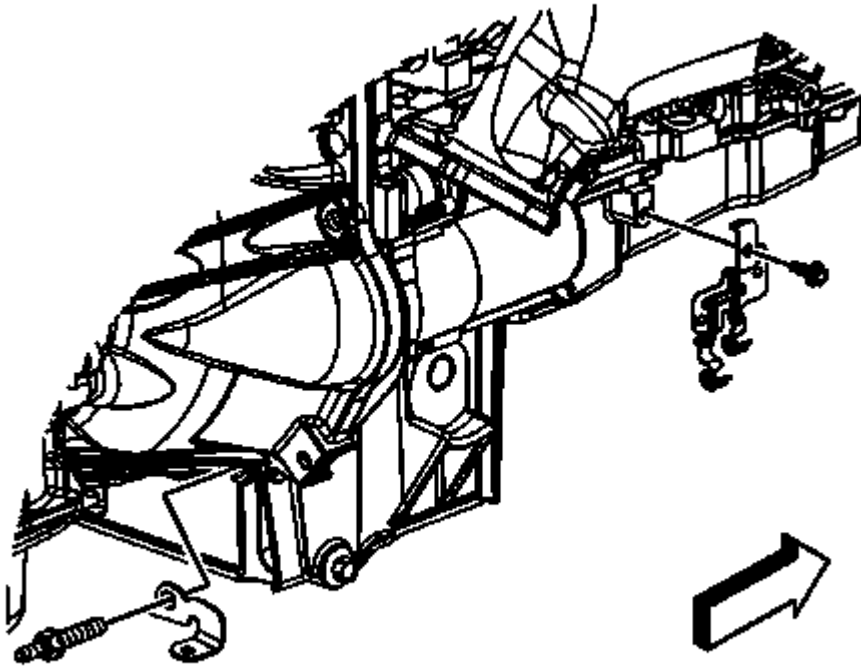


Fig. 351: View Of Lower Transmission Stud
Courtesy of GENERAL MOTORS CORP.

20. For vehicles with a 6L80-E automatic transmission, remove the lower right transmission stud.

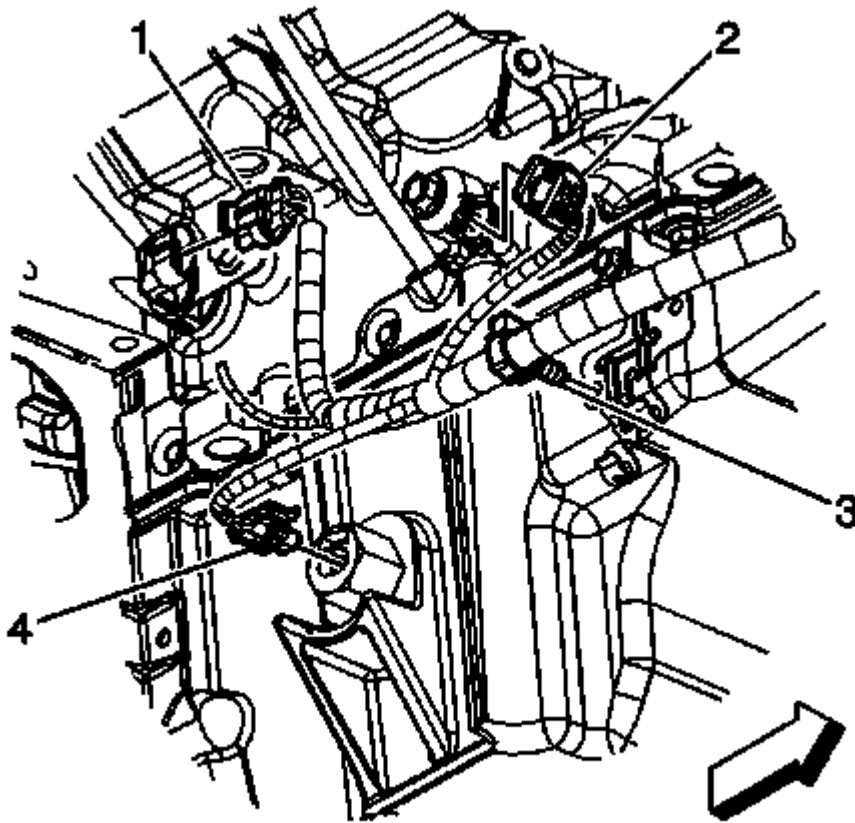


Fig. 352: View Of Engine Wiring Harness Electrical Connector & Components
Courtesy of GENERAL MOTORS CORP.

21. Disconnect the engine harness electrical connector (4) from the oil level sensor.
22. Remove the engine harness clip (3) from the transmission oil cooler line bracket.

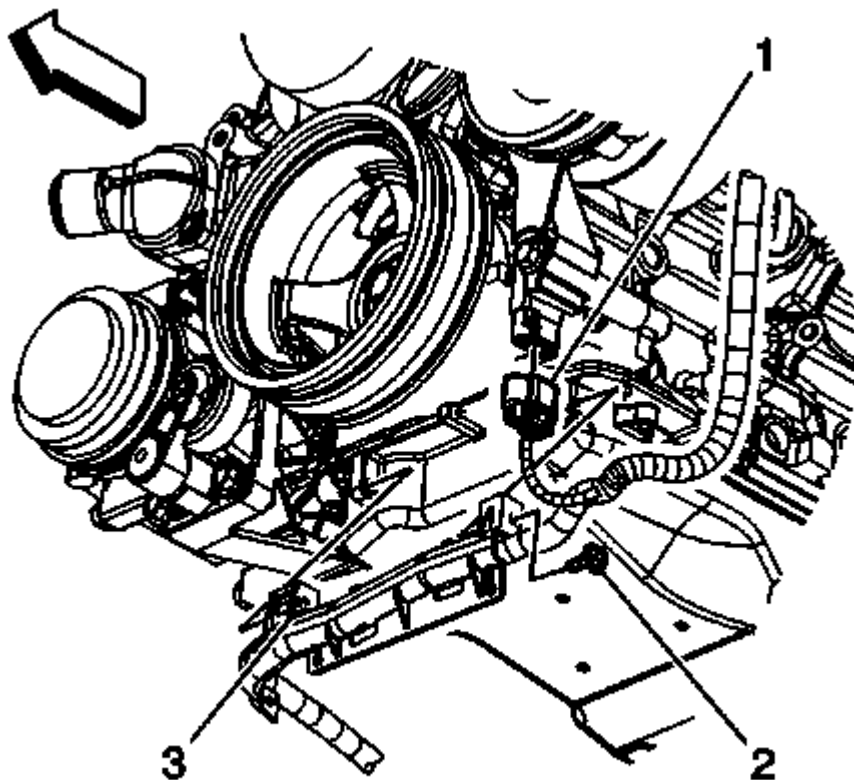


Fig. 353: View Of Electrical Connector, Cable Channel Bolt & Pin
 Courtesy of GENERAL MOTORS CORP.

23. Remove the battery cable channel bolt (2).
24. Slide the channel pin (3) out of the oil pan tab.

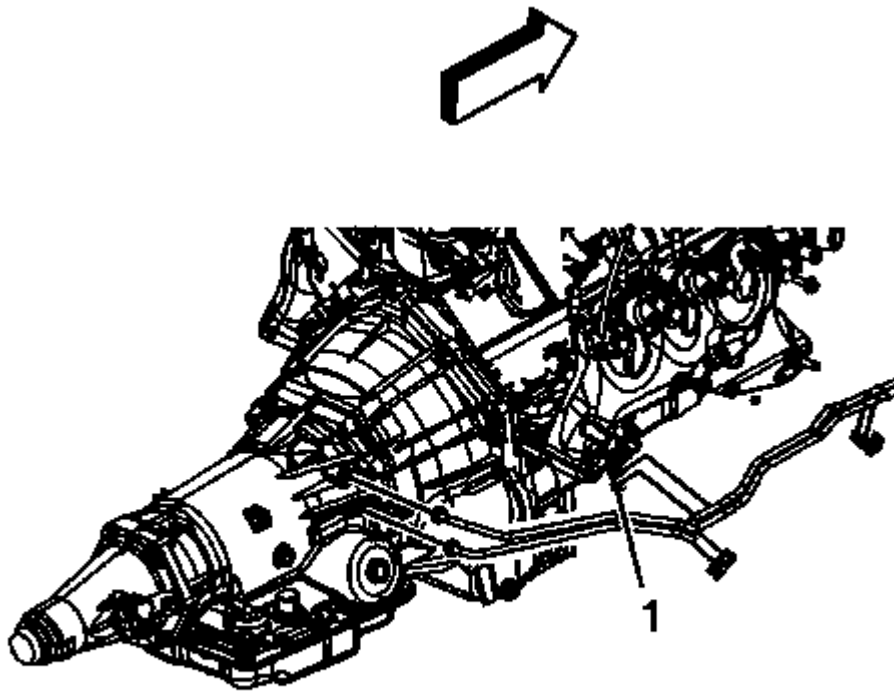


Fig. 354: View Of Oil Cooler Line Clip
Courtesy of GENERAL MOTORS CORP.

25. For vehicles with a 4L60-E/4L70-E automatic transmission, remove the oil cooler lines from the clip (1), if equipped.

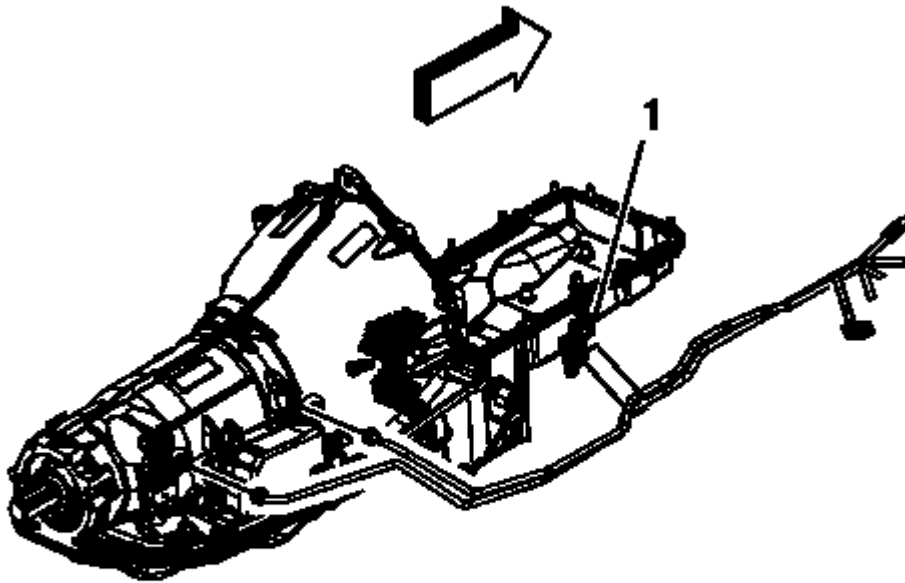


Fig. 355: View Of Oil Cooler Line Clip
Courtesy of GENERAL MOTORS CORP.

26. For vehicles with a 4L80-E automatic transmission, remove the oil cooler lines from the clip (1), if equipped.

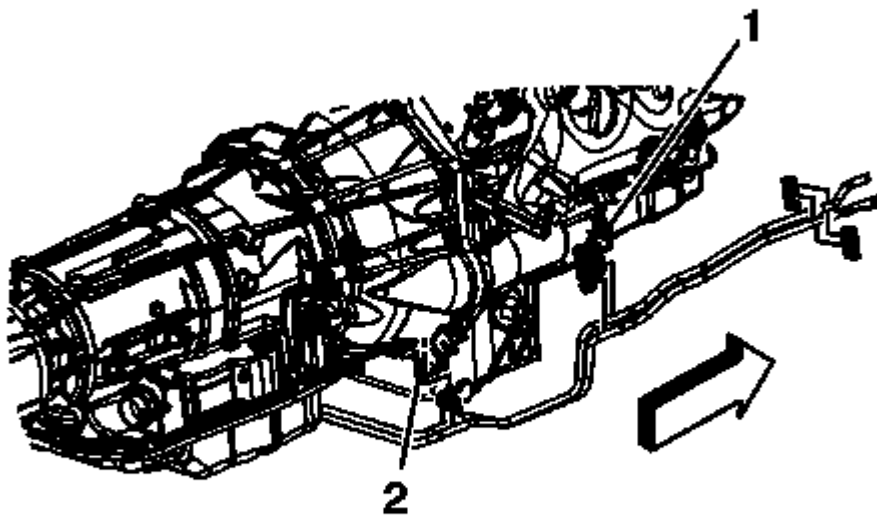


Fig. 356: View Of Oil Cooler Line Clip
Courtesy of GENERAL MOTORS CORP.

27. For vehicles with a 6L80-E automatic transmission, remove the oil cooler lines from the clip (1).

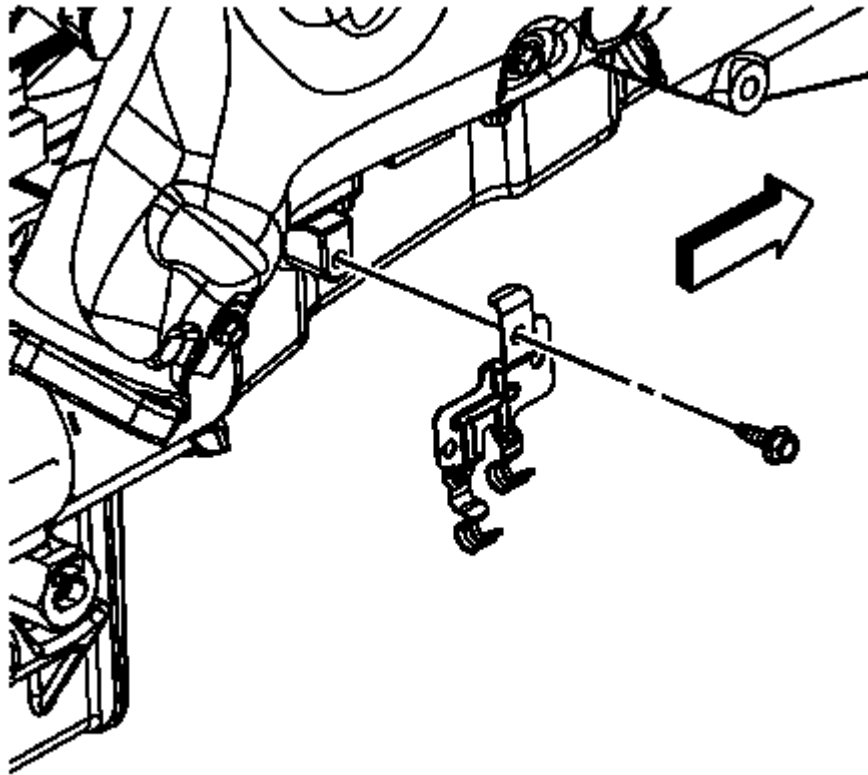


Fig. 357: View Of Oil Cooler Line Clip & Bolt
Courtesy of GENERAL MOTORS CORP.

28. Remove the transmission oil cooler line clip bolt and clip from the oil pan.

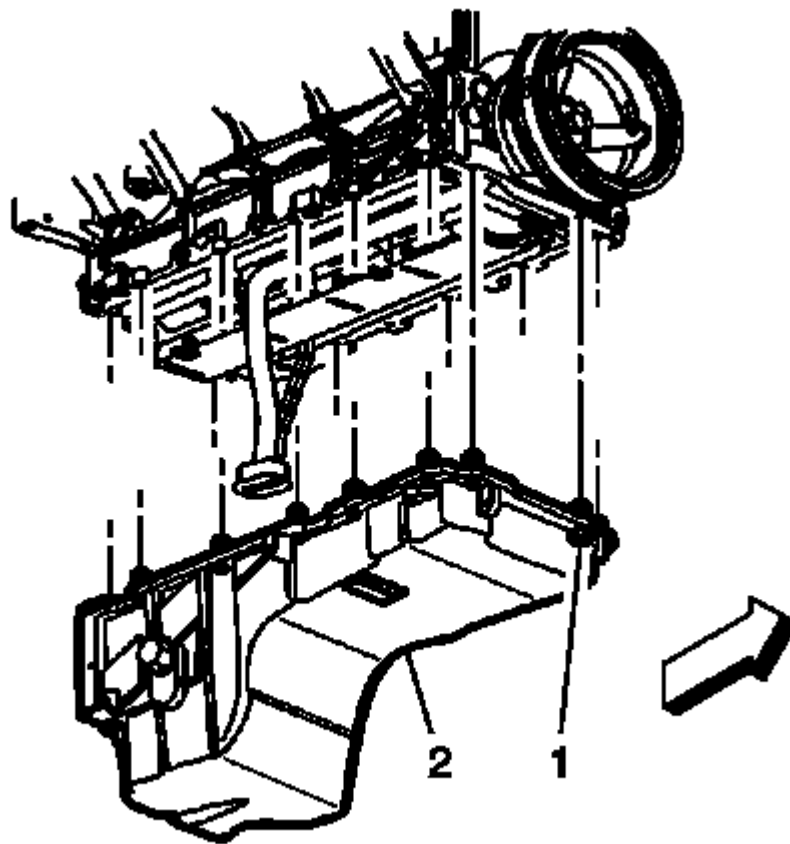


Fig. 358: View Of Oil Pan & Bolts
Courtesy of GENERAL MOTORS CORP.

29. Remove the oil pan bolts.
30. Remove the oil pan.

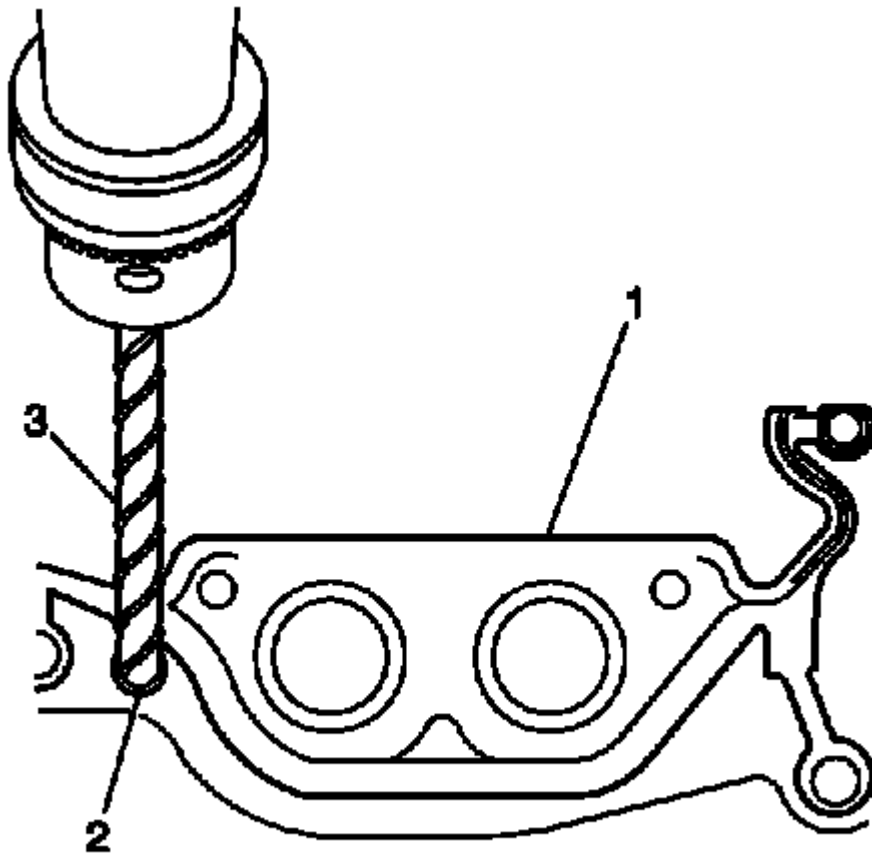


Fig. 359: Drilling Oil Pan Gasket Retaining Rivets
Courtesy of GENERAL MOTORS CORP.

31. If reusing the oil pan perform the following steps, otherwise proceed to step 3 of the installation procedure.

NOTE: **DO NOT** allow foreign material to enter the oil passages of the oil pan, cap or cover the openings as required.

32. Drill out the oil pan gasket rivets (2), if necessary.
33. Remove the oil pan gasket (1) from the pan.
34. Discard the oil pan gasket.
35. Discard the rivets, if necessary.

INSTALLATION PROCEDURE

NOTE:

- The alignment of the structural oil pan is critical. The rear bolt hole locations of the oil pan provide mounting points for the transmission bellhousing. To ensure the rigidity of the powertrain and correct

transmission alignment, it is important that the rear of the block and the rear of the oil pan must **NEVER** protrude beyond the engine block and transmission bellhousing plane.

- Do not reuse the oil pan gasket.
- It is not necessary to rivet the **NEW** gasket to the oil pan.

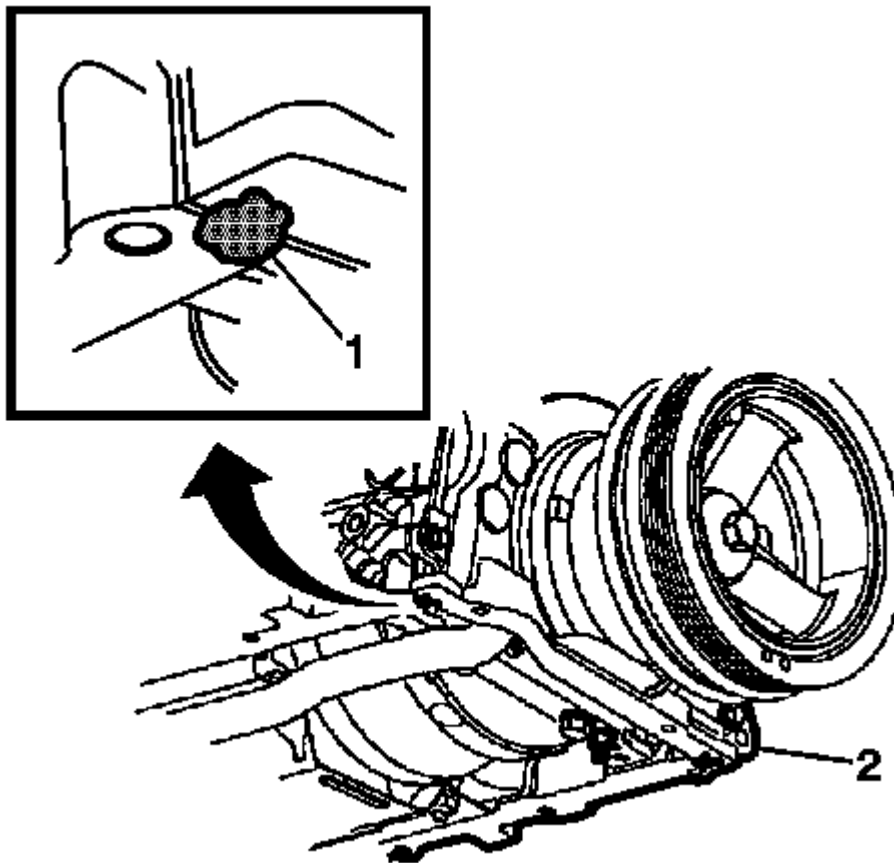


Fig. 360: View Of Sealant Applied To Front Oil Pan-To-Engine Block Junction
Courtesy of GENERAL MOTORS CORP.

1. If reusing the oil pan perform the following step, otherwise proceed to step 3.

NOTE: Be sure to align the oil gallery passages in the oil pan and engine block properly with the oil pan gasket.

2. Place a NEW oil pan gasket onto the oil pan.
3. Apply a 5 mm (0.20 in) bead of sealant, 20 mm (0.80 in) long to the engine block. Apply the sealant directly onto the tabs of the front cover gasket that protrudes into the oil pan surface. Refer to Adhesives, Fluids, Lubricants, and Sealers .

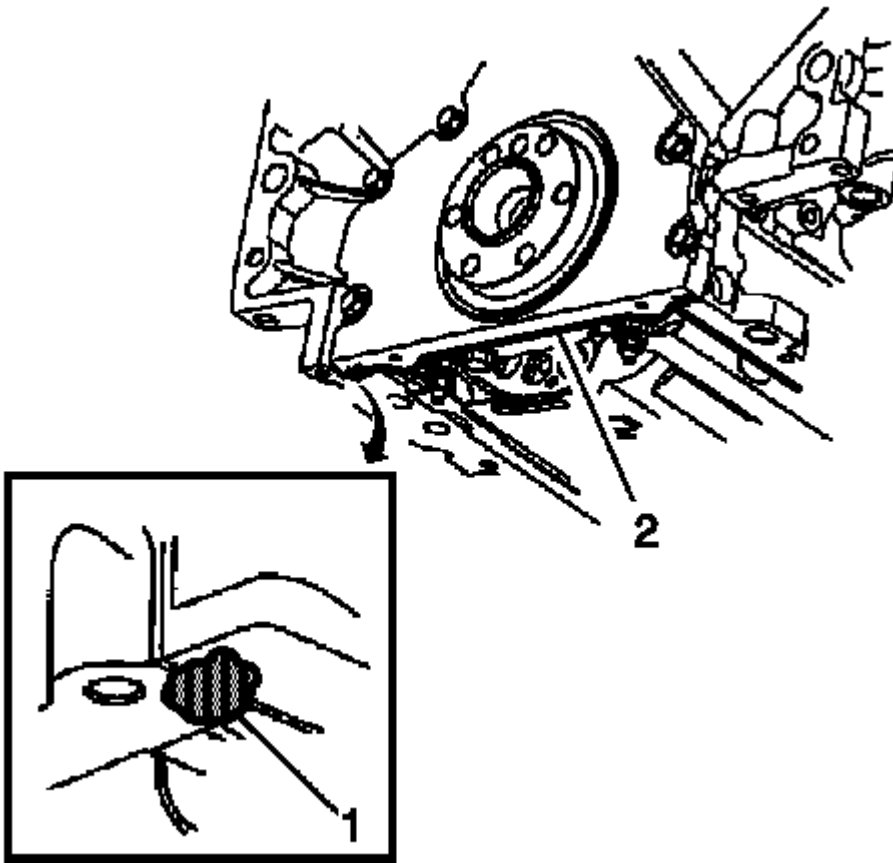


Fig. 361: View Of Sealant Applied To Rear Oil Pan-To-Engine Block Junction
Courtesy of GENERAL MOTORS CORP.

4. Apply a 5 mm (0.20 in) bead of sealant, 20 mm (0.8 in) long to the engine block. Apply the sealant directly onto the tabs of the rear cover gasket that protrudes into the oil pan surface. Refer to **Adhesives, Fluids, Lubricants, and Sealers** .

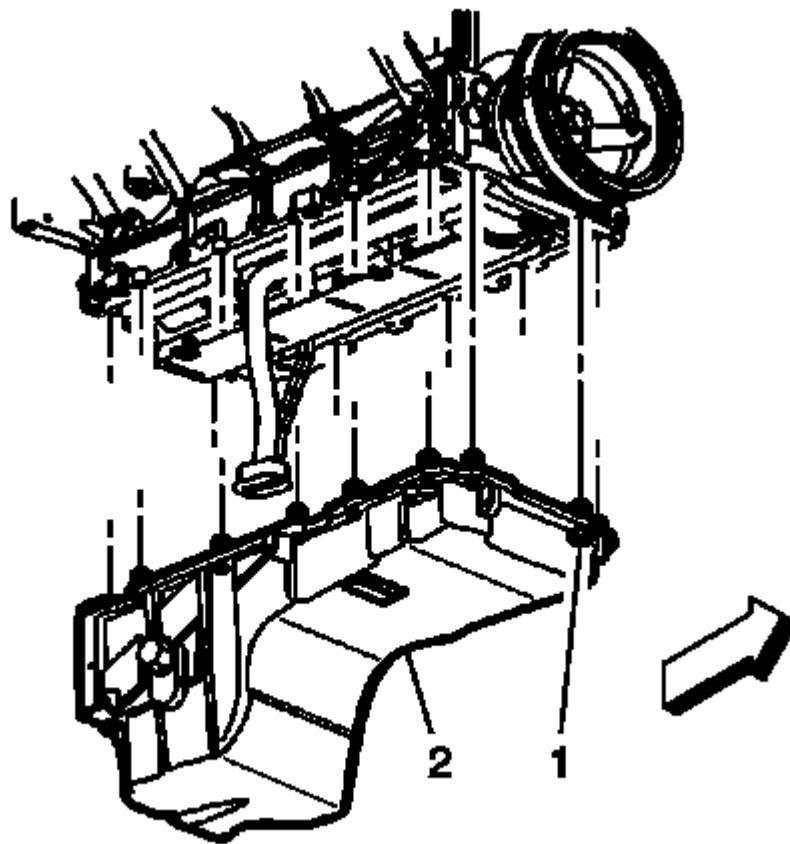


Fig. 362: View Of Oil Pan & Bolts
Courtesy of GENERAL MOTORS CORP.

5. Install 1 oil pan bolt into a oil pan bolt hole and up through the gasket.
6. Position and install the oil pan and the rest of the oil pan bolts.
7. Tighten the oil pan bolts until snug.

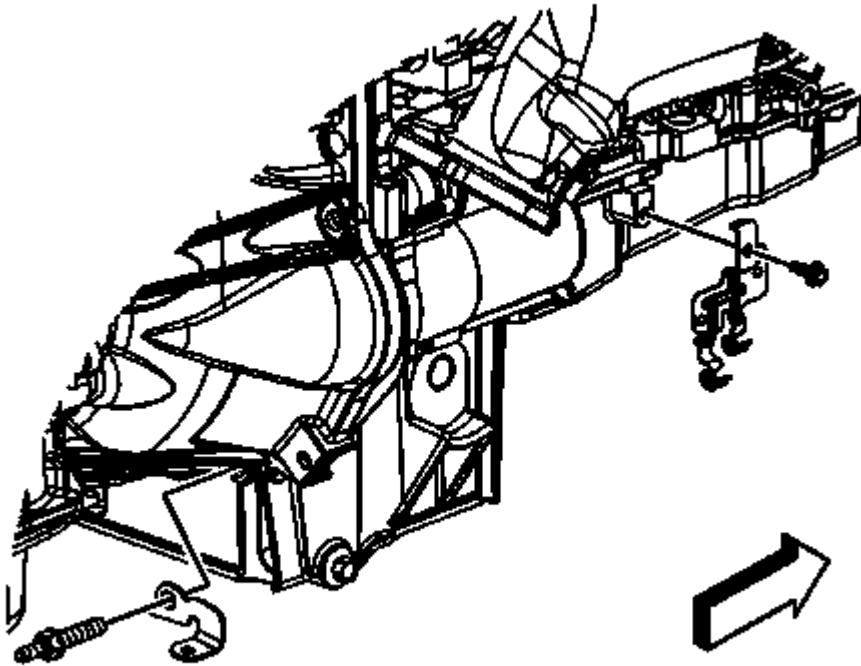


Fig. 363: View Of Lower Transmission Stud
Courtesy of GENERAL MOTORS CORP.

8. For vehicles with a 6L80-E automatic transmission, position the oil cooler bracket and install the lower right transmission stud until snug.

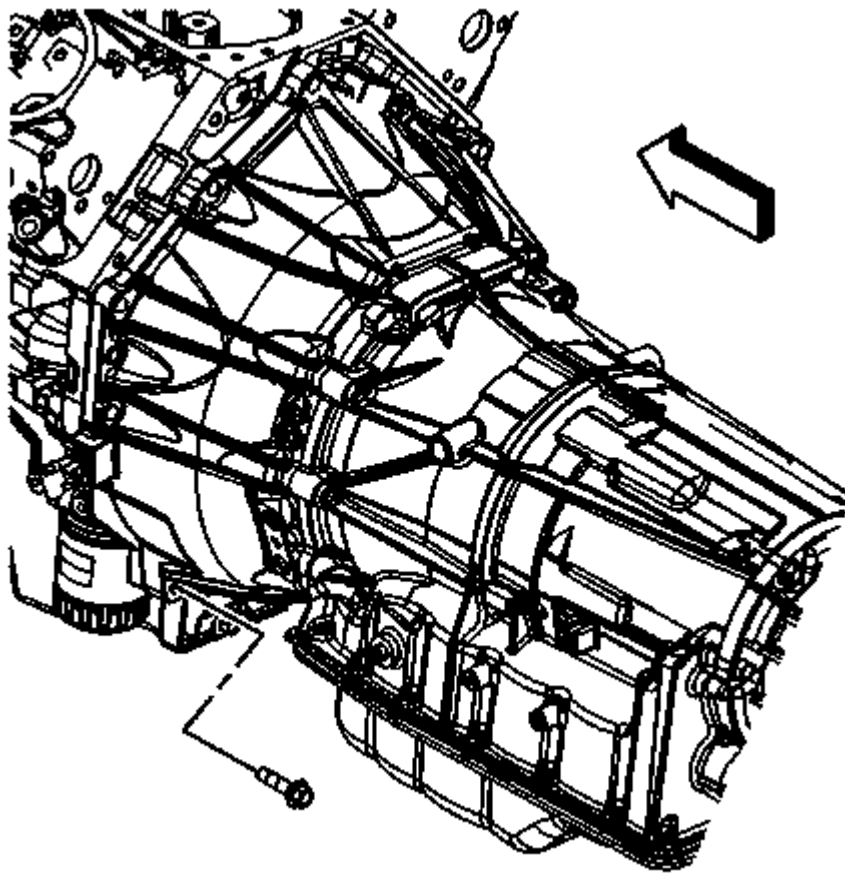


Fig. 364: View Of Lower Transmission Bolt
Courtesy of GENERAL MOTORS CORP.

9. For vehicles with a 6L80-E automatic transmission, install the lower left transmission bolt until snug.

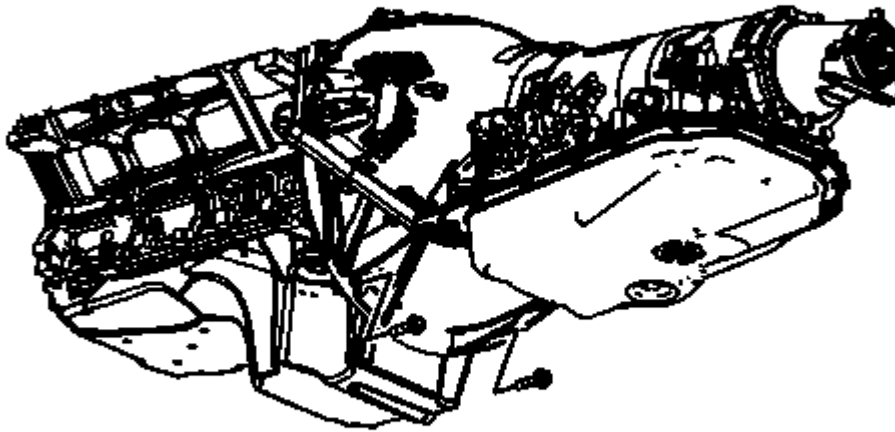


Fig. 365: View Of Lower Transmission Bolts
Courtesy of GENERAL MOTORS CORP.

10. For vehicles with a 4L80-E automatic transmission, install the 2 lower transmission bolts until snug.

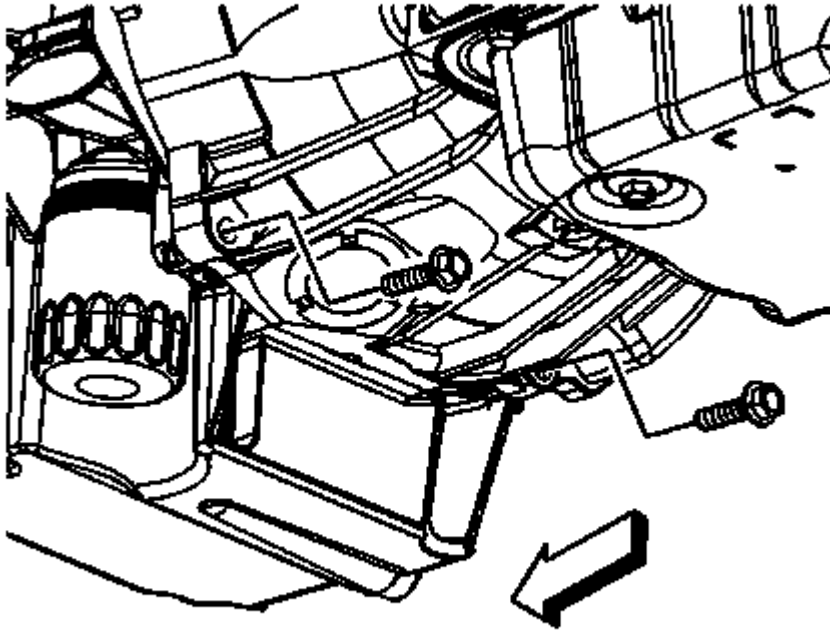


Fig. 366: View Of Lower Transmission Bolts
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

11. For vehicles with a 4L60-E/4L70-E automatic transmission, install the 2 lower transmission bolts until snug.

Tighten:

1. Tighten the oil pan and oil pan-to-oil pan front cover bolts to 25 N.m (18 lb ft).
2. Tighten the oil pan-to-rear cover bolts to 12 N.m (106 lb in).
3. Tighten the transmission bolts/stud to 50 N.m (37 lb ft).

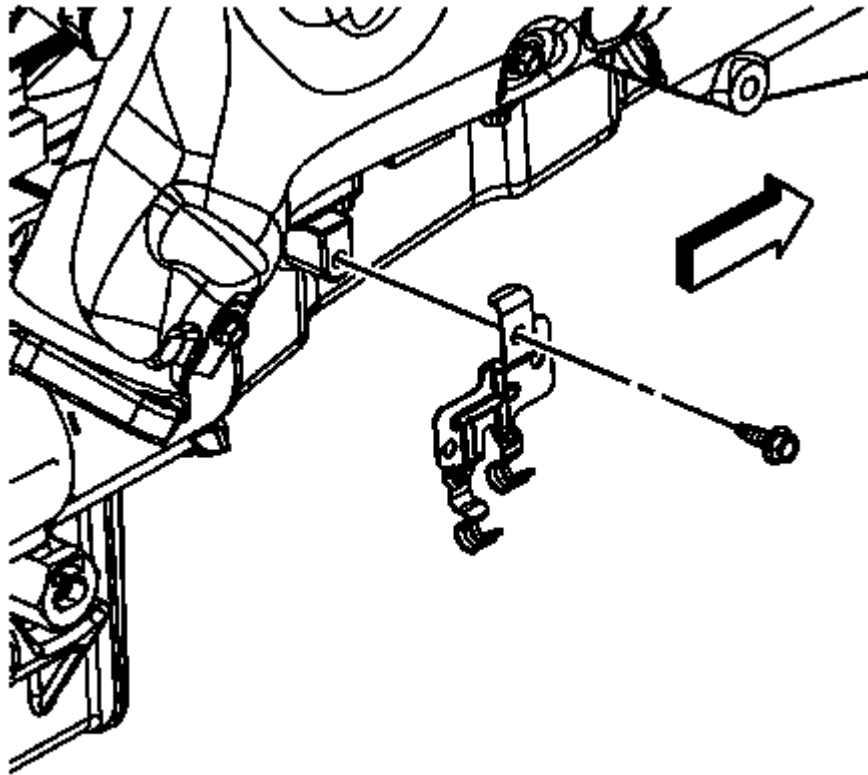


Fig. 367: View Of Oil Cooler Line Clip & Bolt
Courtesy of GENERAL MOTORS CORP.

12. Position the transmission oil cooler line clip and install the bolt to the oil pan.

Tighten: Tighten the bolt to 9 N.m (80 lb in).

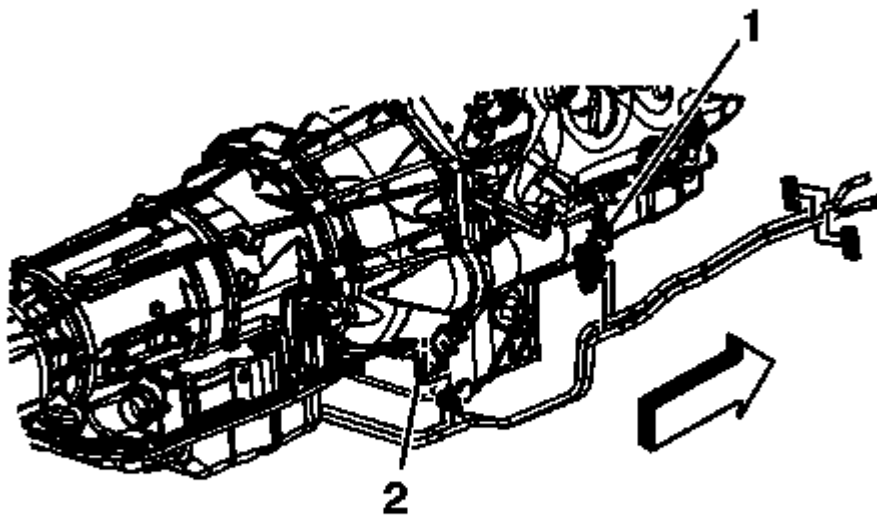


Fig. 368: View Of Oil Cooler Line Clip
Courtesy of GENERAL MOTORS CORP.

13. For vehicles with a 6L80-E automatic transmission, install the oil cooler lines to the clip (1).

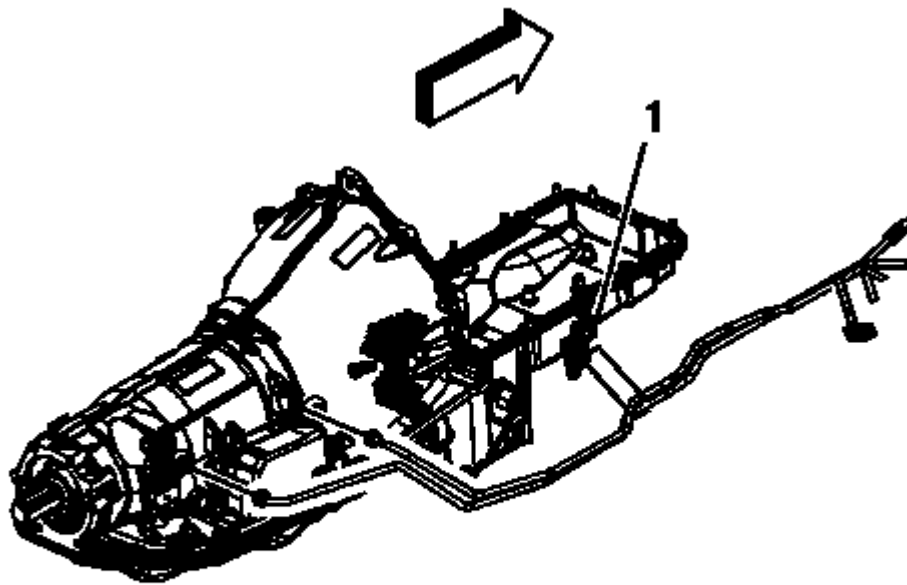


Fig. 369: View Of Oil Cooler Line Clip
Courtesy of GENERAL MOTORS CORP.

14. For vehicles with a 4L80-E automatic transmission, install the oil cooler lines to the clip (1), if equipped.

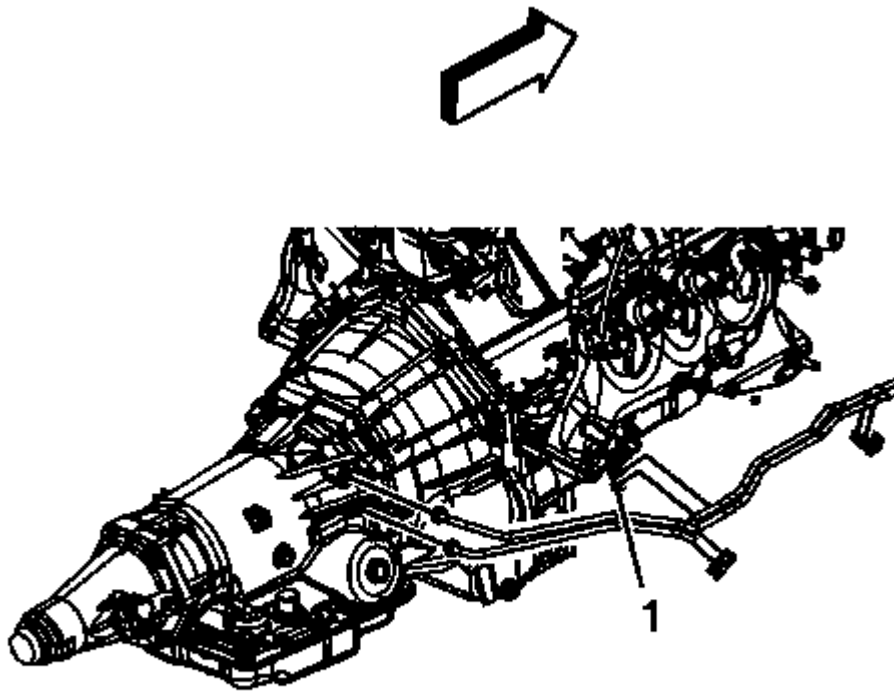


Fig. 370: View Of Oil Cooler Line Clip
Courtesy of GENERAL MOTORS CORP.

15. For vehicles with a 4L60-E/4L70-E automatic transmission, install the oil cooler lines to the clip (1), if equipped.

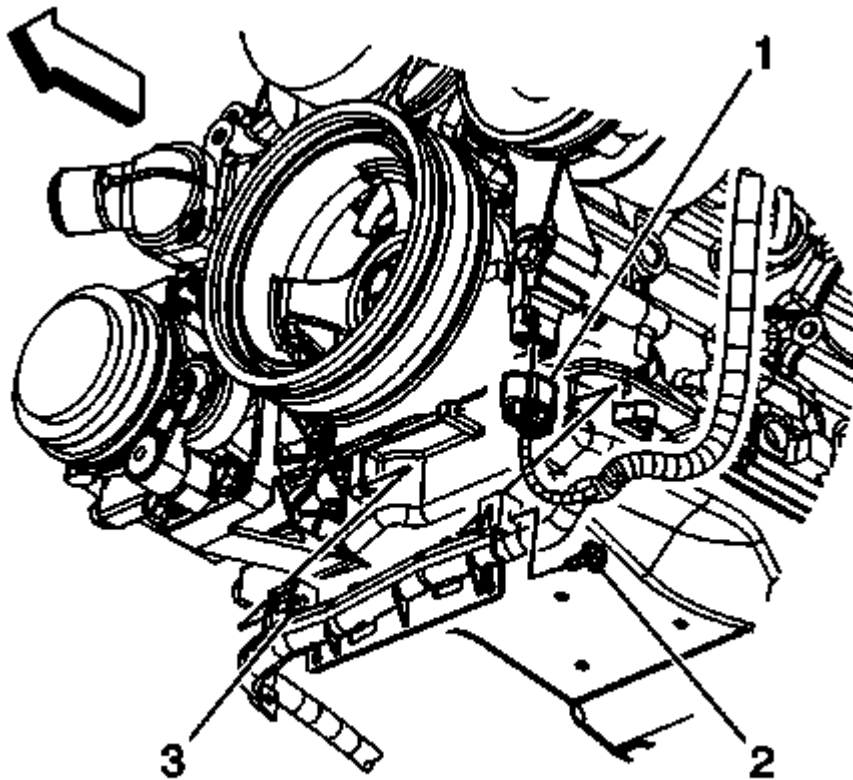


Fig. 371: View Of Electrical Connector, Cable Channel Bolt & Pin
Courtesy of GENERAL MOTORS CORP.

16. Position the channel and slide the channel pin (3) into the oil pan tab.
17. Install the battery cable channel bolt (2).

Tighten: Tighten the bolt to 12 N.m (106 lb in).

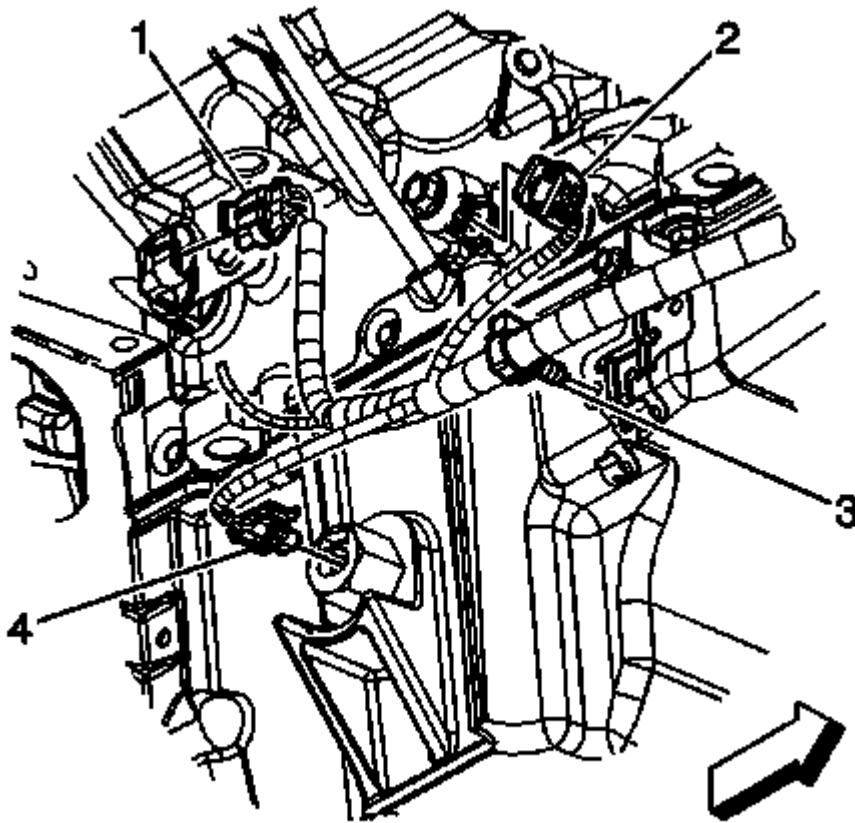


Fig. 372: View Of Engine Wiring Harness Electrical Connector & Components
Courtesy of GENERAL MOTORS CORP.

18. Connect the engine harness electrical connector (4) to the oil level sensor.
19. Install the engine harness clip (3) to the transmission oil cooler line bracket.

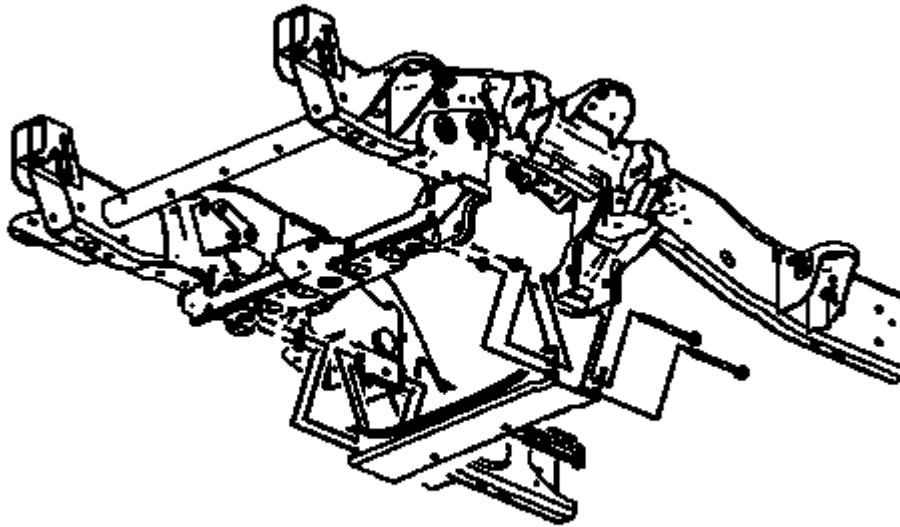


Fig. 373: View Of Vehicle Crossbar, Bolts & Nuts
Courtesy of GENERAL MOTORS CORP.

20. For both the 1500 and 2500 series, perform the following steps prior to installing the crossbar bolts.
 1. Remove all traces of the original adhesive patch.
 2. Clean the threads of the bolts with denatured alcohol or equivalent and allow to dry.
 3. Apply threadlock GM P/N 12345493 (Canadian P/N 10953488) or equivalent to the bolt threads.
21. For 2500 series vehicles, install the crossbar and crossbar bolts/nuts.

Tighten: Tighten the nuts to 120 N.m (89 lb ft).

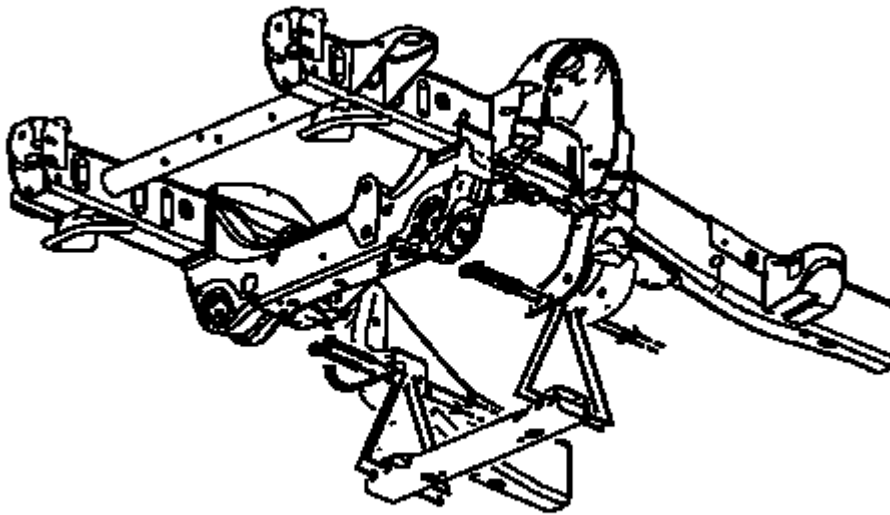


Fig. 374: View Of Vehicle Crossbar, Bolts & Nuts
Courtesy of GENERAL MOTORS CORP.

22. For 1500 series vehicles, install the crossbar and crossbar bolts/nuts.

Tighten: Tighten the nuts to 100 N.m (74 lb ft).

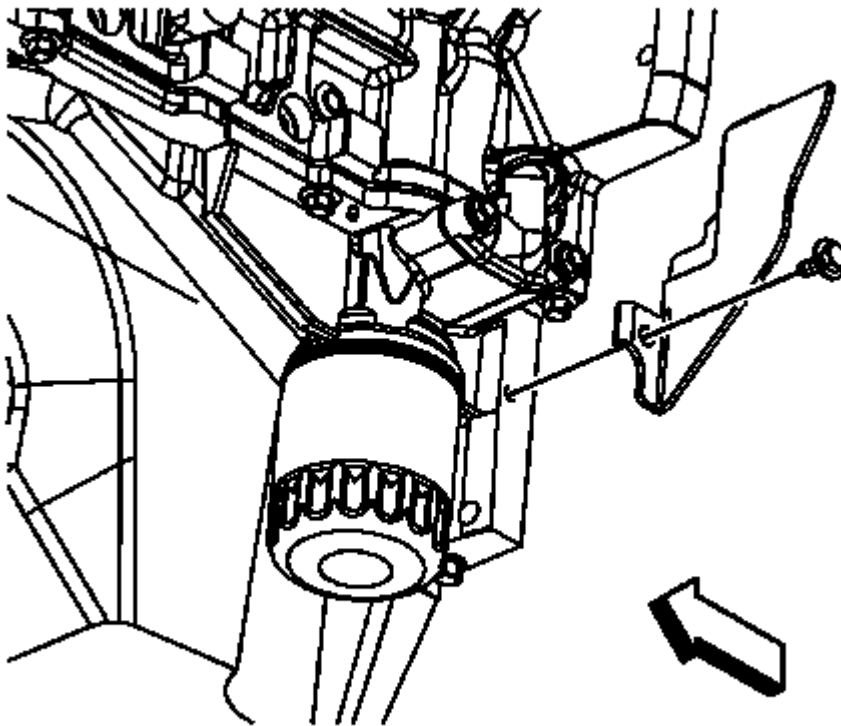


Fig. 375: View Of Left Side Transmission Cover Bolt
 Courtesy of GENERAL MOTORS CORP.

23. Position the left side transmission cover and install the cover bolt.

Tighten: Tighten the bolt to 12 N.m (106 lb in).

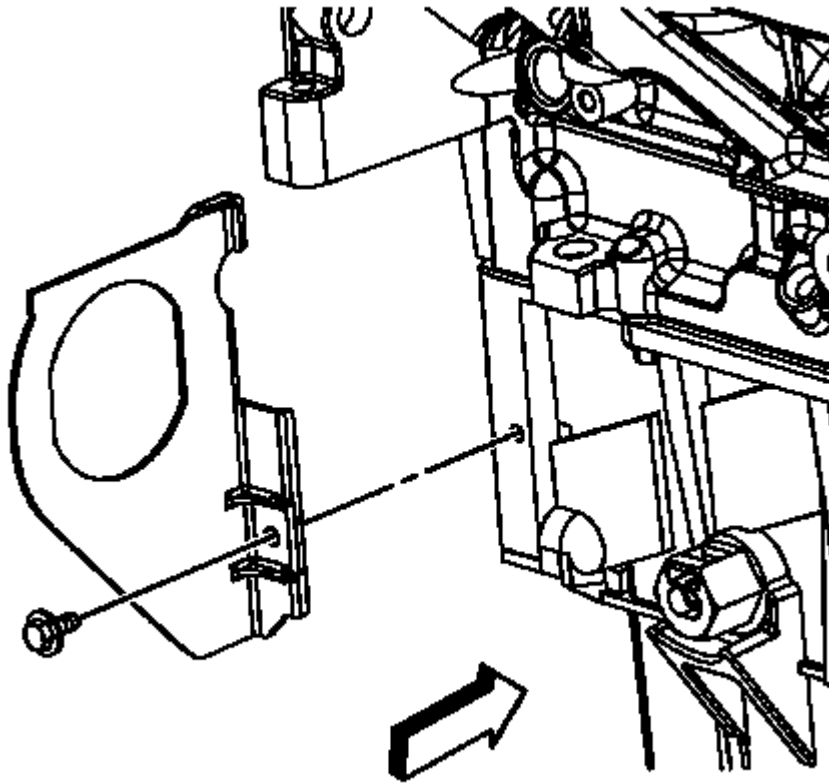


Fig. 376: View Of Right Side Transmission Cover Bolt
 Courtesy of GENERAL MOTORS CORP.

24. Install the right side transmission cover bolt.

Tighten: Tighten the bolt to 12 N.m (106 lb in).

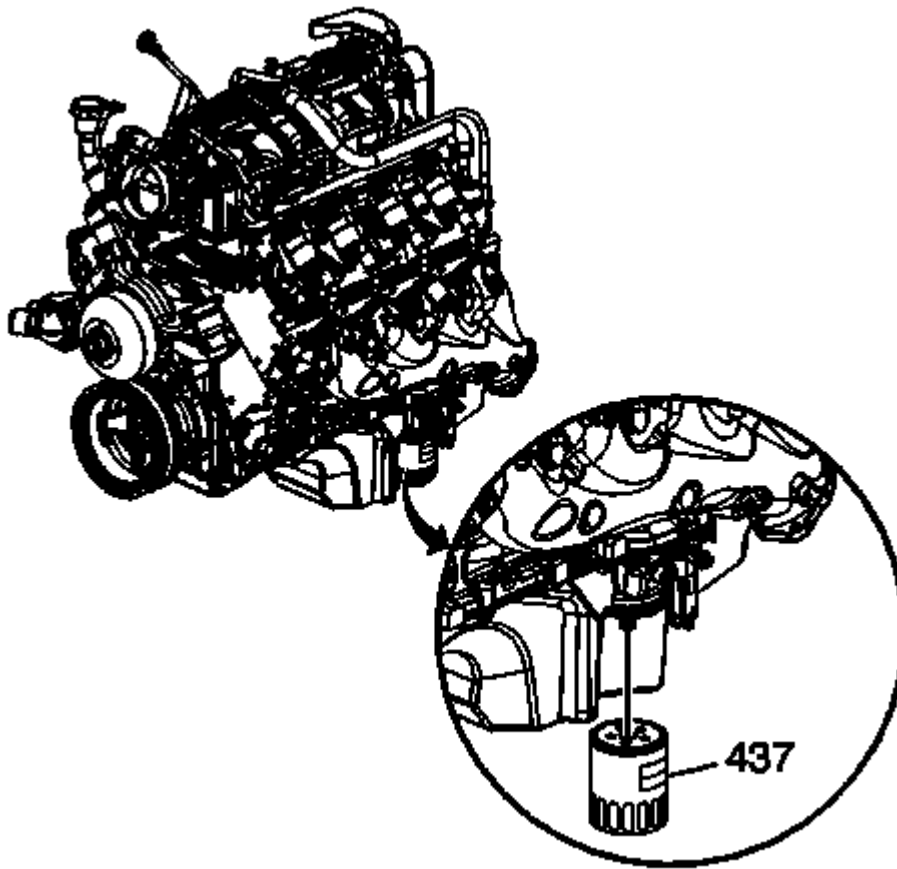


Fig. 377: View Of Engine Oil Filter
Courtesy of GENERAL MOTORS CORP.

25. If reusing the old oil pan remove the old oil filter and install a NEW oil filter.
26. Lubricate the NEW oil filter seal with clean engine oil.
27. Install the NEW oil filter (437).

Tighten: Tighten the oil filter to 30 N.m (22 lb ft).

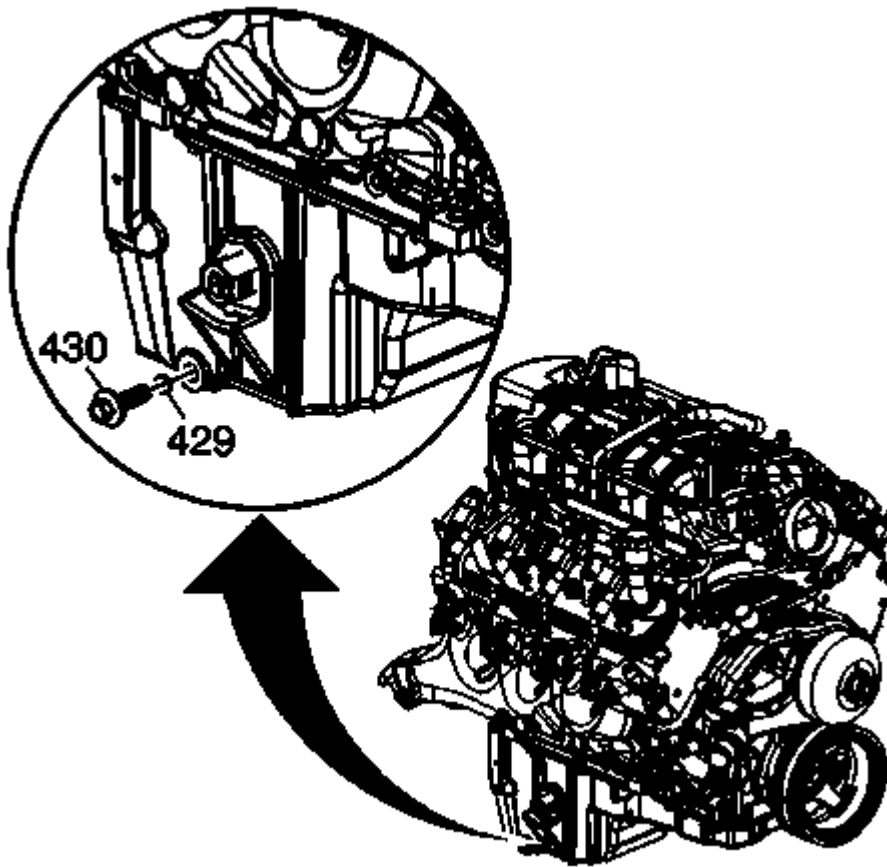


Fig. 378: View Of Oil Pan Drain Plug & Seal
Courtesy of GENERAL MOTORS CORP.

28. Ensure that the oil pan drain plug (430) is tight.

Tighten: Tighten the drain plug to 25 N.m (18 lb ft).

29. Raise the steering rack in place and install the steering rack bolts.

Tighten:

- Tighten the left side steering rack bolts to 200 N.m (148 lb ft).
- Tighten the right side steering rack bolts to 100 N.m (74 lb ft).

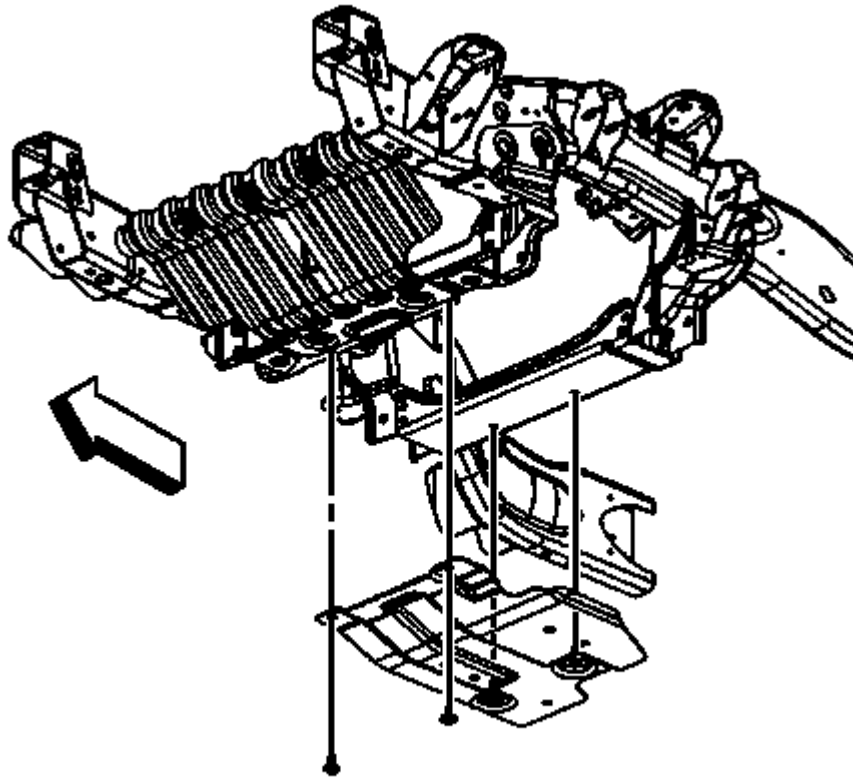


Fig. 379: View Of Oil Pan Skid Plate & Bolts
Courtesy of GENERAL MOTORS CORP.

30. For 2500 series vehicles, position the oil pan skid plate and tighten until snug the 2 rear oil pan skid plate bolts, install the 2 front oil pan skid plate bolts, if equipped.

Tighten: Tighten the bolts to 28 N.m (21 lb ft).

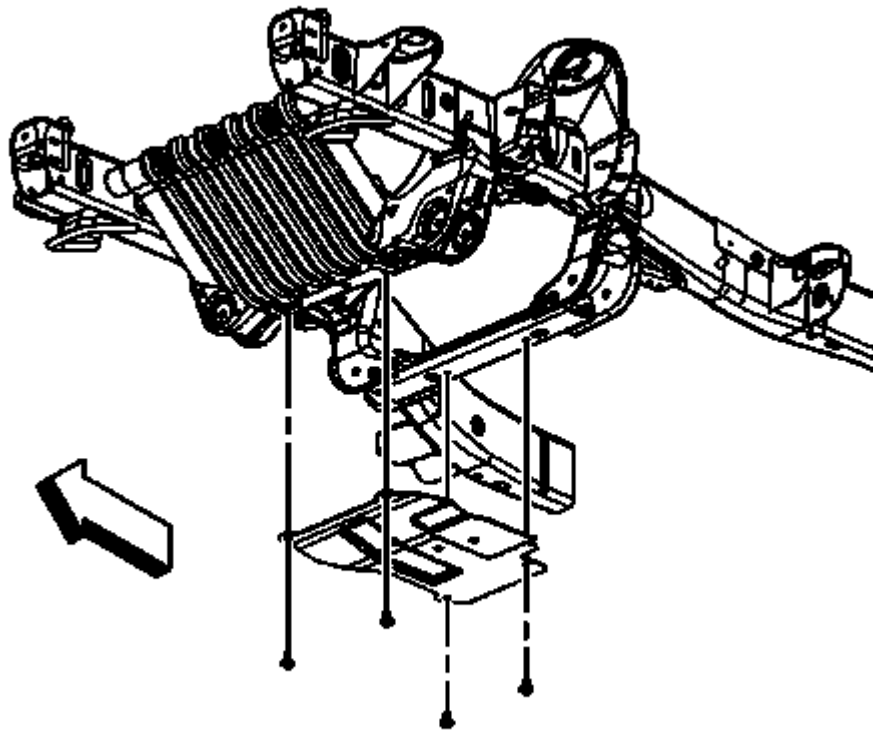


Fig. 380: View Of Oil Pan Skid Plate & Bolts
Courtesy of GENERAL MOTORS CORP.

31. For 1500 series vehicles, position the oil pan skid plate and install the oil pan skid plate bolts, if equipped.

Tighten: Tighten the bolts to 28 N.m (21 lb ft).

32. Lower the vehicle.
33. Fill the engine with NEW engine oil. Refer to Fluid and Lubricant Recommendations (USA and Canada) and Approximate Fluid Capacities.
34. Start the engine and inspect for leaks.

OIL PRESSURE RELIEF VALVE REPLACEMENT

REMOVAL PROCEDURE

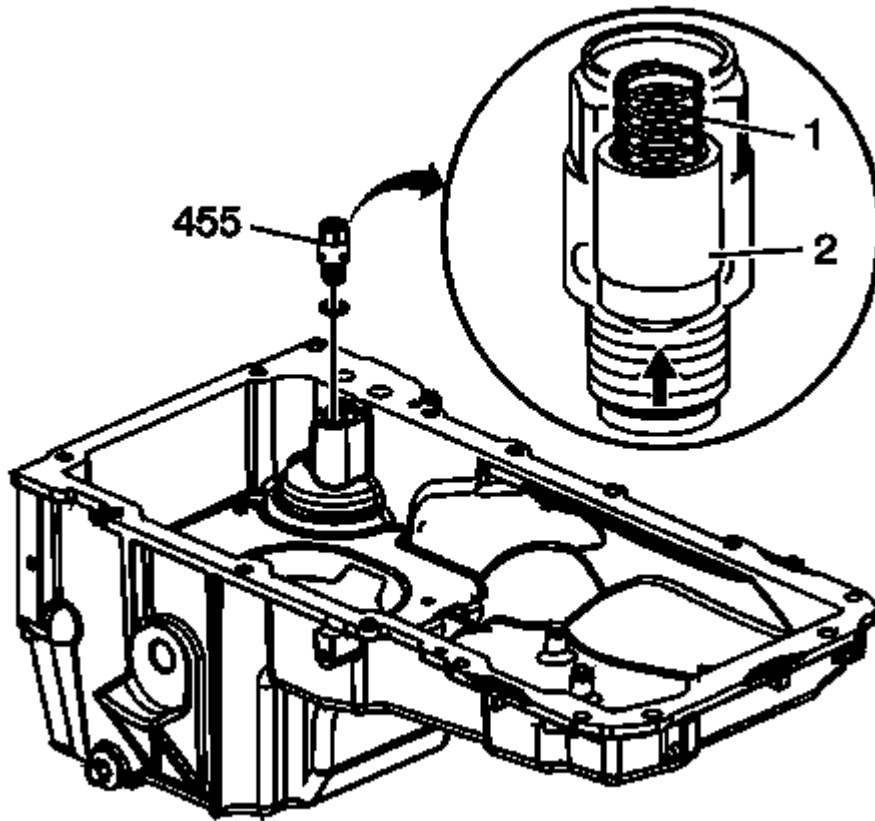


Fig. 381: View Of Oil Pressure Relief Valve Components
Courtesy of GENERAL MOTORS CORP.

1. Remove the oil pan. Refer to **Oil Pan Replacement (4WD)** or **Oil Pan Replacement (2WD)**.
2. Place the oil pan on a clean work surface.
3. Remove the oil pressure relief valve (455) and washer.

INSTALLATION PROCEDURE

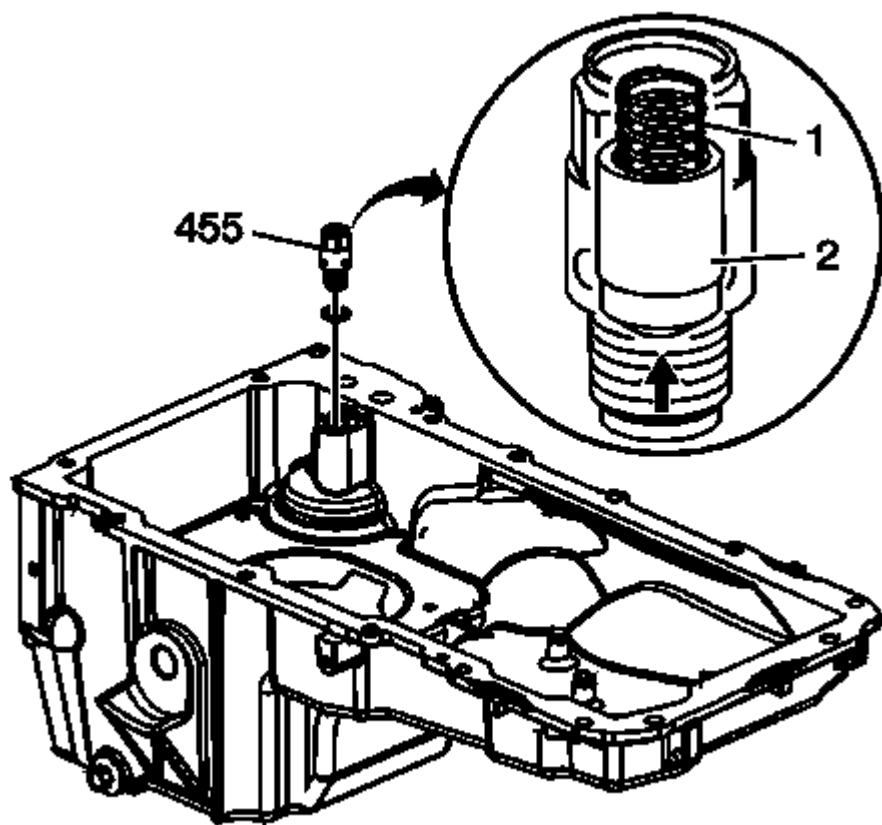


Fig. 382: View Of Oil Pressure Relief Valve Components
Courtesy of GENERAL MOTORS CORP.

1. Inspect the NEW oil pressure relief valve for proper operation. Lightly depress the ball (2). The valve spring (1) should seat the ball to the proper closed position.
2. Install the NEW oil pressure relief valve (455) and washer.
3. Install the oil pan. Refer to [Oil Pan Replacement \(4WD\)](#) or [Oil Pan Replacement \(2WD\)](#).

ENGINE OIL PRESSURE SENSOR AND/OR SWITCH REPLACEMENT

SPECIAL TOOLS

J 41712 Oil Pressure Switch Socket

REMOVAL PROCEDURE

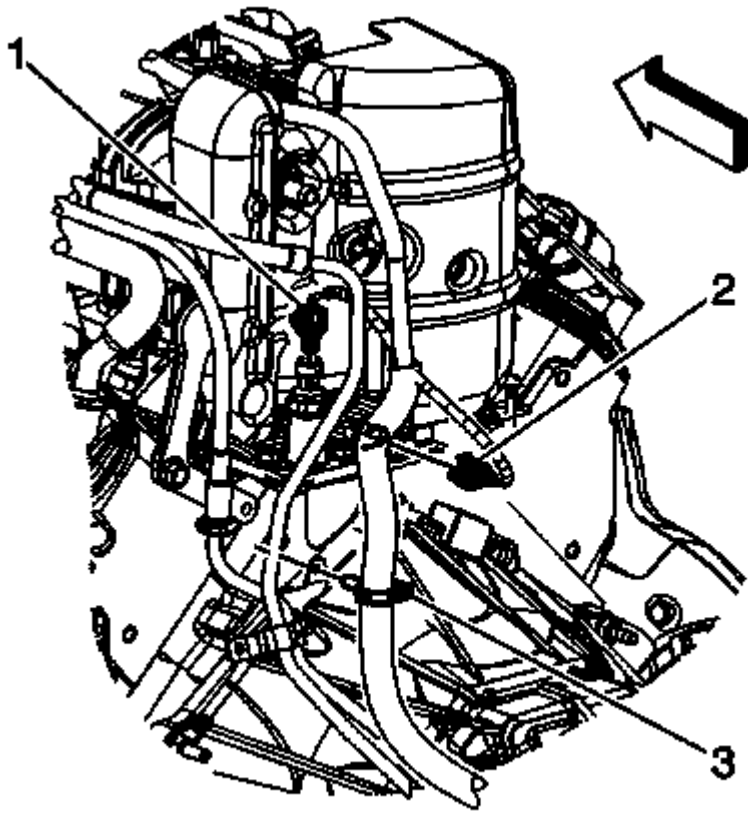


Fig. 383: View Of Engine Harness Electrical Connectors & Inlet Hose Clamp
Courtesy of GENERAL MOTORS CORP.

1. Remove the intake manifold. Refer to **Intake Manifold Replacement (Without AFM)** or **Intake Manifold Replacement (With AFM)**.
2. Disconnect the engine harness electrical connector (1) from the oil pressure sensor.

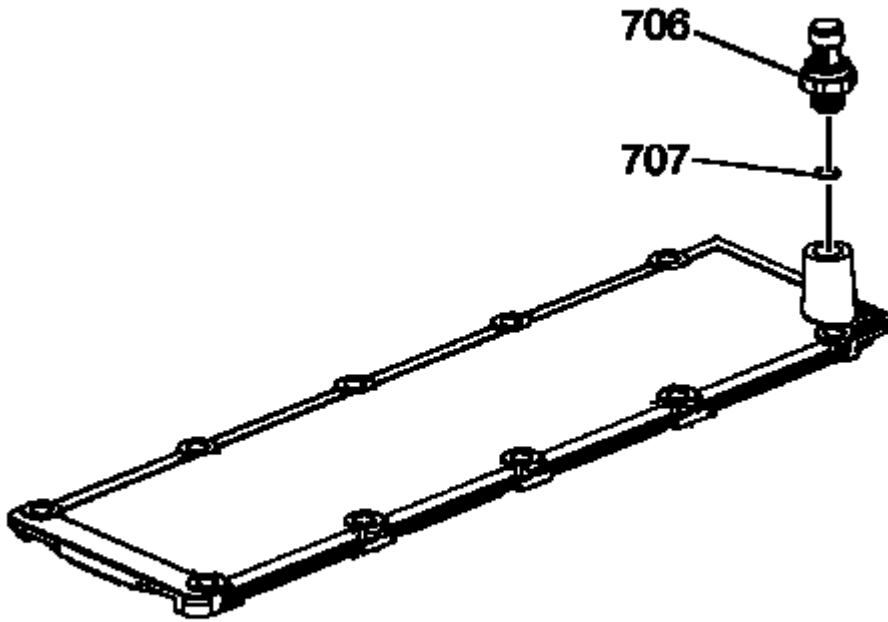


Fig. 384: Removing/Installing Oil Pressure Sensor & Washer
Courtesy of GENERAL MOTORS CORP.

3. If not equipped with active fuel management perform the following step, using **J 41712** or equivalent, remove the oil pressure sensor (706) and washer (707).

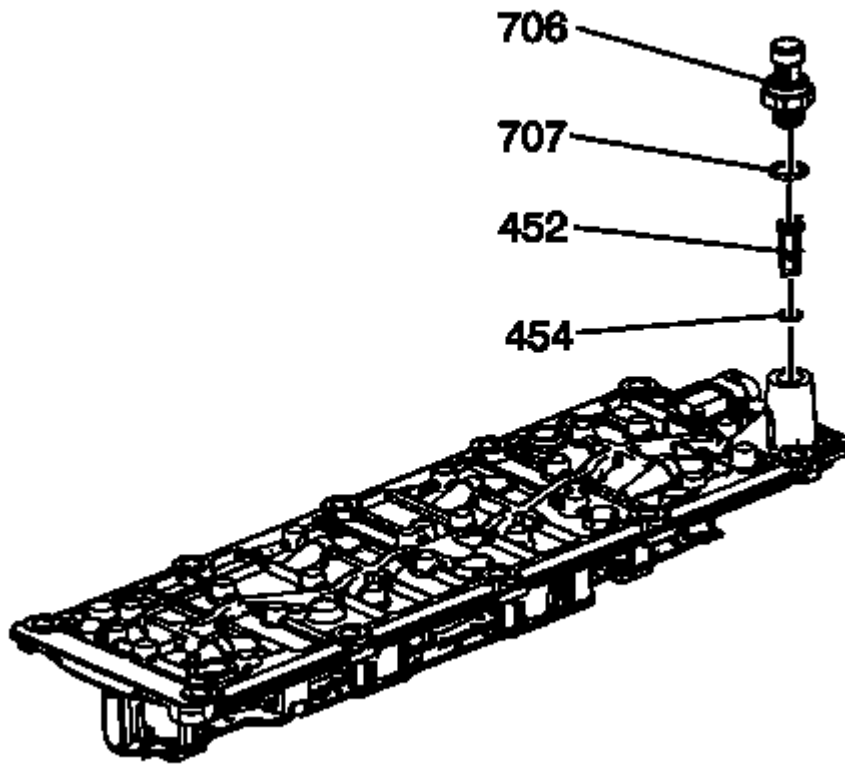


Fig. 385: Oil Pressure Sensor

Courtesy of GENERAL MOTORS CORP.

4. If equipped with active fuel management perform the following step, using **J 41712** or equivalent, remove the oil pressure sensor (706) and washer (707).

INSTALLATION PROCEDURE

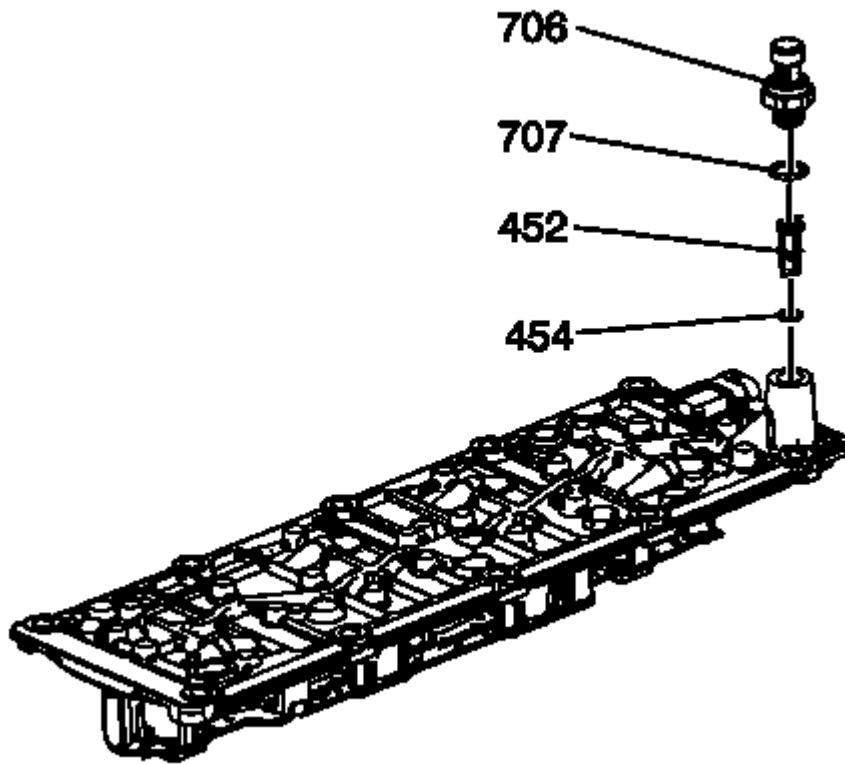


Fig. 386: Oil Pressure Sensor

Courtesy of GENERAL MOTORS CORP.

1. Apply sealant to the threads of the NEW oil pressure sensor. Refer to **Adhesives, Fluids, Lubricants, and Sealers** .

CAUTION: Refer to **Fastener Caution** .

2. If equipped with active fuel management perform the following step, using **J 41712** or equivalent. Install the oil pressure sensor (706) and washer (707).

Tighten the sensor to 35 N.m (26 lb ft).

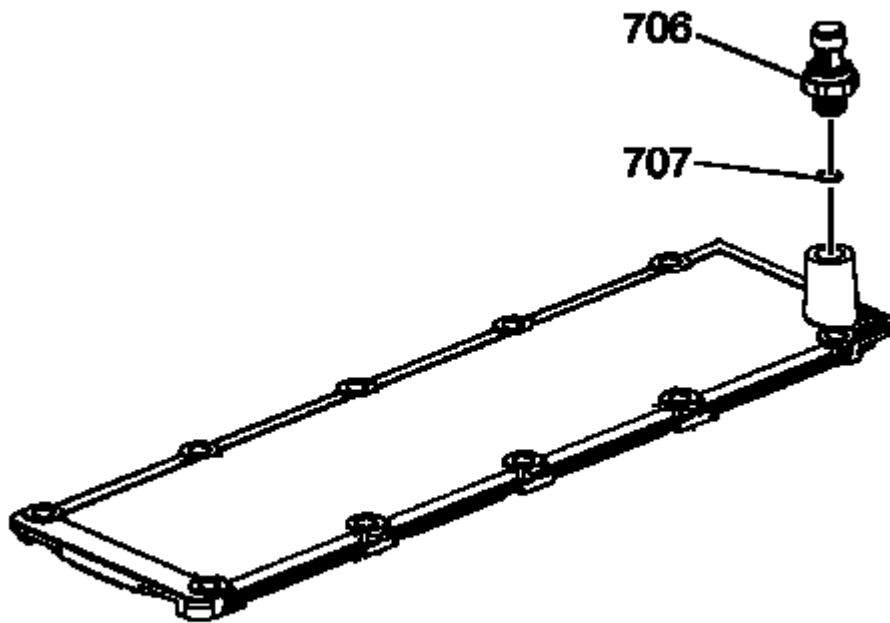


Fig. 387: Removing/Installing Oil Pressure Sensor & Washer
Courtesy of GENERAL MOTORS CORP.

3. If not equipped with active fuel management, perform the following step, using **J 41712** or equivalent. Install the oil pressure sensor (706) and washer (707).

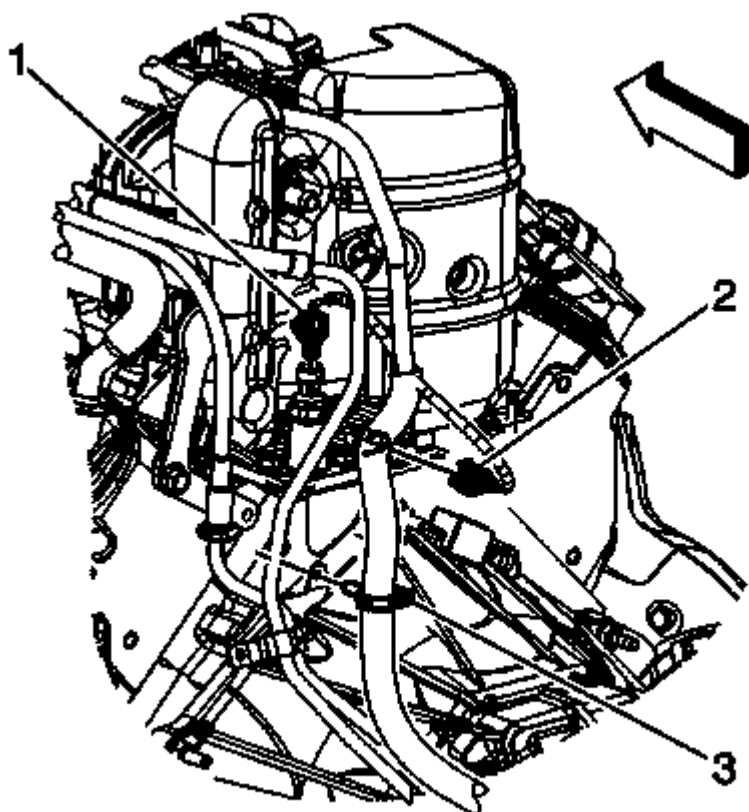


Fig. 388: View Of Engine Harness Electrical Connectors & Inlet Hose Clamp
Courtesy of GENERAL MOTORS CORP.

4. Connect the engine harness electrical connector (1) to the oil pressure sensor. Tighten the sensor to 35 N.m (26 lb ft).
5. Install the intake manifold. Refer to **Intake Manifold Replacement (Without AFM)** or **Intake Manifold Replacement (With AFM)**.

ENGINE OIL LEVEL SENSOR AND/OR SWITCH REPLACEMENT (6.2L AND 7.0L)

REMOVAL PROCEDURE

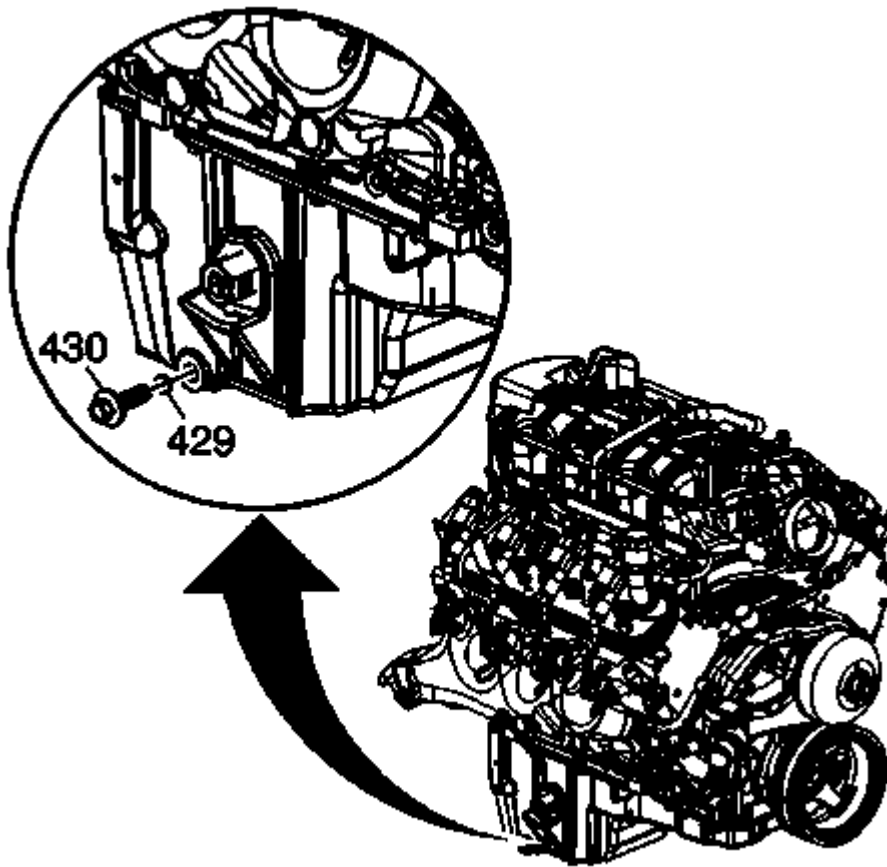


Fig. 389: View Of Oil Pan Drain Plug & Seal
 Courtesy of GENERAL MOTORS CORP.

1. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle** .
2. Place a suitable drain pan under the oil pan drain plug.
3. Remove the oil pan drain plug (430).
4. Allow the oil pan to drain completely.
5. Re-install the oil pan drain plug until snug.
6. Remove the drain pan from under the vehicle.

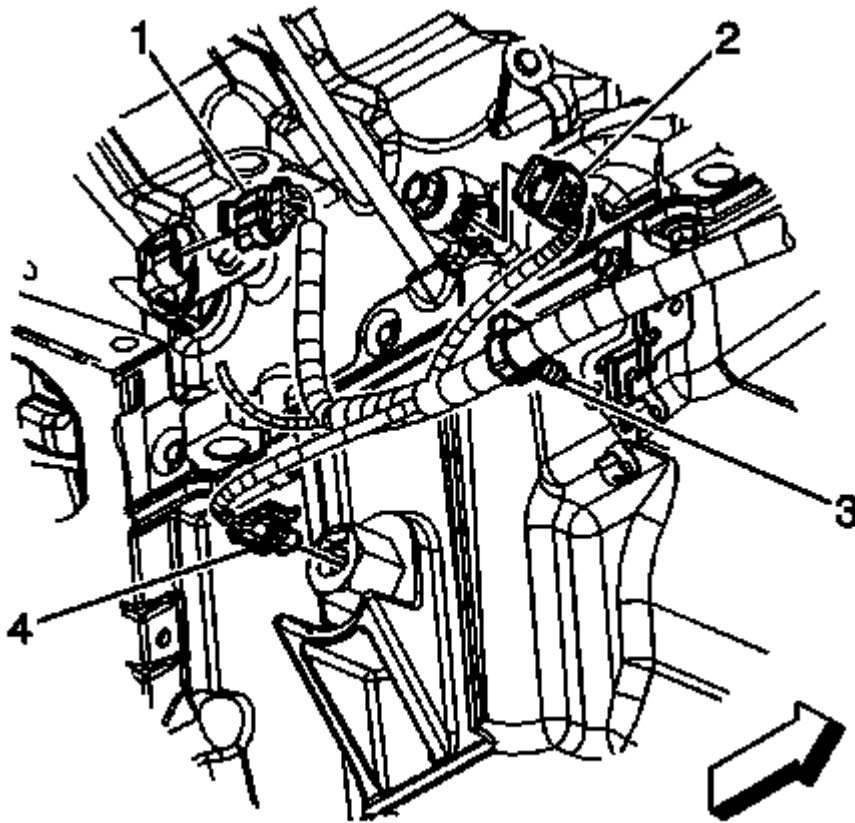


Fig. 390: View Of Engine Wiring Harness Electrical Connector & Components
Courtesy of GENERAL MOTORS CORP.

7. Disconnect the engine harness electrical connector (4) from the oil level sensor.

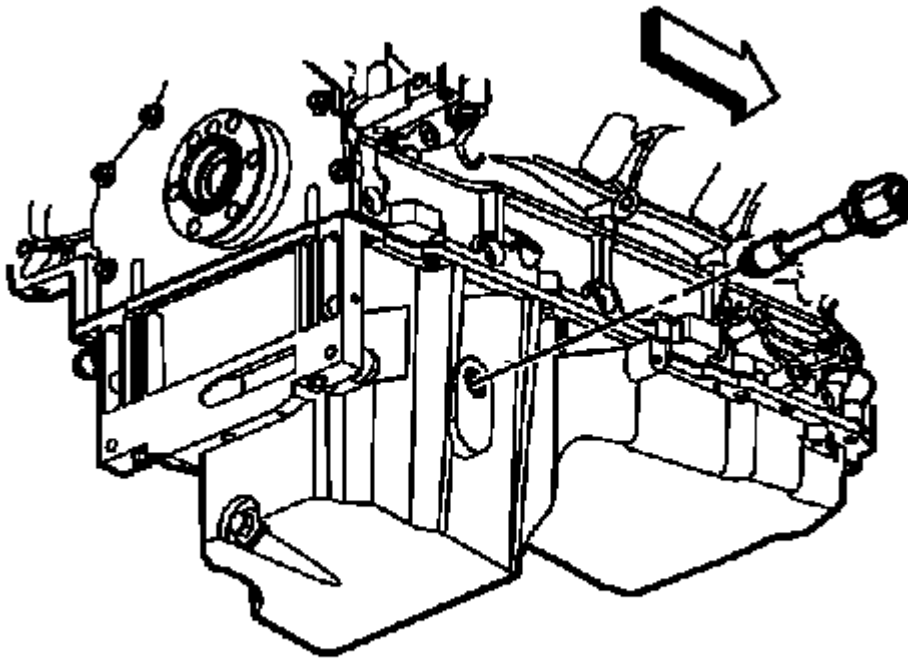


Fig. 391: View Of Oil Level Sensor
Courtesy of GENERAL MOTORS CORP.

8. Remove the oil level sensor from the oil pan.

INSTALLATION PROCEDURE

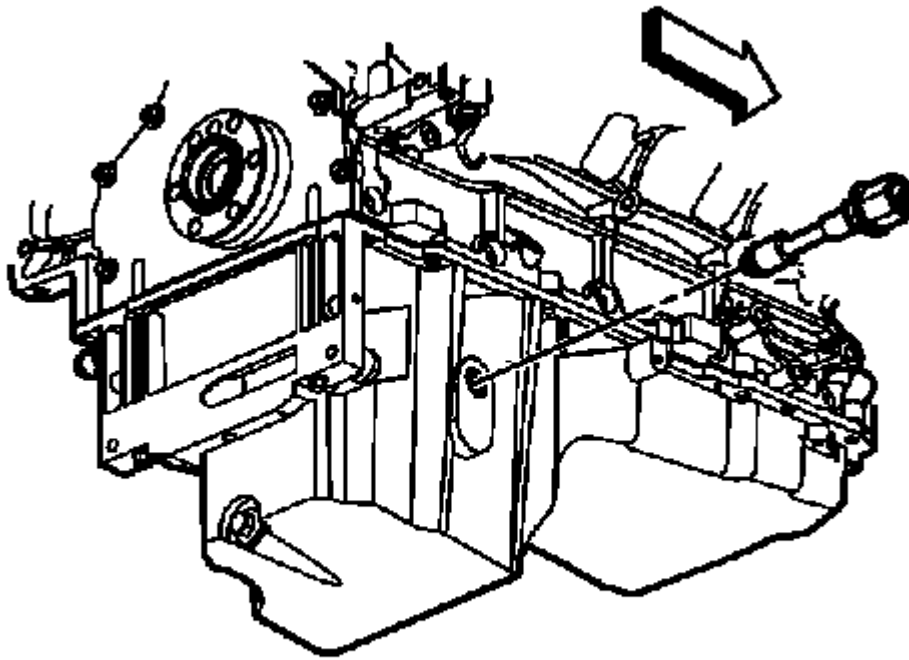


Fig. 392: View Of Oil Level Sensor
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

1. Install the oil level sensor to the oil pan.

Tighten: Tighten the sensor to 20 N.m (15 lb ft).

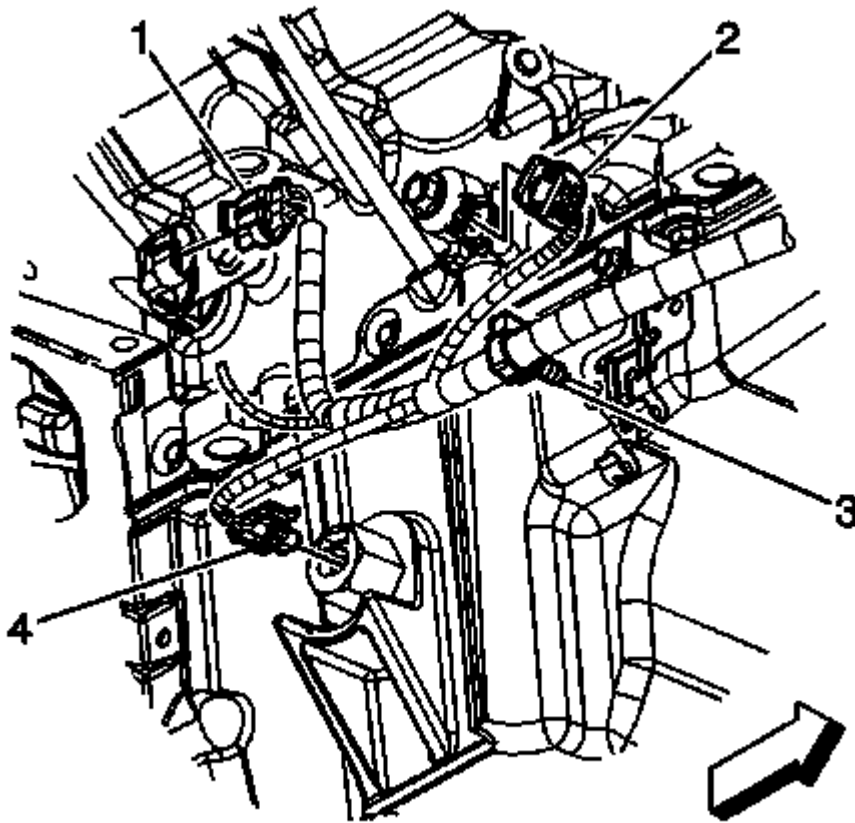


Fig. 393: View Of Engine Wiring Harness Electrical Connector & Components
Courtesy of GENERAL MOTORS CORP.

2. Connect the engine harness electrical connector (4) to the oil level sensor.

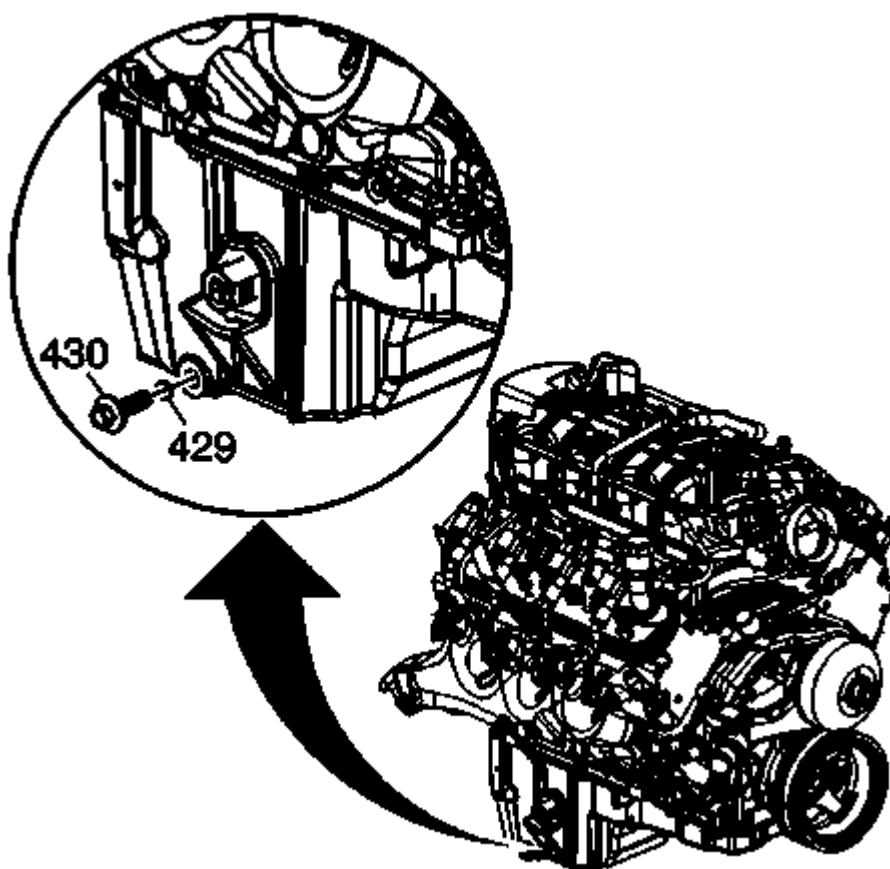


Fig. 394: View Of Oil Pan Drain Plug & Seal
Courtesy of GENERAL MOTORS CORP.

3. Ensure that the oil pan drain plug is tight.

Tighten: Tighten the drain plug to 25 N.m (18 lb ft).

4. Lower the vehicle.
5. Fill the engine with NEW engine oil. Refer to Fluid and Lubricant Recommendations (USA and Canada) and Approximate Fluid Capacities.
6. Start the engine and inspect for leaks.

OIL PUMP, SCREEN, AND CRANKSHAFT OIL DEFLECTOR REPLACEMENT REMOVAL PROCEDURE

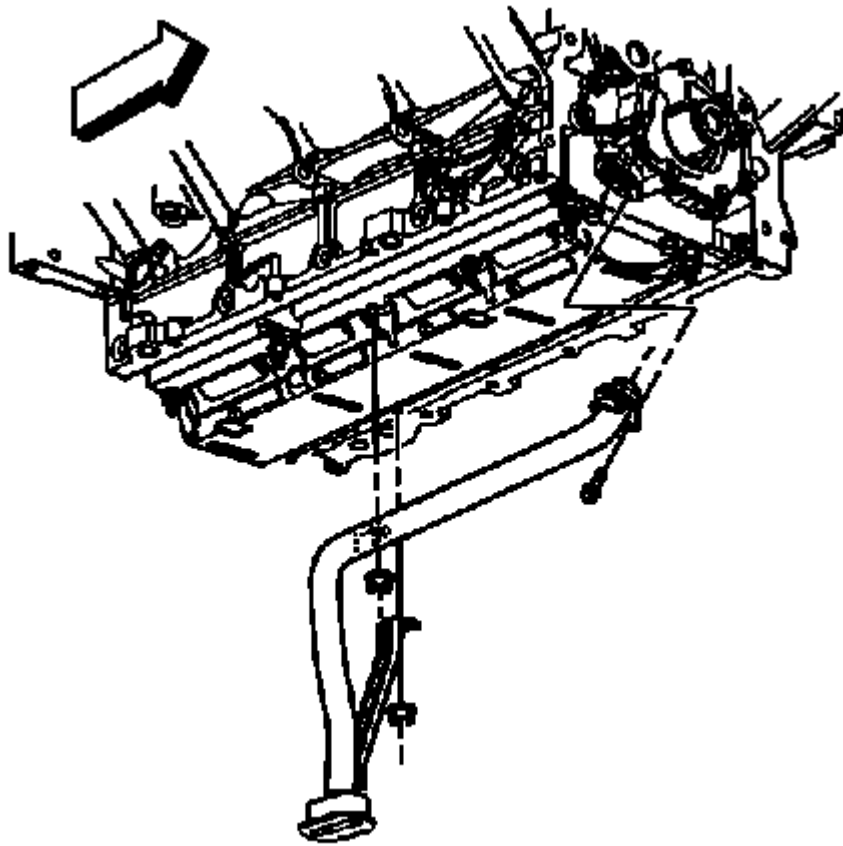


Fig. 395: View Of Oil Pump Screen & O-Ring Seal
Courtesy of GENERAL MOTORS CORP.

1. Remove the oil pan. Refer to **Oil Pan Replacement (4WD)** or **Oil Pan Replacement (2WD)**.
2. Remove the engine front cover. Refer to **Engine Front Cover Replacement**.
3. Remove the oil pump screen bolt and nuts.
4. Remove the oil pump screen with O-ring seal.
5. Remove the O-ring seal from the pump screen.
6. Discard the O-ring seal.

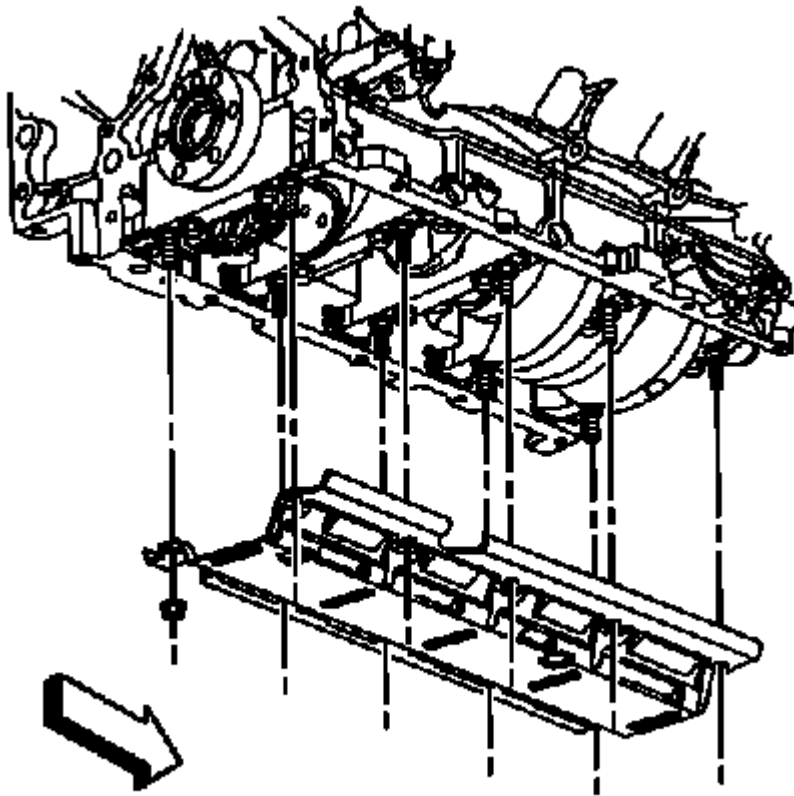


Fig. 396: View Of Crankshaft Oil Deflector & Nuts
Courtesy of GENERAL MOTORS CORP.

7. Remove the remaining crankshaft oil deflector nuts.
8. Remove the crankshaft oil deflector.

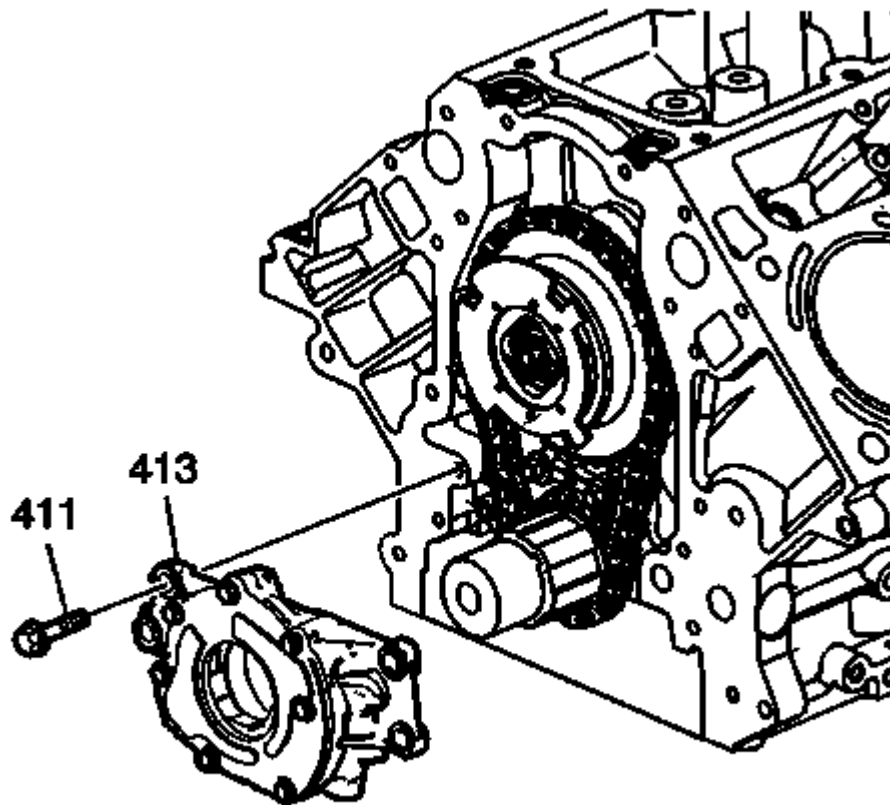


Fig. 397: View Of Oil Pump & Bolts
 Courtesy of GENERAL MOTORS CORP.

9. Remove the oil pump bolts (411).

NOTE: Do not allow dirt or debris to enter the oil pump assembly, cap end as necessary.

10. Remove the oil pump (413)

INSTALLATION PROCEDURE

NOTE: Inspect the engine block oil galley passages. These areas must be free and clear of debris or restrictions.

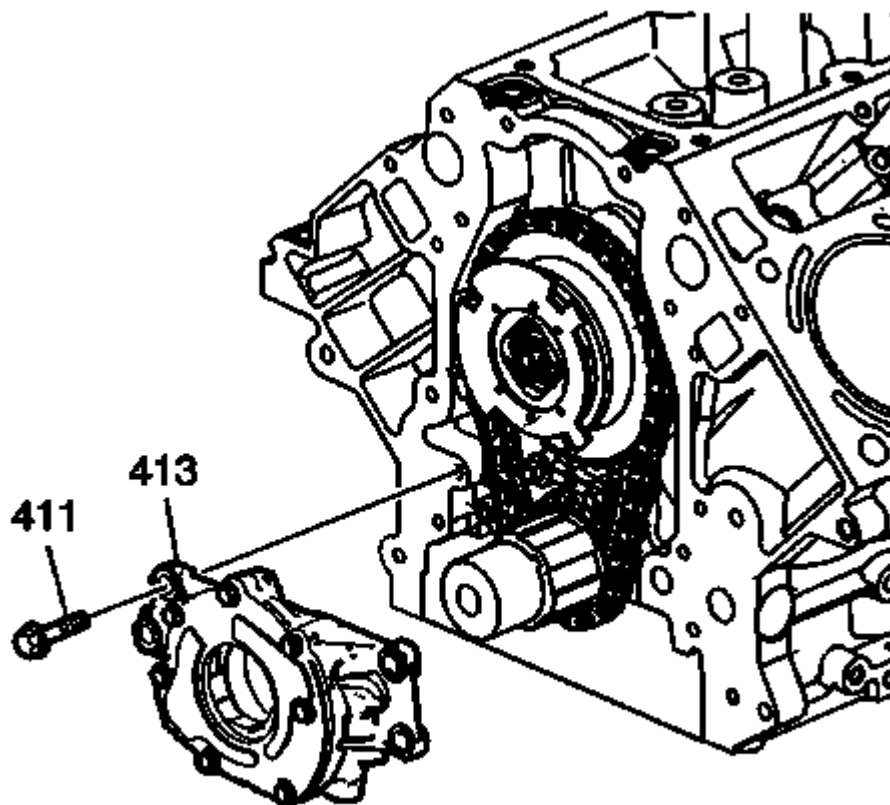


Fig. 398: View Of Oil Pump & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Align the splined surfaces of the crankshaft sprocket and the oil pump drive gear and install the oil pump (413).
2. Install the oil pump (413) onto the crankshaft sprocket until the pump housing contacts the face of the engine block.

CAUTION: Refer to Fastener Caution .

3. Install the oil pump bolts (411).

Tighten: Tighten the bolts to 25 N.m (18 lb ft).

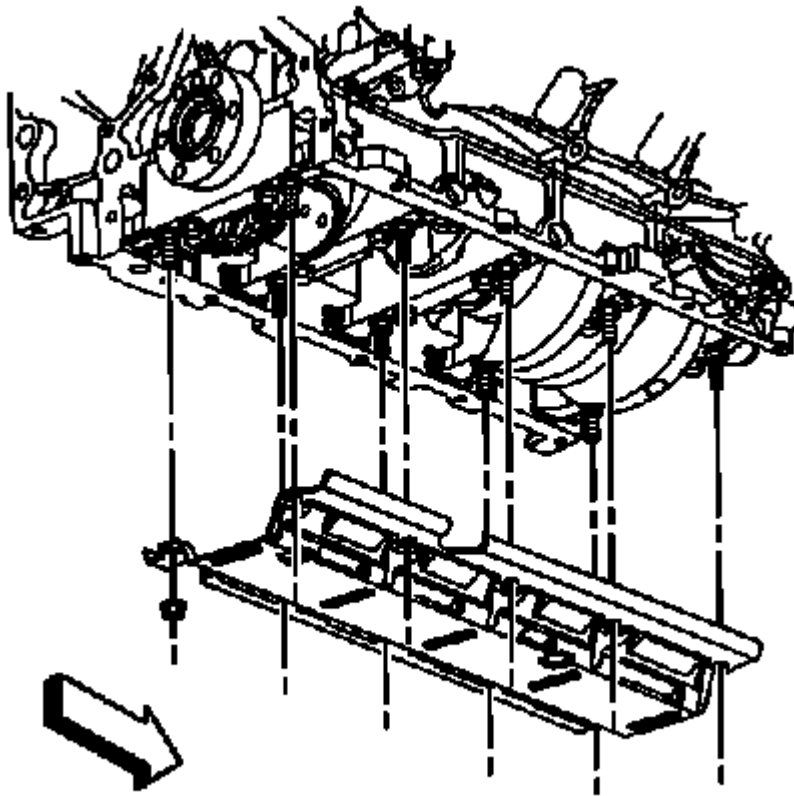


Fig. 399: View Of Crankshaft Oil Deflector & Nuts
Courtesy of GENERAL MOTORS CORP.

4. Position the crankshaft oil deflector and install the nuts until snug.

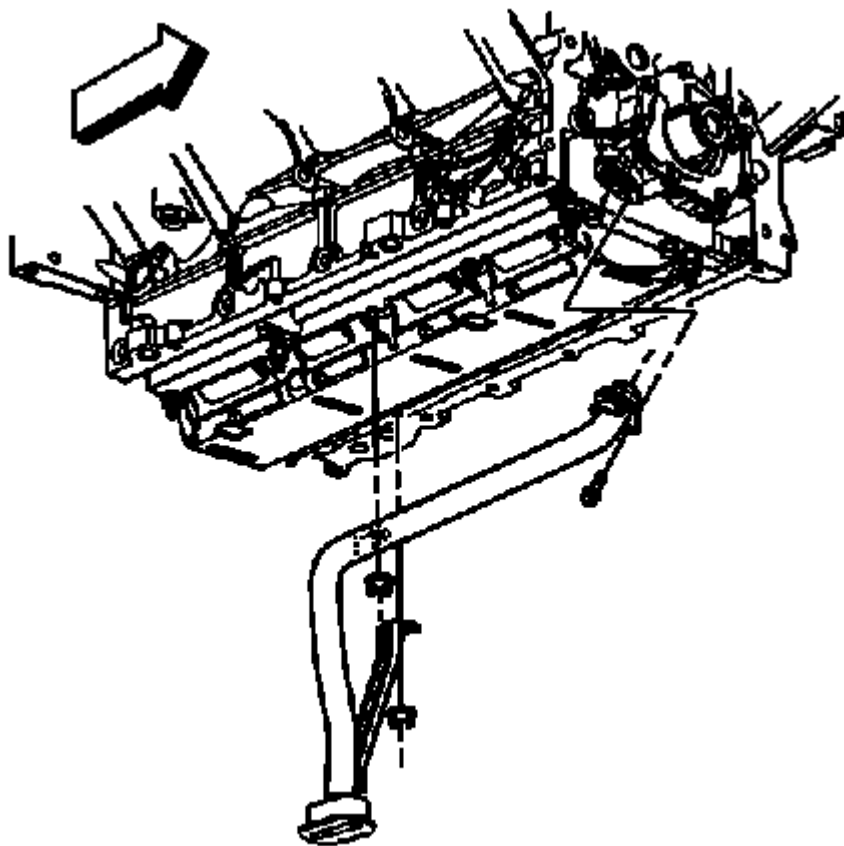


Fig. 400: View Of Oil Pump Screen & O-Ring Seal
Courtesy of GENERAL MOTORS CORP.

5. Lubricate a NEW oil pump screen O-ring seal with clean engine oil.
6. Install the NEW O-ring seal onto the oil pump screen.

NOTE: Push the oil pump screen tube completely into the oil pump prior to tightening the bolt. Do not allow the bolt to pull the tube into the pump.

7. Align the oil pump screen mounting brackets with the correct crankshaft bearing cap studs.
8. Install the oil pump screen.
9. Install the oil pump screen bolt and nuts.

Tighten:

1. Tighten the bolt to 12 N.m (106 lb in).
 2. Tighten the nuts to 25 N.m (18 lb ft).
10. Install the engine front cover. Refer to **Engine Front Cover Replacement**.
 11. Install the oil pan. Refer to **Oil Pan Replacement (4WD)** or **Oil Pan Replacement (2WD)**.

TIMING CHAIN, CRANKSHAFT SPROCKET, CAMSHAFT POSITION ACTUATOR, AND SOLENOID VALVE REPLACEMENT

Special Tools

- **EN 46330** Timing Belt Tensioner Retaining Pin. See Special Tools .
- **J 8433** Two Jaw Puller. See Special Tools .
- **J 41478** Crankshaft Front Oil Seal Installer. See Special Tools .
- **J 41558** Crankshaft Sprocket Remover. See Special Tools .
- **J 41665** Crankshaft Balancer and Sprocket Installer. See Special Tools .
- **J 41816-2** Crankshaft End Protector. See Special Tools .
- **J 42386-A** Flywheel Holding Tool. See Special Tools .
- **J 45059** Angle Meter

REMOVAL PROCEDURE

1. Remove the oil pump. Refer to Oil Pump, Screen, and Crankshaft Oil Deflector Replacement.

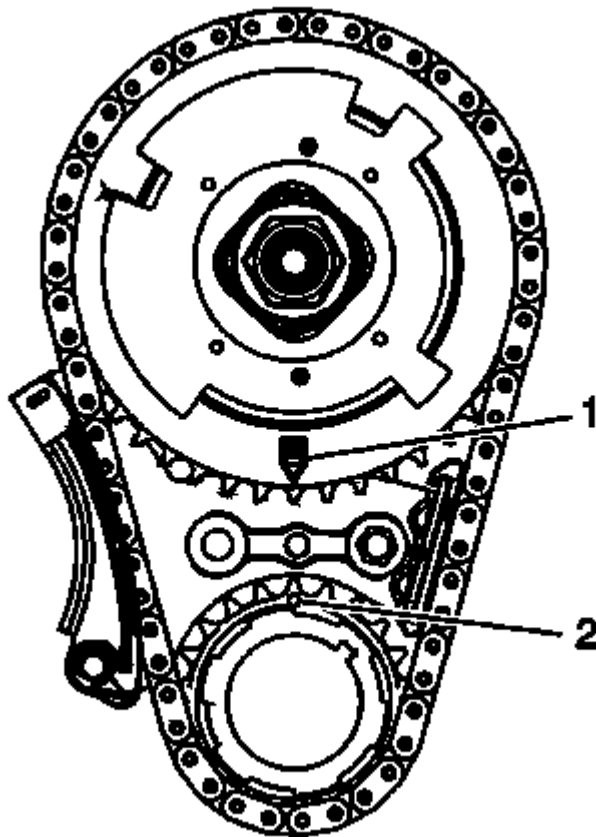


Fig. 401: View Of CMP Actuator Alignment Mark & Crankshaft Sprocket Alignment Mark

Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

NOTE: Ensure that the teeth of the J 42386-A . See Special Tools .

2. Rotate the crankshaft sprocket until the camshaft position (CMP) actuator alignment mark (1) and the crankshaft sprocket alignment mark (2) are aligned.
3. Install the J 42386-A . See Special Tools .

Tighten: Tighten the J 42386-A . See Special Tools .

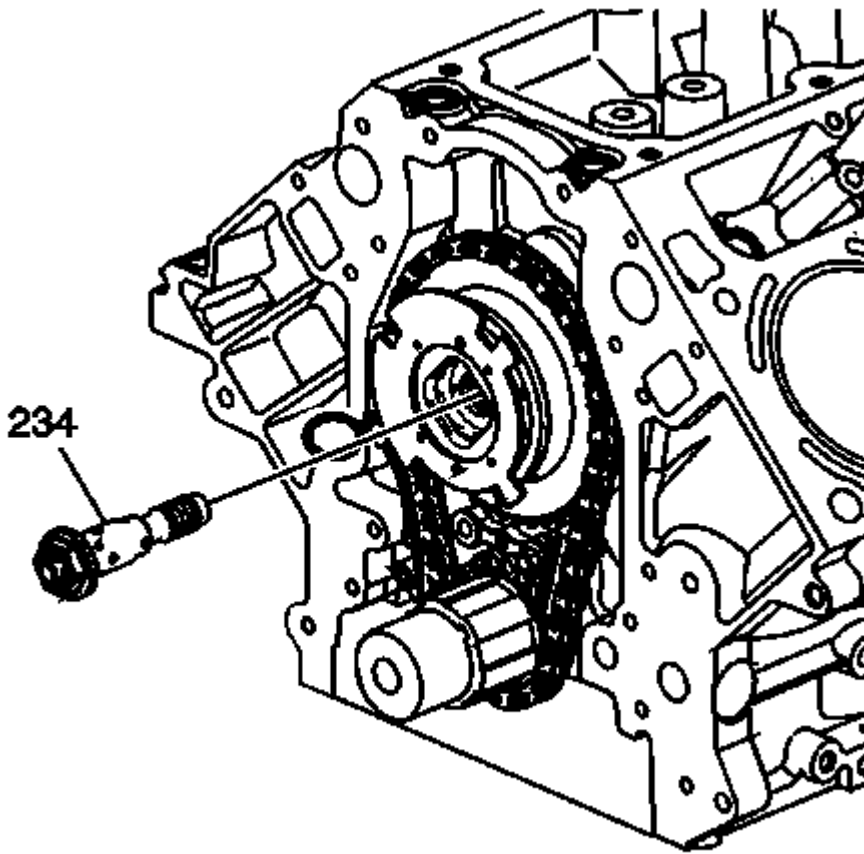


Fig. 402: View Of CMP Actuator Solenoid Valve
Courtesy of GENERAL MOTORS CORP.

4. Remove and discard the CMP actuator solenoid valve (234).

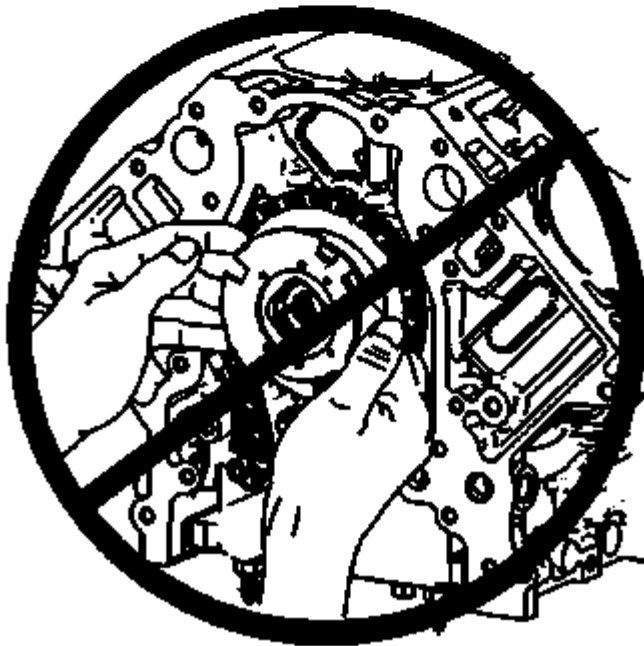
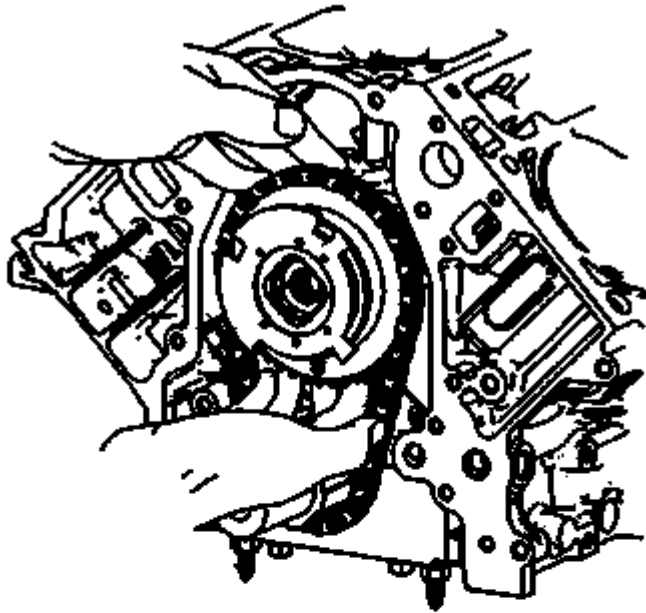


Fig. 403: View Of Proper CMP Actuator Removal
Courtesy of GENERAL MOTORS CORP.

5. Loosen and separate the CMP actuator and timing chain from the camshaft. Position your fingers behind the actuator sprocket and pull the actuator away from the front of the camshaft. Never pull on the reluctor wheel when attempting to remove the actuator.

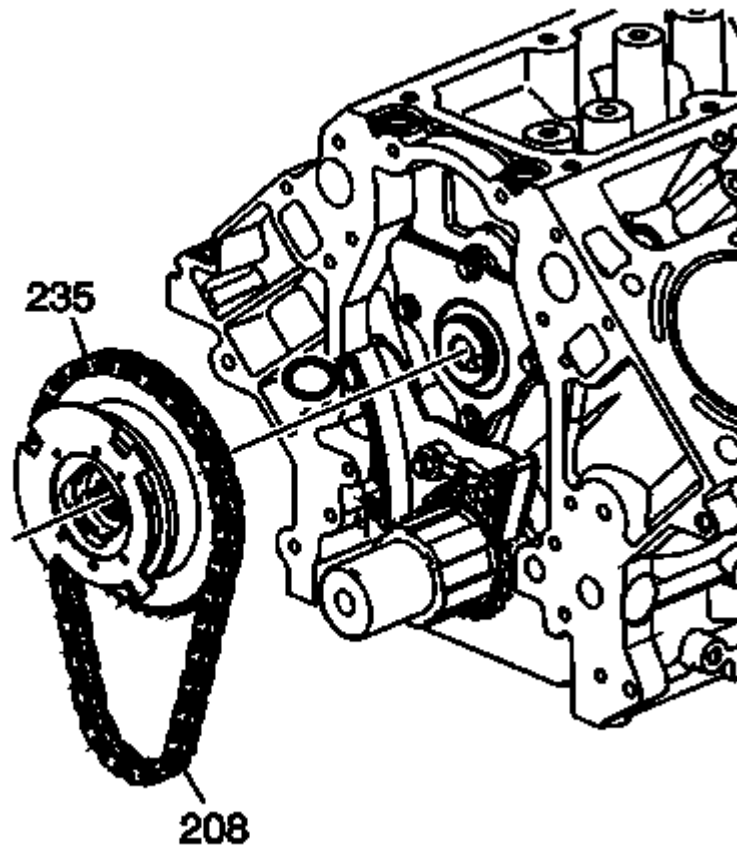


Fig. 404: View Of CMP Actuator & Timing Chain
Courtesy of GENERAL MOTORS CORP.

CAUTION: Do not turn the crankshaft assembly after the timing chain has been removed in order to prevent damage to the piston assemblies or the valves.

6. Remove the CMP actuator (235) and timing chain (208).

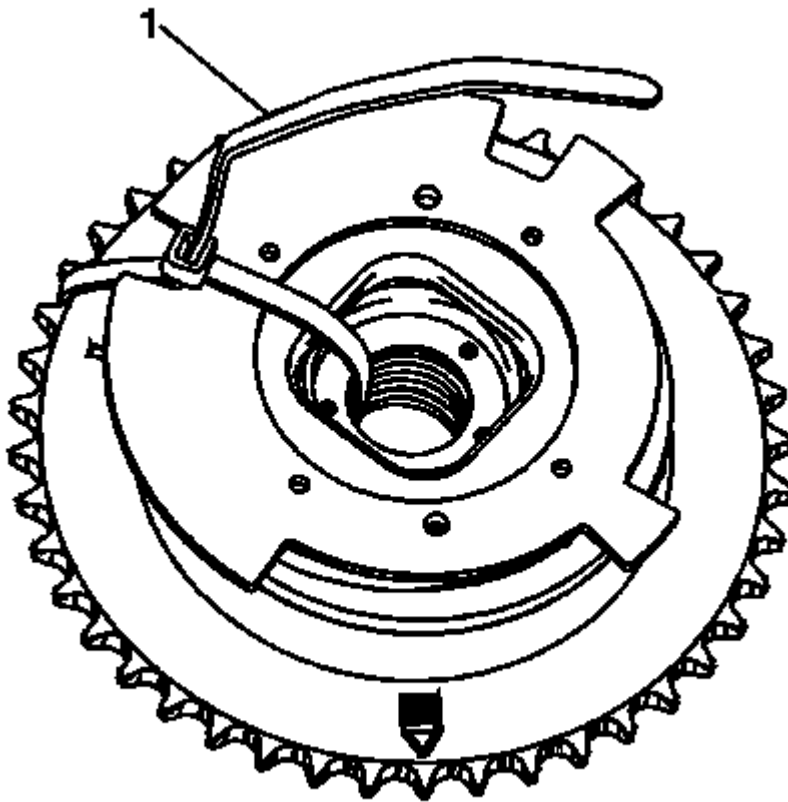


Fig. 405: View Of Tie Strap Through Center Of Actuator
Courtesy of GENERAL MOTORS CORP.

7. Insert and secure a tie strap (1) through the center of the actuator and over the reluctor wheel.

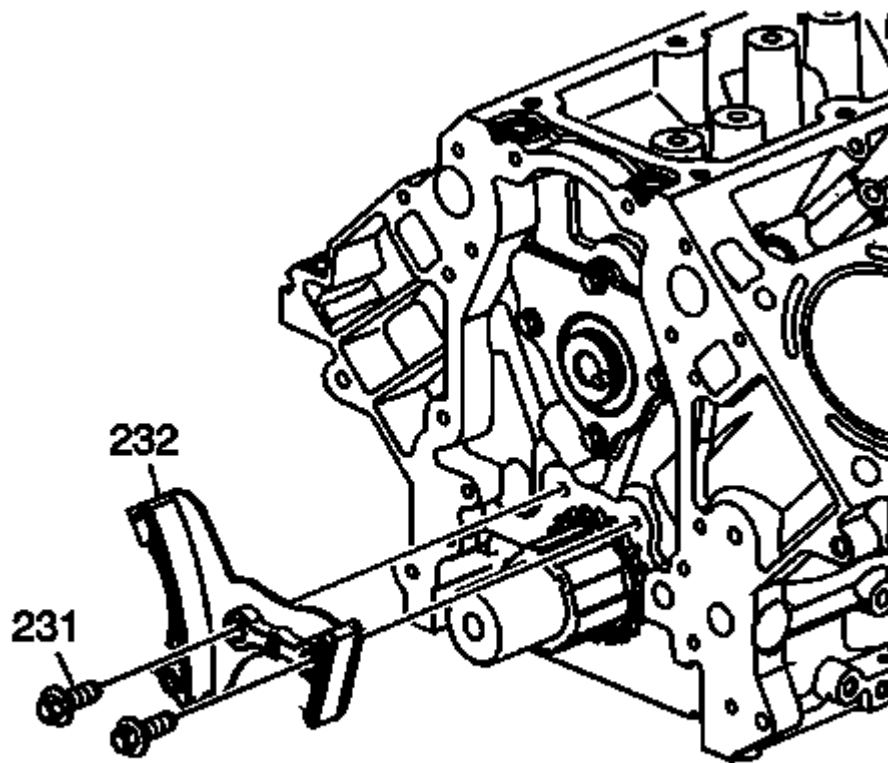


Fig. 406: View Of Timing Chain Tensioner & Bolts
Courtesy of GENERAL MOTORS CORP.

8. Remove the timing chain tension bolts (231) and tensioner (232).

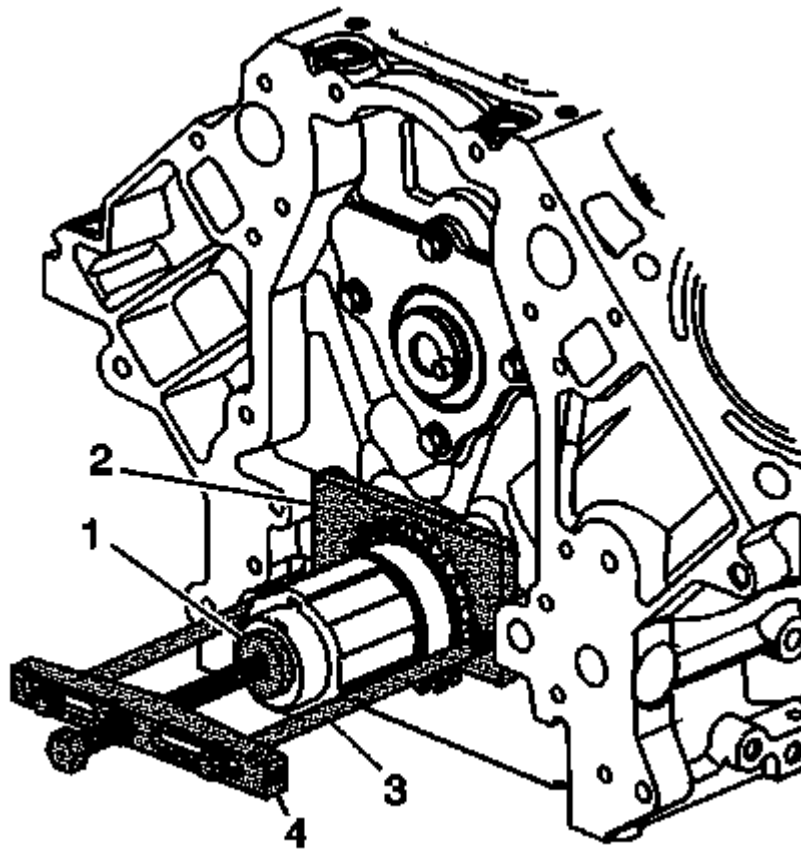


Fig. 407: View Of Crankshaft Sprocket Special Tools
Courtesy of GENERAL MOTORS CORP.

9. Using the J 41816-2 (1), the J 41558 (2), bolts (3) and the J 8433 (4) in order to remove the crankshaft sprocket.

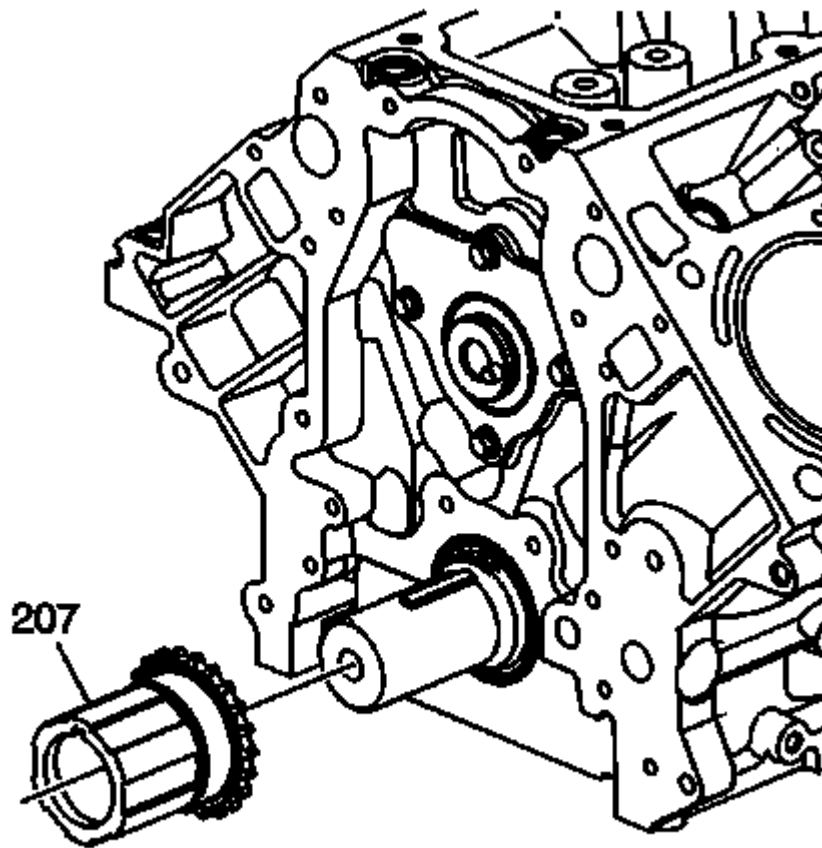


Fig. 408: View Of Crankshaft Sprocket
Courtesy of GENERAL MOTORS CORP.

10. Remove the crankshaft sprocket (207).

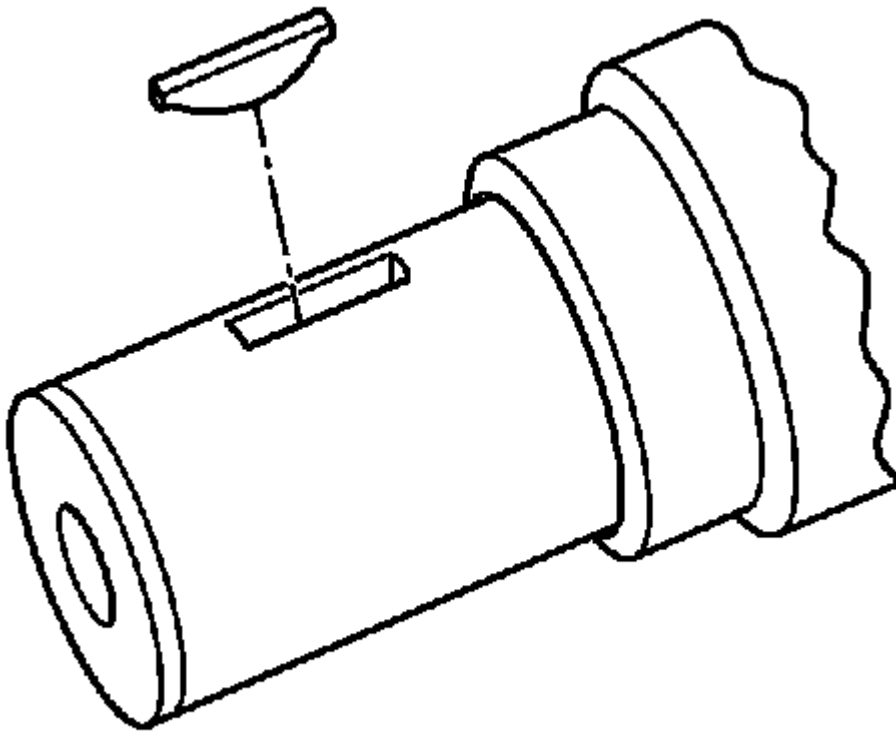


Fig. 409: View Of Crankshaft Key & Keyway
Courtesy of GENERAL MOTORS CORP.

11. Remove the crankshaft sprocket key, if required.

INSTALLATION PROCEDURE

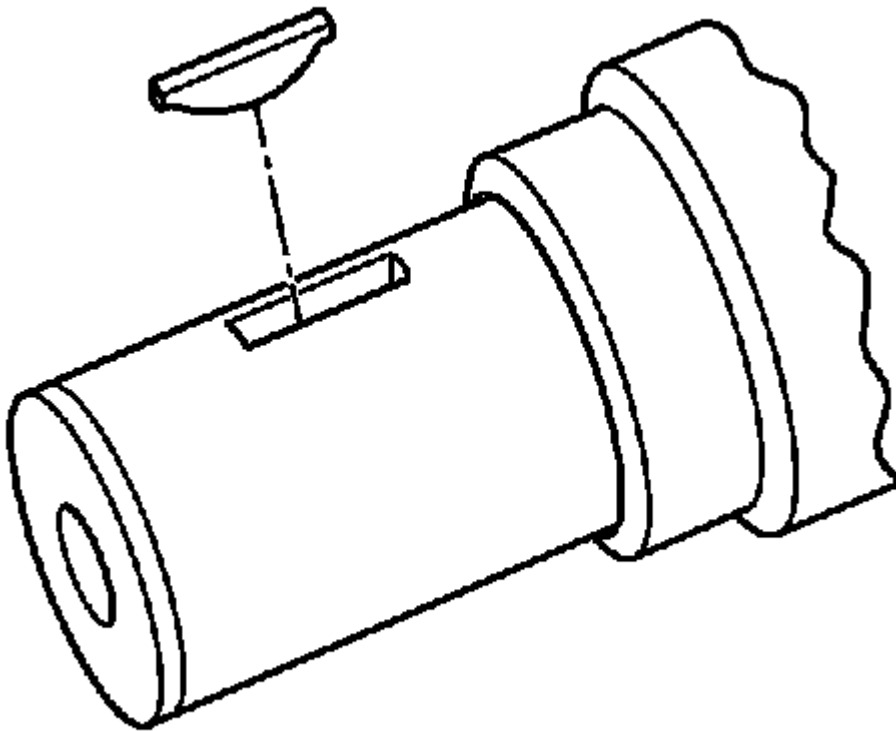


Fig. 410: View Of Crankshaft Key & Keyway
Courtesy of GENERAL MOTORS CORP.

1. Install the key into the crankshaft keyway, if previously removed.

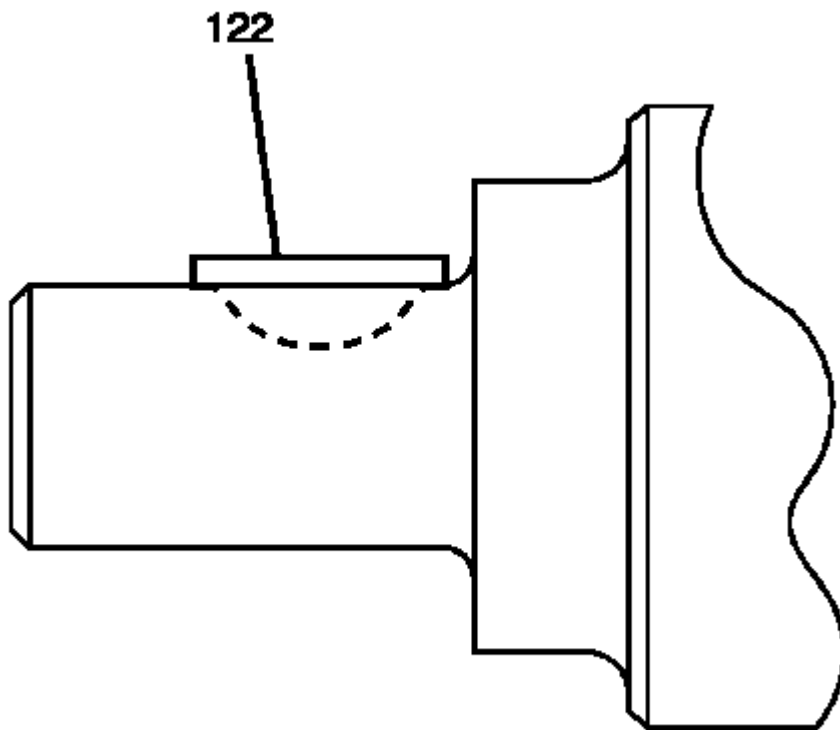


Fig. 411: View Of Installed Crankshaft Key
Courtesy of GENERAL MOTORS CORP.

2. Tap the key (122) into the keyway until both ends of the key bottom onto the crankshaft.

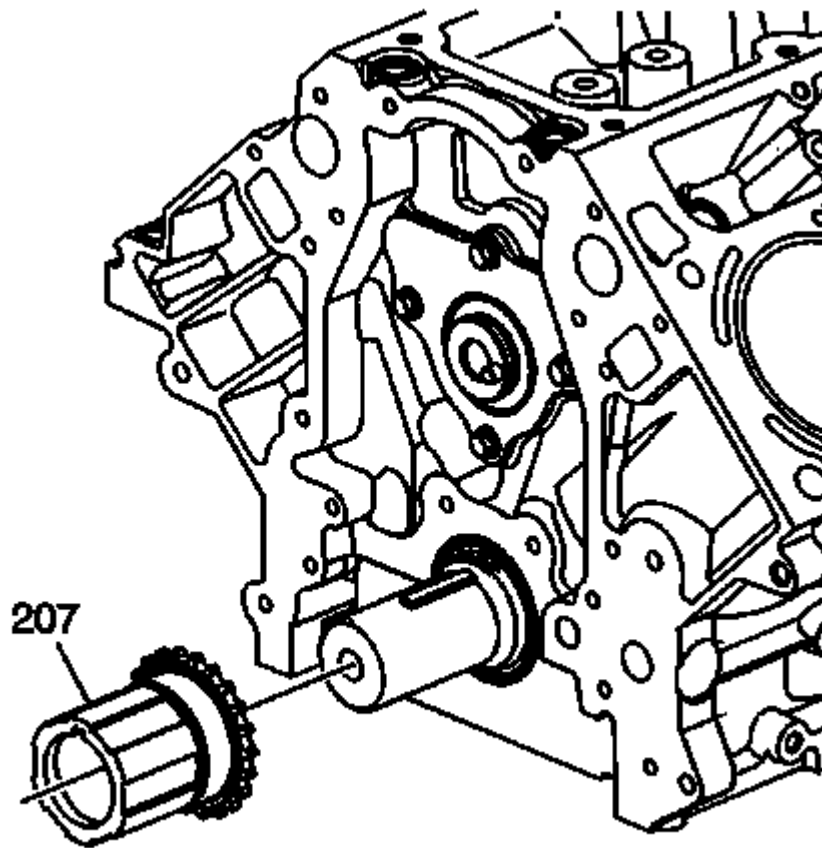


Fig. 412: View Of Crankshaft Sprocket
Courtesy of GENERAL MOTORS CORP.

3. Install the crankshaft sprocket (207) onto the front of the crankshaft. Align the crankshaft key with the crankshaft sprocket keyway.

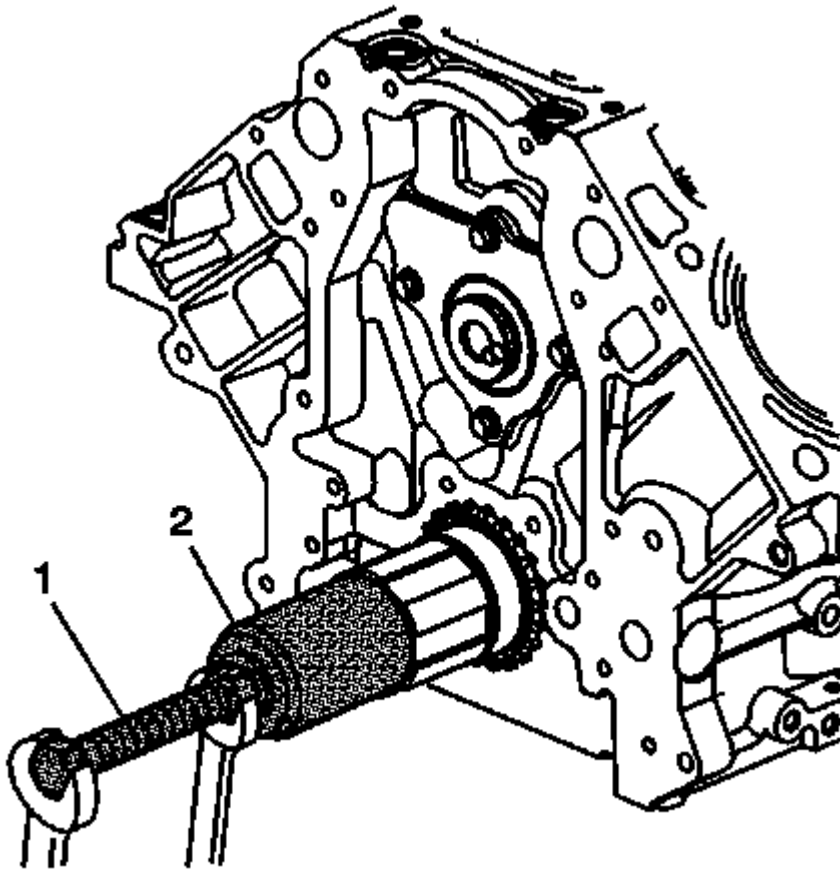


Fig. 413: View Of Crankshaft Sprocket & Installer
Courtesy of GENERAL MOTORS CORP.

4. Use the J 41478 (1) and the J 41665 (2) in order to install the crankshaft sprocket. Install the sprocket onto the crankshaft until fully seated against the crankshaft flange.

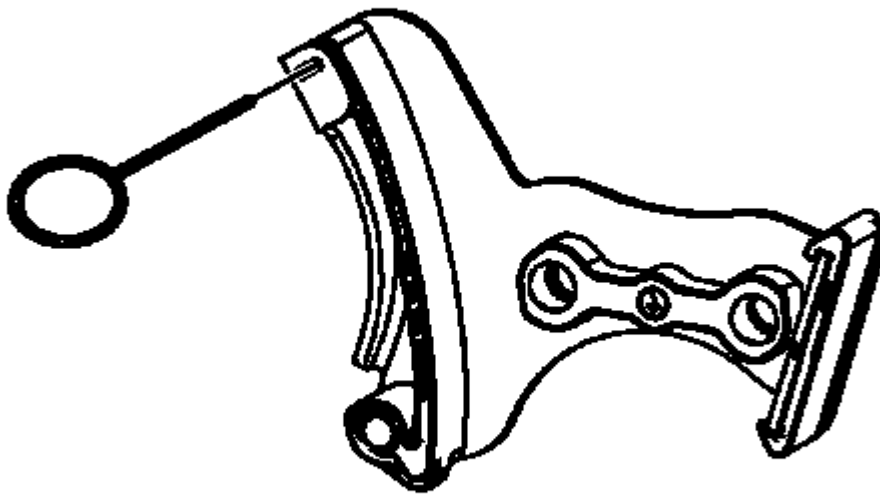


Fig. 414: View Of Compressed Tensioner
Courtesy of GENERAL MOTORS CORP.

5. Compress the timing chain tensioner guide and install the **EN 46330** . See **Special Tools** .

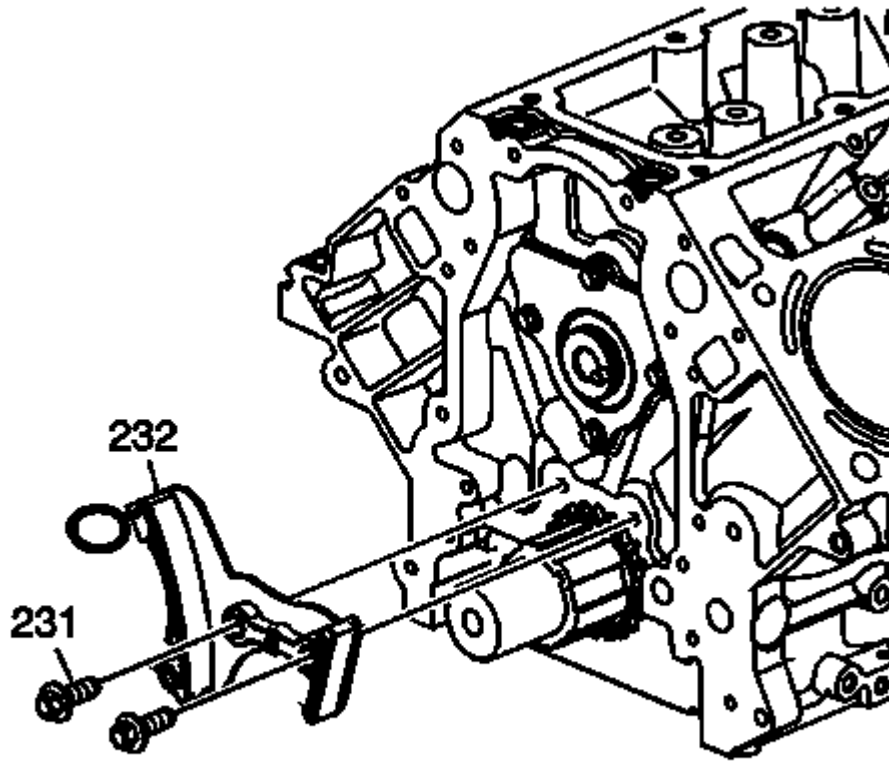


Fig. 415: View Of Timing Chain Tensioner
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

6. Install the timing chain tensioner (232) and bolts (231).

Tighten: Tighten the bolts to 25 N.m (18 lb ft).

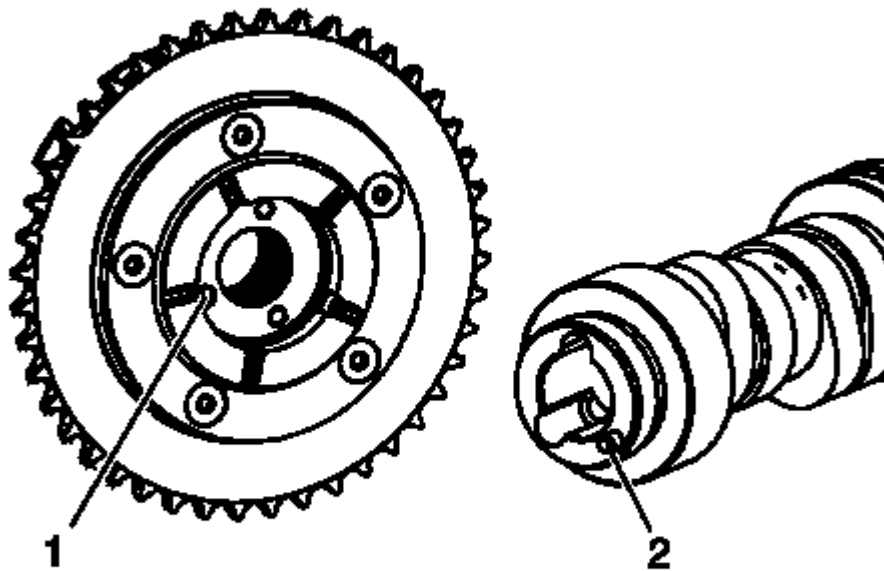


Fig. 416: Identifying Alignment Hole & Locating Pin
Courtesy of GENERAL MOTORS CORP.

NOTE:

- Properly locate the CMP actuator onto the locating pin of the camshaft.
- The sprocket teeth and timing chain teeth must mesh.
- The camshaft and the crankshaft sprocket alignment **MUST** be aligned properly.
- Do not use the CMP solenoid valve again. Install a **NEW** CMP valve during assembly.

7. Identify the alignment hole (1) in the rear face of the CMP actuator and the locating pin (2) on the front face of the camshaft.

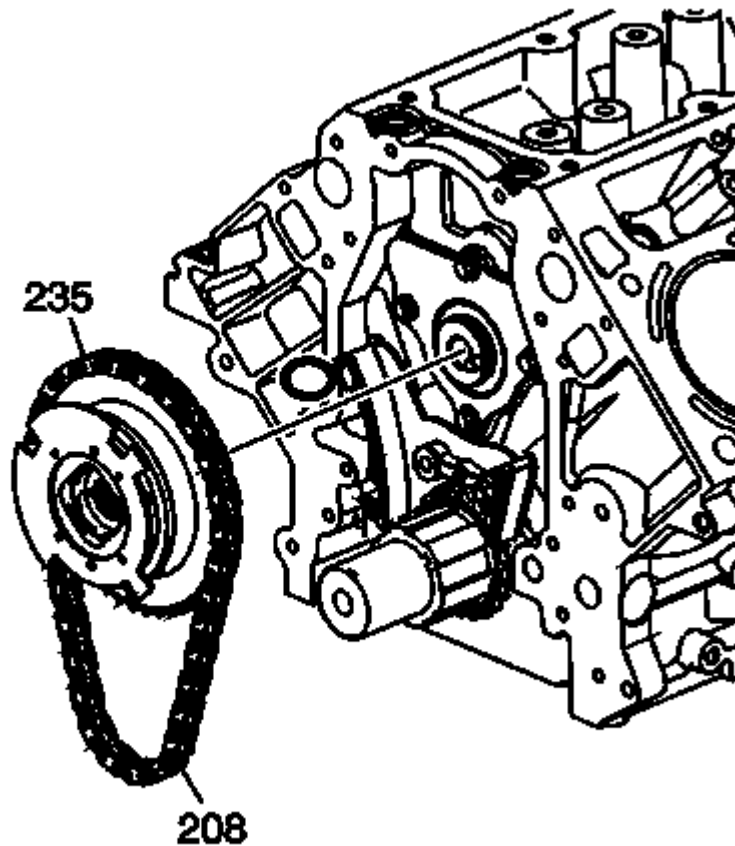


Fig. 417: View Of CMP Actuator & Timing Chain
Courtesy of GENERAL MOTORS CORP.

8. Align the CMP actuator so the timing mark is in the 6 o'clock position.
9. Install the CMP actuator (235) and timing chain (208). Align the hole in the face of the CMP actuator with the locating pin on the front face of the camshaft.

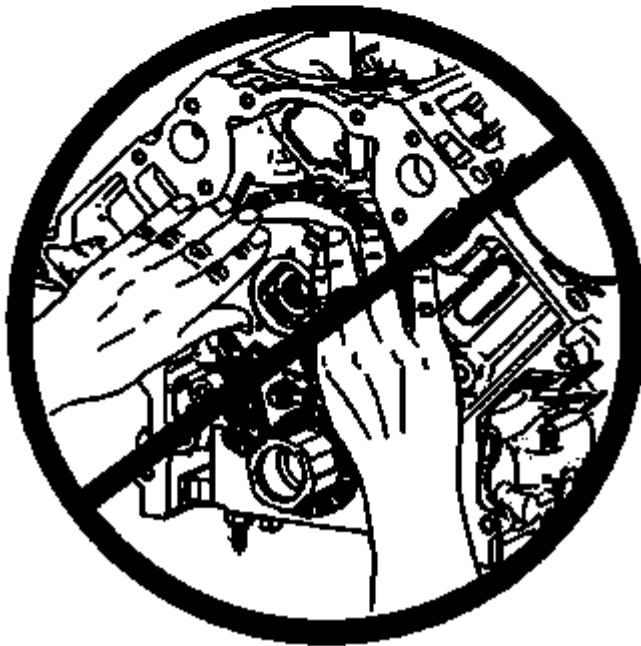


Fig. 418: Proper Installation Of CMP Actuator
Courtesy of GENERAL MOTORS CORP.

WARNING: Do not push or pull on the reluctor wheel of the camshaft position (CMP) actuator during removal or installation. The reluctor wheel is retained to the front of the CMP actuator by 3 roll pins. Pushing or pulling on the wheel may dislodge the wheel from the front of the actuator. The actuator return spring is under tension and may rotate the dislodged reluctor wheel, causing personal injury.

10. Use care to install the actuator completely onto the front of the camshaft. Position your fingers onto the face of the actuator sprocket and push the actuator onto the front of the camshaft. Never push on the reluctor wheel when attempting to install the actuator.

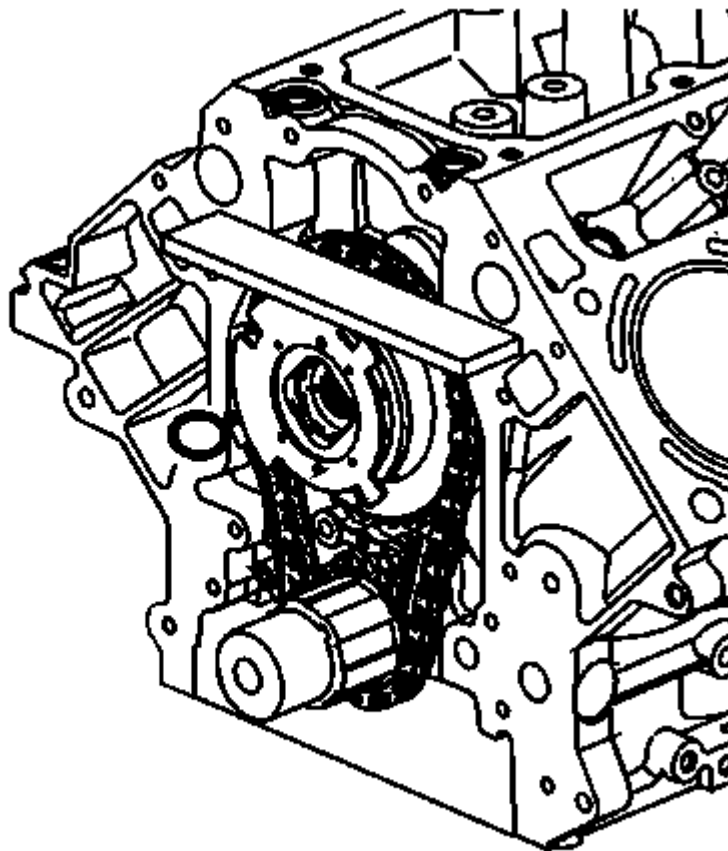


Fig. 419: Inspecting For Proper Installation Of CMP Actuator & Timing Chain
Courtesy of GENERAL MOTORS CORP.

11. Place a straight edge across the front face of the engine block and inspect for proper installation of the CMP actuator and timing chain. With the CMP actuator properly and completely installed onto the front of the camshaft, the timing chain will not protrude beyond the front face of the engine block.

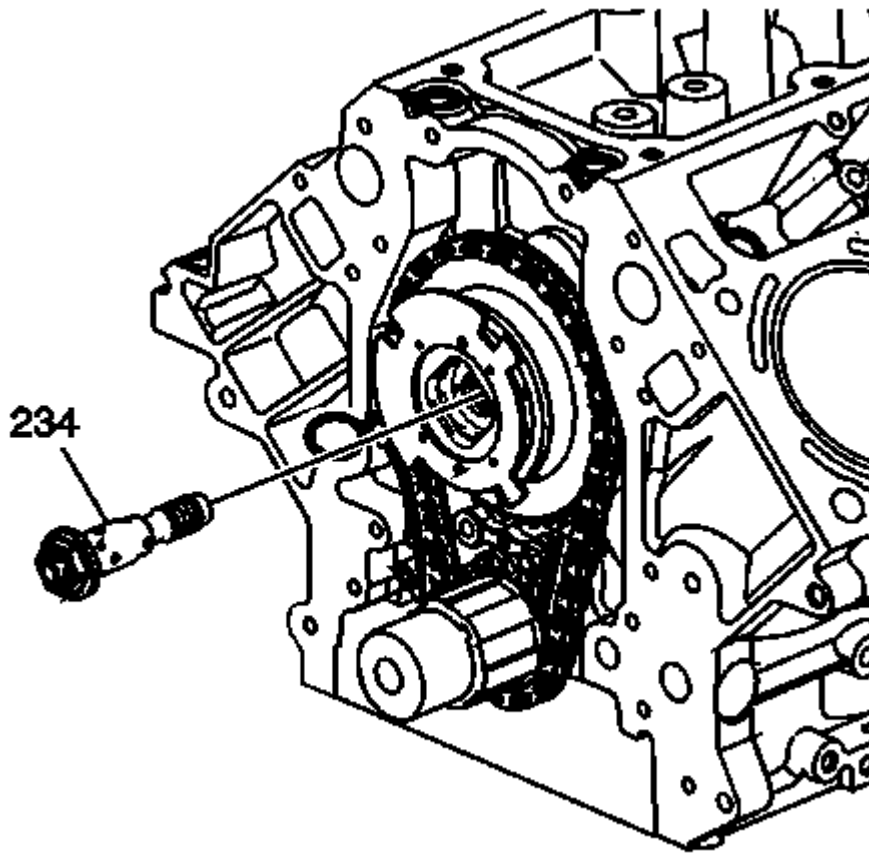


Fig. 420: View Of CMP Actuator Solenoid Valve
Courtesy of GENERAL MOTORS CORP.

12. Install a NEW CMP actuator valve (234). With the CMP actuator properly positioned onto the camshaft, the CMP actuator solenoid valve can be threaded completely into the camshaft using light hand pressure. Tighten by hand until snug.

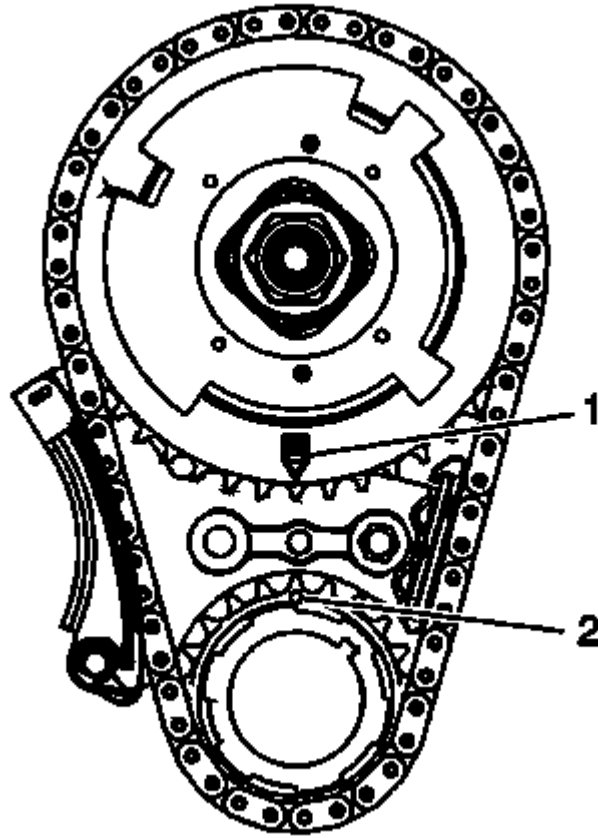


Fig. 421: View Of CMP Actuator Alignment Mark & Crankshaft Sprocket Alignment Mark
Courtesy of GENERAL MOTORS CORP.

13. Inspect the sprockets for proper alignment. The mark on the CMP (1) actuator sprocket should be located in the 6 o'clock position and the mark on the crankshaft sprocket (2) should be located in the 12 o'clock position.

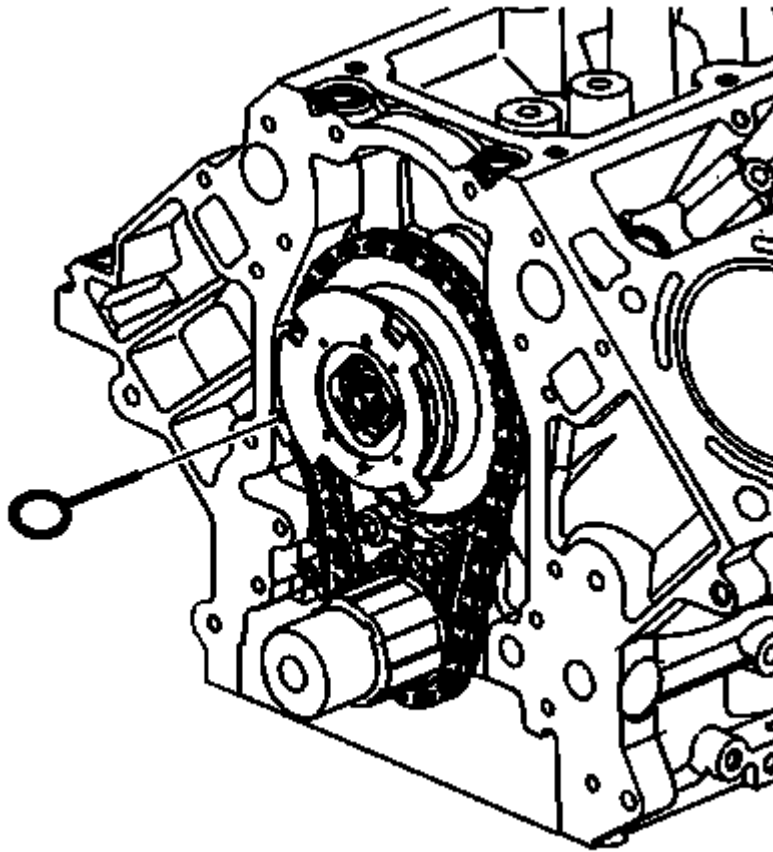


Fig. 422: View Of Special Tool EN 46330
Courtesy of GENERAL MOTORS CORP.

14. Remove the **EN 46330** . See **Special Tools** .

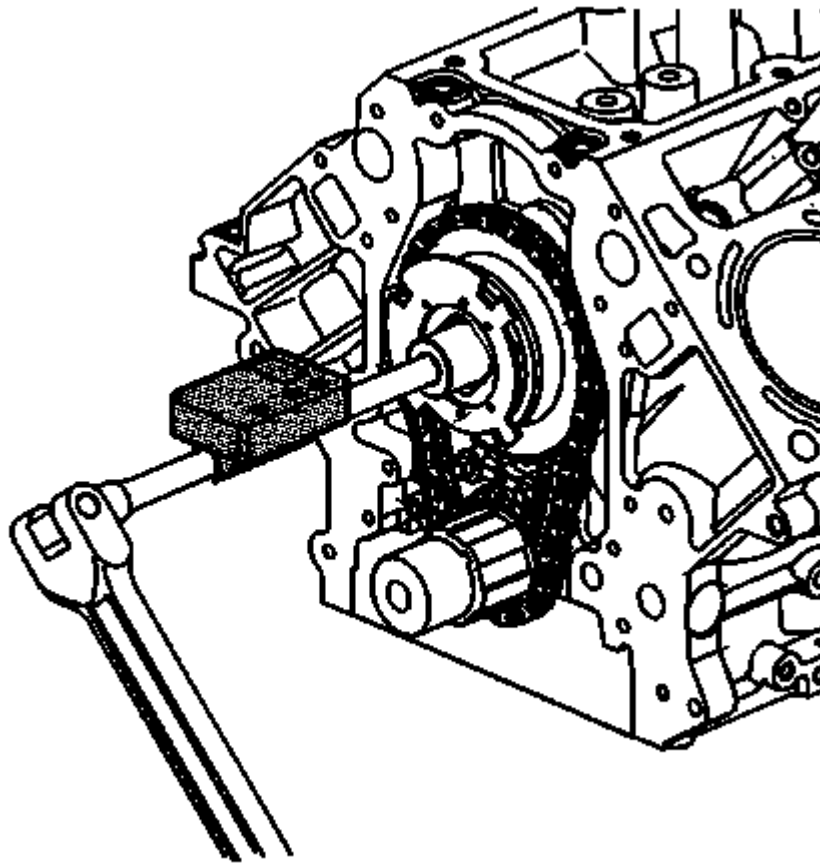


Fig. 423: Tightening CMP Actuator Solenoid Valve
Courtesy of GENERAL MOTORS CORP.

15. Tighten the CMP actuator bolt.

Tighten:

1. Tighten the bolt a first pass to 65 N.m (48 lb ft).
2. Tighten the bolt a final pass an additional 90 degrees using **J 45059** .

16. Remove the **J 42386-A** . See Special Tools .
17. Install the oil pump. Refer to Oil Pump, Screen, and Crankshaft Oil Deflector Replacement.

CAMSHAFT REPLACEMENT

Special Tools

- **EN 46330** Timing Belt Tensioner Retaining Pin. See Special Tools .
- **EN 46330** Angle Meter. See Special Tools .

REMOVAL PROCEDURE

1. Remove the radiator support. Refer to **Radiator Support Replacement**
2. Remove the valve lifters. Refer to **Valve Lifter Replacement (With AFM)** or **Valve Lifter Replacement (With out AFM)**
3. Remove the Timing Chain, Camshaft Position Actuator, and Solenoid Valve. Refer to **Timing Chain, Crankshaft Sprocket, Camshaft Position Actuator, and Solenoid Valve Replacement**

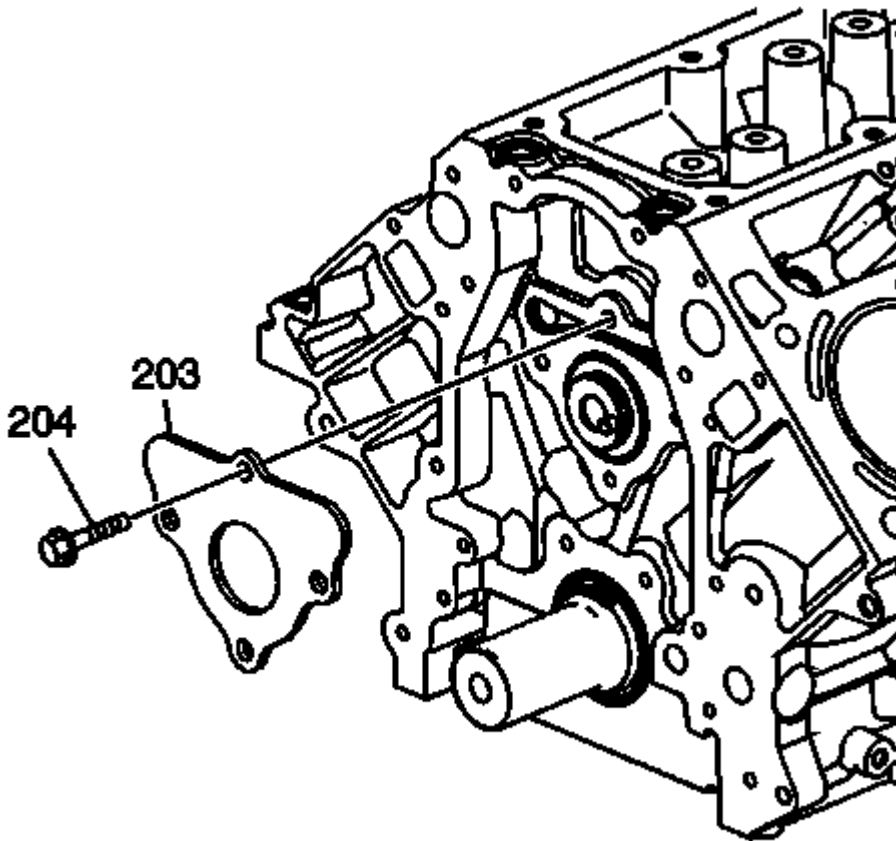


Fig. 424: View Of Camshaft Retainer & Retainer Bolt
Courtesy of GENERAL MOTORS CORP.

4. Remove the camshaft retainer bolts (204) and retainer (203).

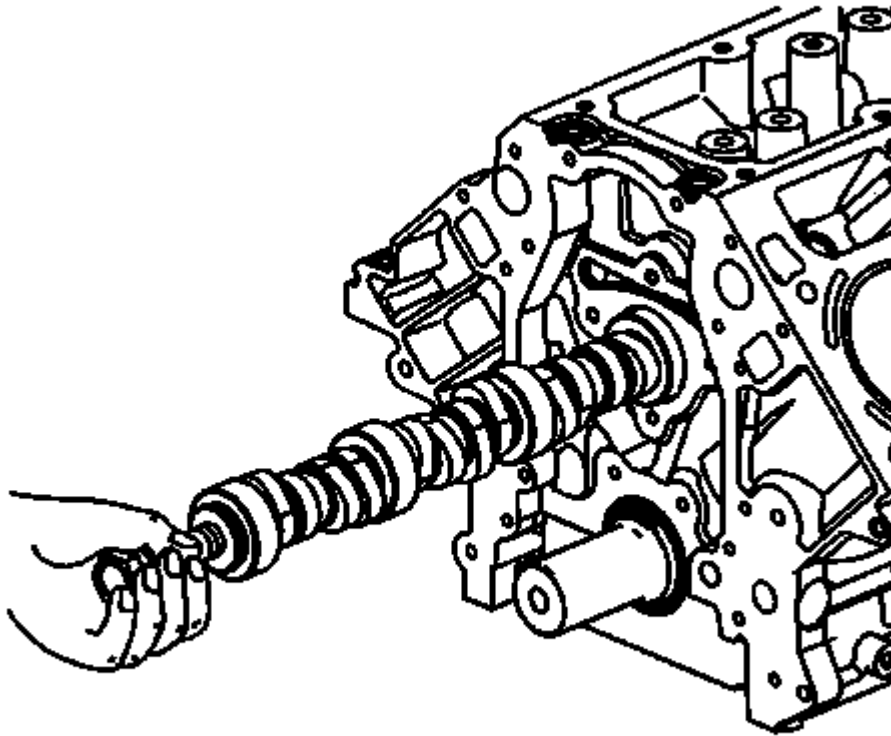


Fig. 425: View Of Camshaft

Courtesy of GENERAL MOTORS CORP.

CAUTION: All camshaft journals are the same diameter, so care must be used in removing or installing the camshaft to avoid damage to the camshaft bearings.

5. Install a bolt into the camshaft.
6. Using the bolt as a handle, carefully rotate and pull the camshaft out of the engine block.
7. Clean and inspect the camshaft and bearings. Refer to **Camshaft and Bearings Cleaning and Inspection** .

INSTALLATION PROCEDURE

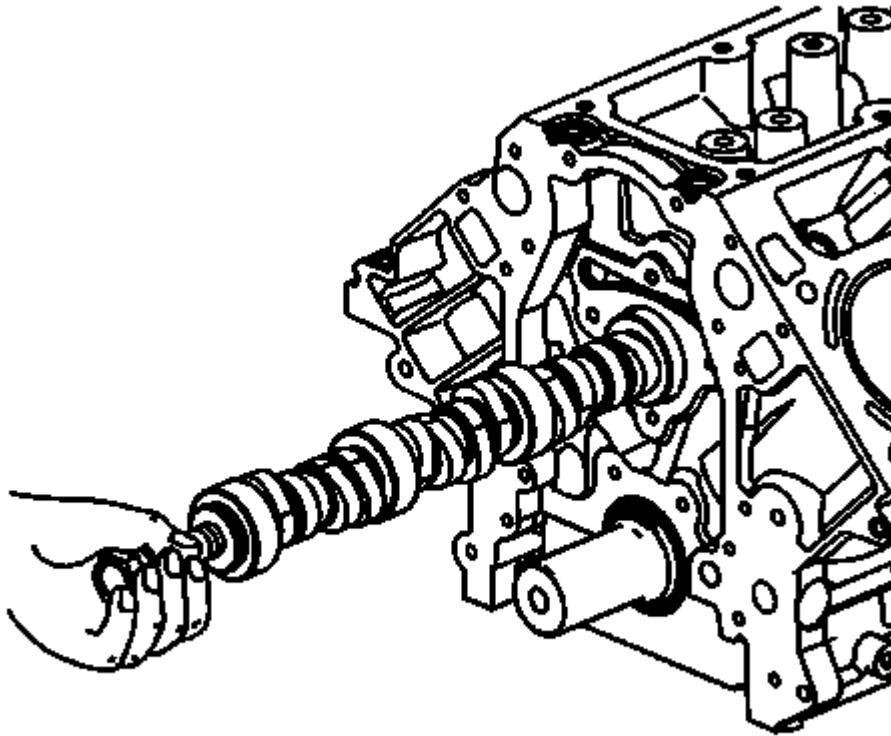


Fig. 426: View Of Camshaft

Courtesy of GENERAL MOTORS CORP.

NOTE: If camshaft replacement is required, the valve lifters must also be replaced.

1. Lubricate the camshaft journals and the bearings with clean engine oil.

CAUTION: All camshaft journals are the same diameter, so care must be used in removing or installing the camshaft to avoid damage to the camshaft bearings.

2. Using the bolt as a handle, carefully install the camshaft into the engine block.
3. Remove the bolt from the front of the camshaft.

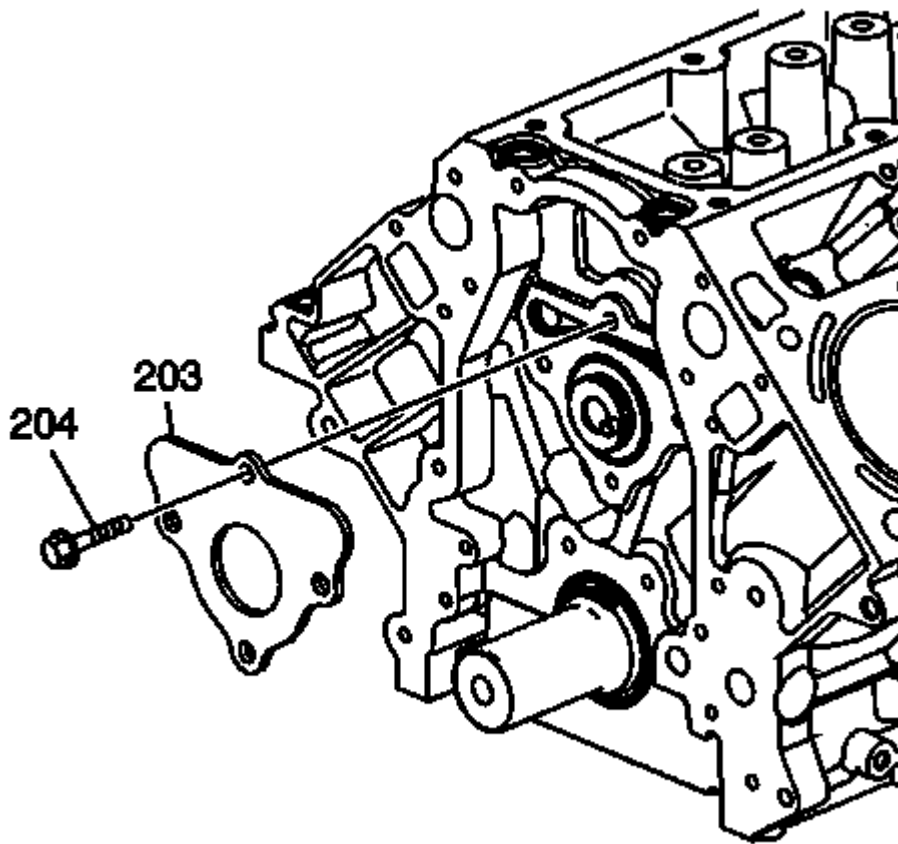


Fig. 427: View Of Camshaft Retainer & Retainer Bolt
Courtesy of GENERAL MOTORS CORP.

NOTE: Install the retainer with the sealing gasket facing the engine block. The gasket surface on the engine block should be clean and free of dirt and/or debris.

4. Install the camshaft retainer (203) and bolts (204).

CAUTION: Refer to Fastener Caution .

5. Tighten the camshaft retainer bolts.

Tighten:

- Tighten the first design hex head bolts (3) to 25 N.m (18 lb ft).
- Tighten the second design TORX® head bolts (4) to 15 N.m (11 lb ft).

6. Install the Timing Chain, Camshaft Position Actuator, and Solenoid Valve. Refer to Timing Chain, Crankshaft Sprocket, Camshaft Position Actuator, and Solenoid Valve Replacement

7. Install the valve lifters. Refer to Valve Lifter Replacement (With AFM) or Valve Lifter Replacement (With out AFM).
8. Install the radiator support. Refer to Radiator Support Replacement.

AUTOMATIC TRANSMISSION FLEX PLATE REPLACEMENT

REMOVAL PROCEDURE

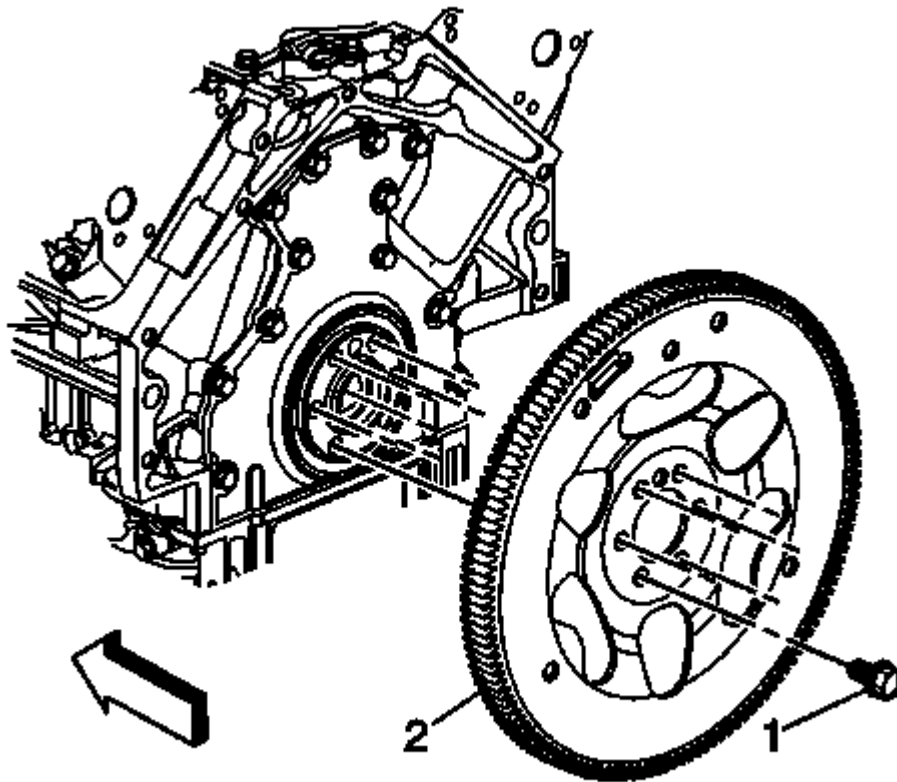


Fig. 428: View Of Engine Flywheel & Bolts
Courtesy of GENERAL MOTORS CORP.

1. Remove the automatic transmission. Refer to Transmission Replacement for the 4L60-E.

NOTE: **Note the position and direction of the engine flywheel before removal.**

2. Remove the flywheel bolts.
3. Remove the flywheel.

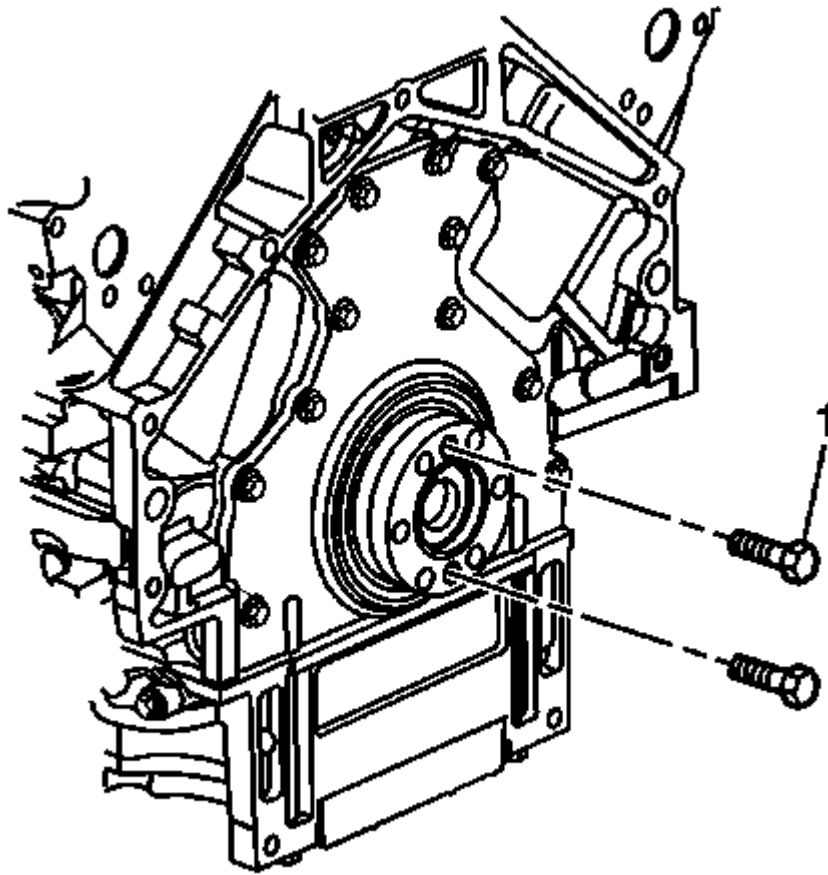


Fig. 429: View Of Bolts & Spacer
Courtesy of GENERAL MOTORS CORP.

4. Install two M11x1.5 mm bolts (1) to the threaded holes of the spacer, if applicable.
5. Rotate the bolts clockwise to remove the spacer.

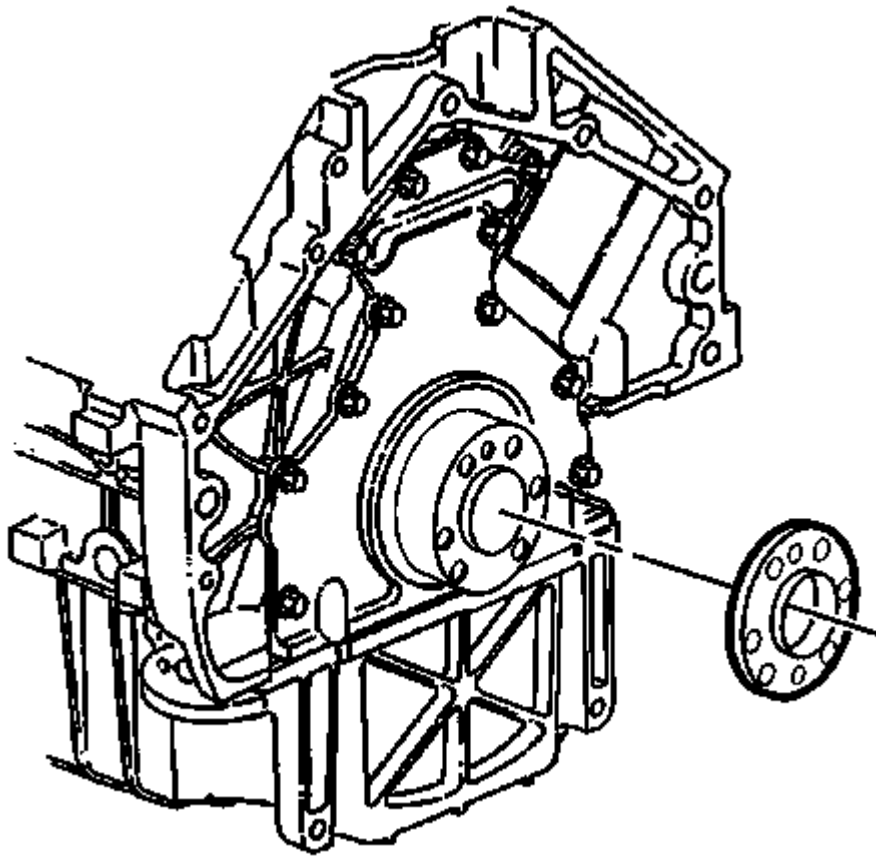


Fig. 430: View Of Spacer & Crankshaft Rear
Courtesy of GENERAL MOTORS CORP.

6. Remove the spacer from the rear of the crankshaft, if applicable.

INSTALLATION PROCEDURE

NOTE:

- The flywheel does not use a locating pin for alignment and will not initially seat against the crankshaft flange or spacer, if applicable, but will be pulled onto the crankshaft by the engine flywheel bolts. This procedure requires a three stage tightening process.
- Certain applications (6.0L) require a spacer and longer bolts for proper flywheel position.

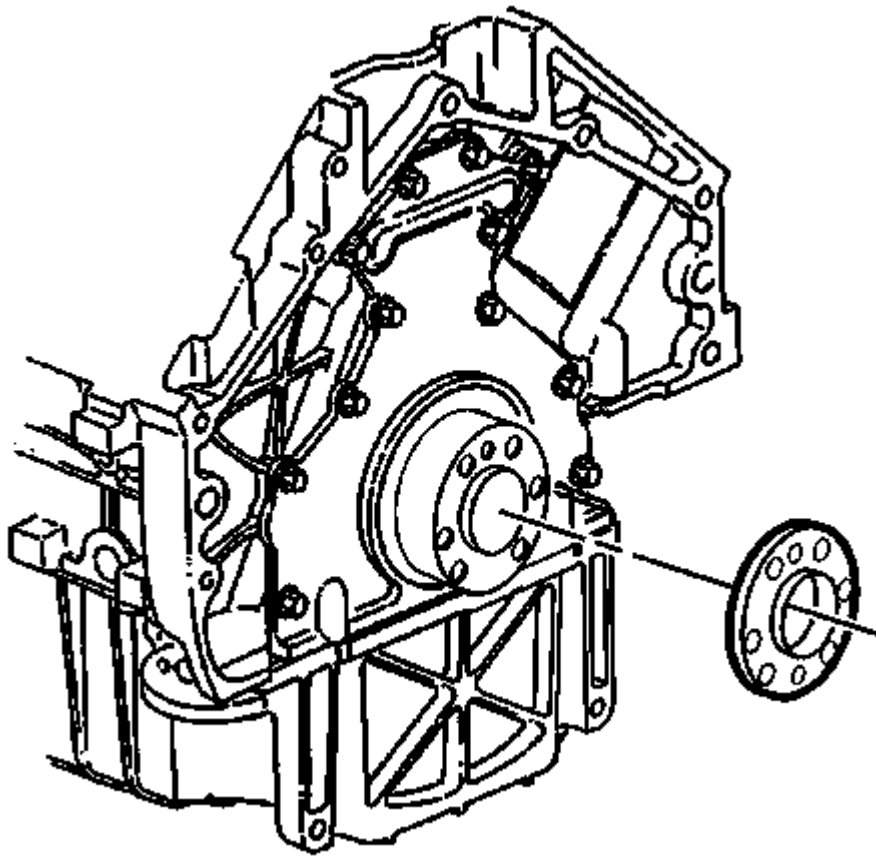


Fig. 431: View Of Spacer & Crankshaft Rear
Courtesy of GENERAL MOTORS CORP.

1. Install the spacer, if applicable, onto the rear of the crankshaft.

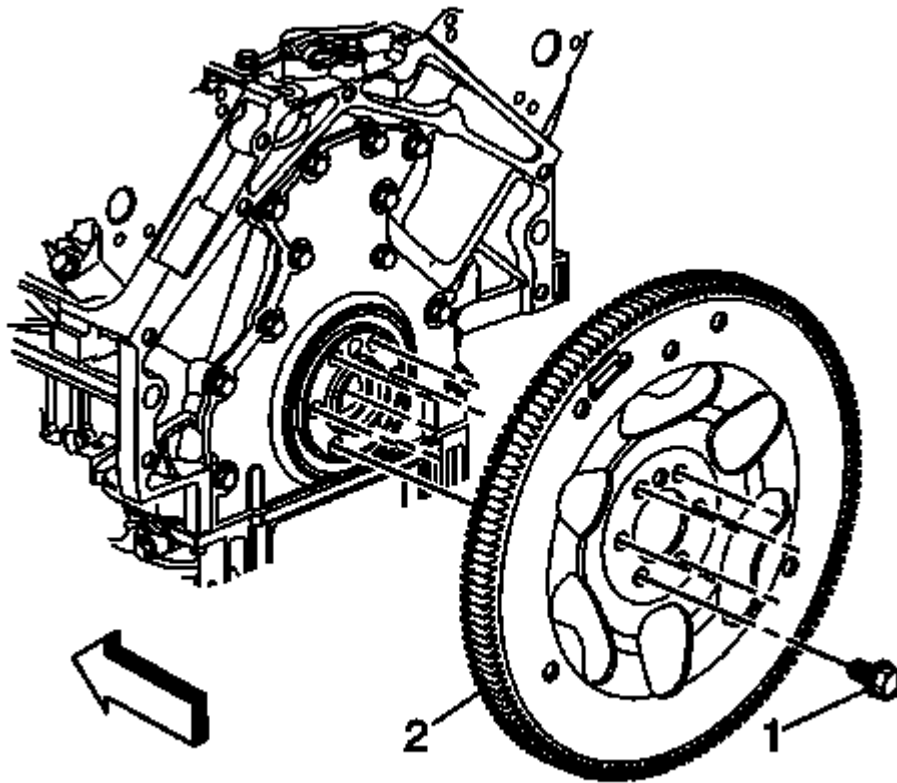


Fig. 432: View Of Engine Flywheel & Bolts
Courtesy of GENERAL MOTORS CORP.

NOTE: Longer flywheel bolts must be used on applications using a flywheel spacer.

2. Install the flywheel and bolts to the crankshaft.
3. Apply threadlock to the threads of the flywheel bolts. Refer to [Adhesives, Fluids, Lubricants, and Sealers](#) for the correct part number.

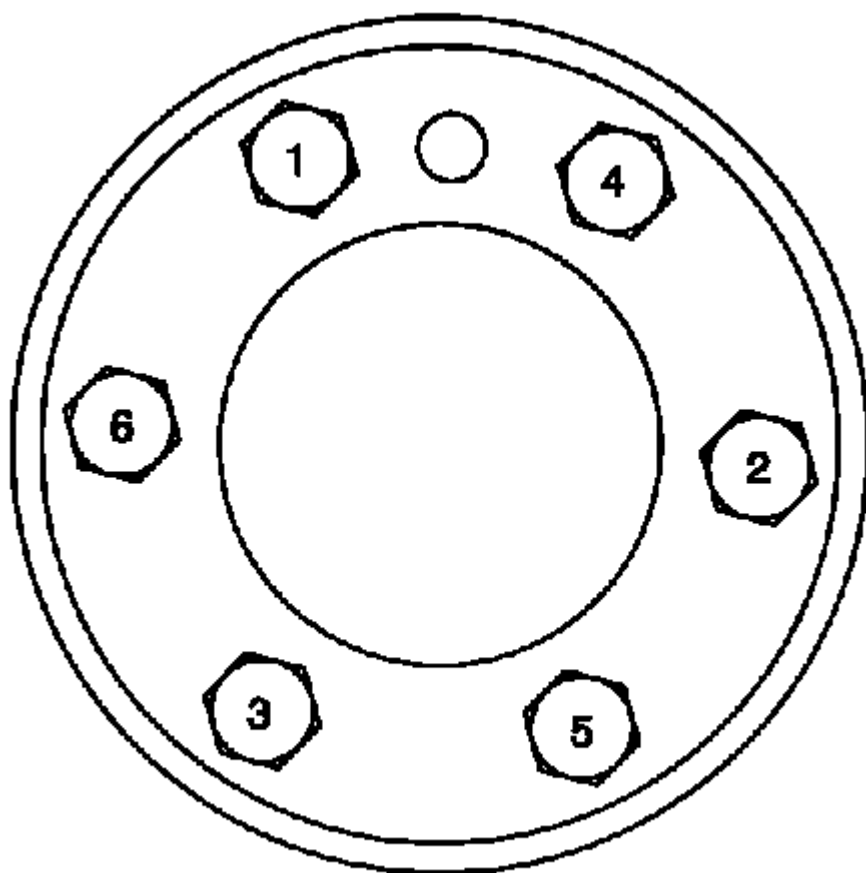


Fig. 433: Identifying Flywheel Bolt Tightening Sequence
Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

4. Tighten the flywheel bolts.
 - Tighten the bolts (1-6) a first pass in sequence to 20 N.m (15 lb ft).
 - Tighten the bolts (1-6) a second pass in sequence to 50 N.m (37 lb ft).
 - Tighten the bolts (1-6) a final pass in sequence to 100 N.m (74 lb ft).
5. Install the automatic transmission. Refer to Transmission Replacement for the 4L60-E.

ENGINE REPLACEMENT

Special Tools

- **J 21366** Converter Holding Strap. See Special Tools .
- **J 41798** Engine Lifting Brackets. See Special Tools .

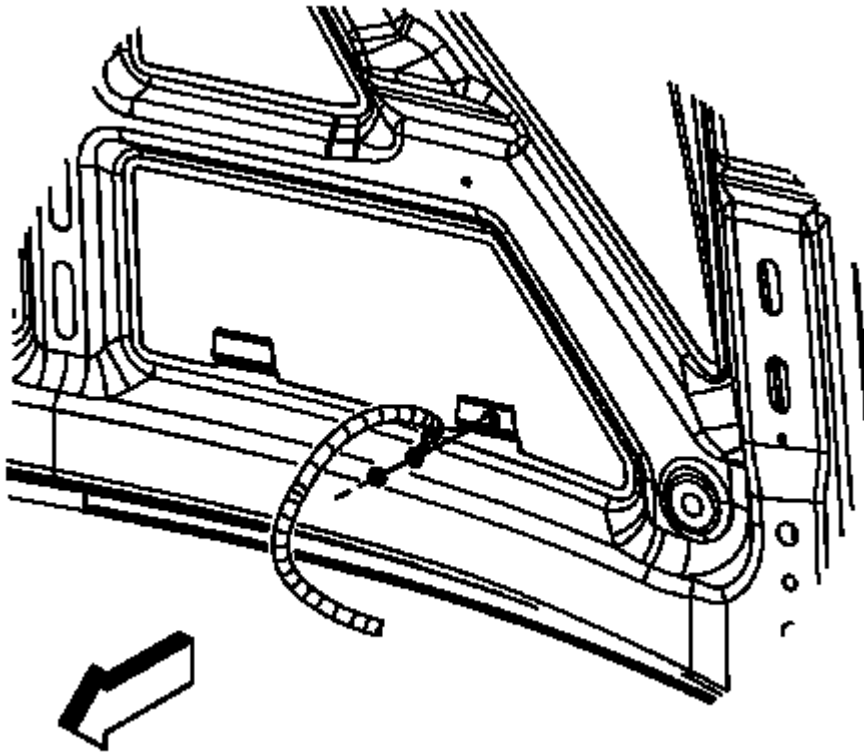
REMOVAL PROCEDURE

Fig. 434: View Of Ground Strap & Nut
Courtesy of GENERAL MOTORS CORP.

1. Open the hood.
2. Remove the ground strap nut at the hood stud.
3. Remove the ground strap from the stud.

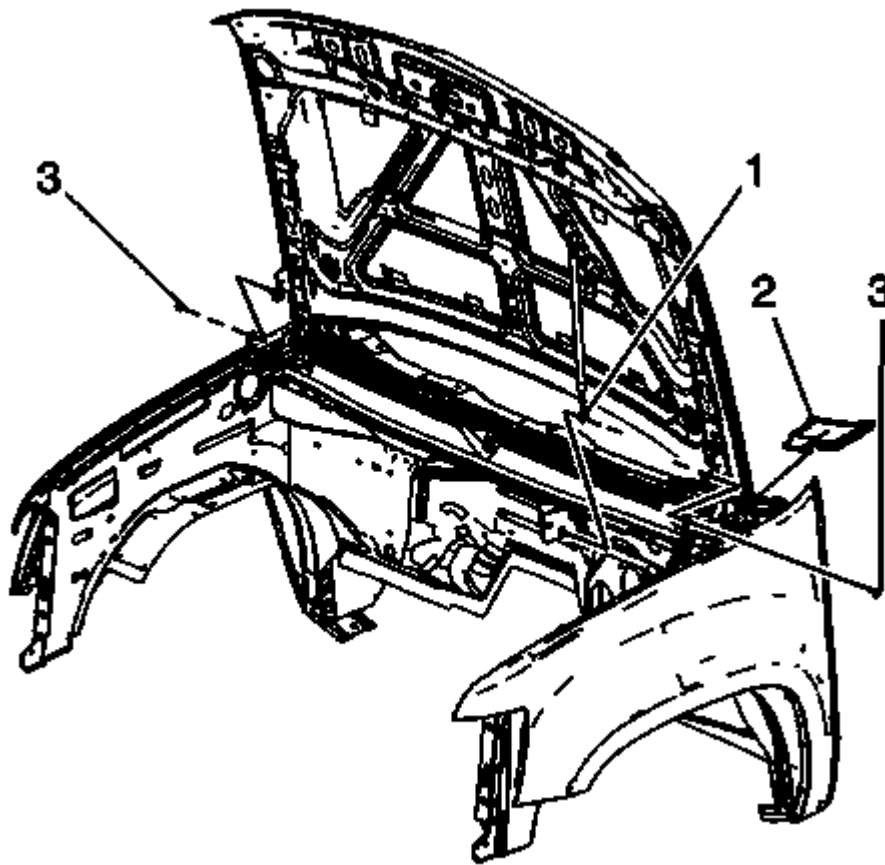


Fig. 435: View Of Hood Strut Rod, Grille End Caps & Hood Hinge Bolts
Courtesy of GENERAL MOTORS CORP.

4. Assemble 2 sets of the following: an M6 bolt, 2 each 19.05 mm (0.75 in) flat washers and an M6 nut.
5. Release the retainer securing the hood strut rod to the hood strut bracket stud.
6. Remove the hood strut rod (1) from the stud.
7. Remove the air inlet grille end caps (2), lift the end cap up in order to disengage the retainers. (left side shown, right side similar).
8. Have an assistant support the hood.
9. Remove the hood hinge bolts (3) and set aside.

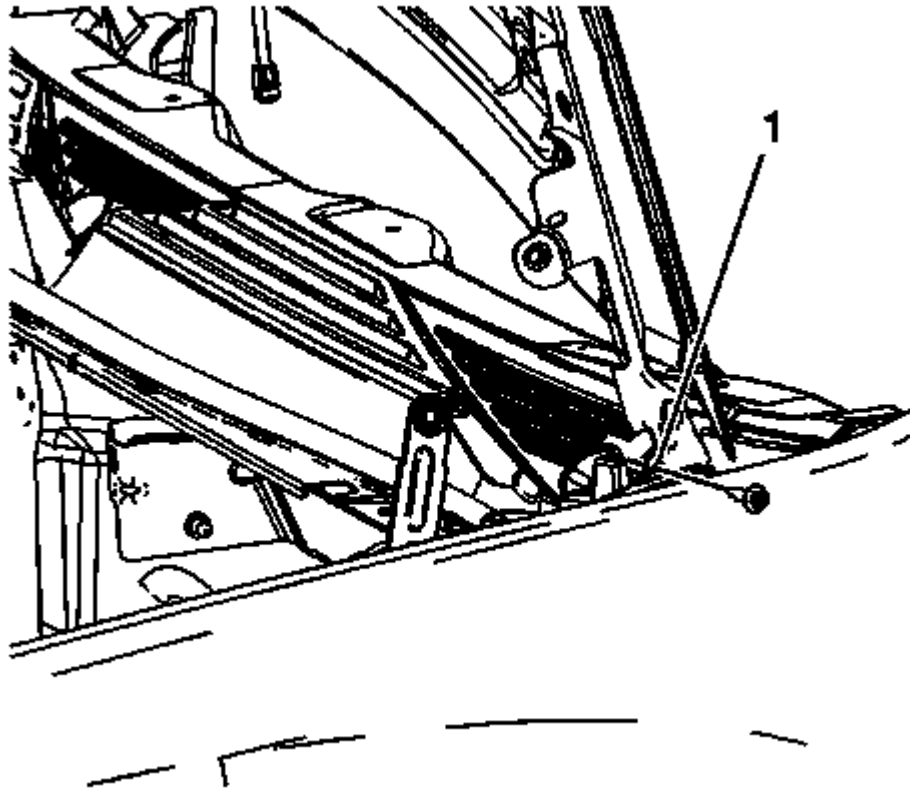


Fig. 436: View Of Service Piston Notch
Courtesy of GENERAL MOTORS CORP.

NOTE: There is a positive stop which limits the hood from being opened too far.

10. Raise the hood until the service position notch (1) in the upper hinge is reached.
11. Install the 2 sets of the M6 bolts to both the left and right side service notches and tighten finger tight.

CAUTION: Refer to Fastener Caution .

12. Lower the hood until the bolts rest against the lower hinge, tighten the bolts to secure the hood.

Tighten: Tighten the bolts to 20 N.m (15 lb ft).

13. The hood is now set in the service position.
14. Remove the hood latch. Refer to Hood Primary and Secondary Latch Replacement .
15. Remove the front end upper tie bar. Refer to Front End Upper Tie Bar Replacement .
16. Remove the intake manifold. Refer to Intake Manifold Replacement (Without AFM) or Intake Manifold Replacement (With AFM).

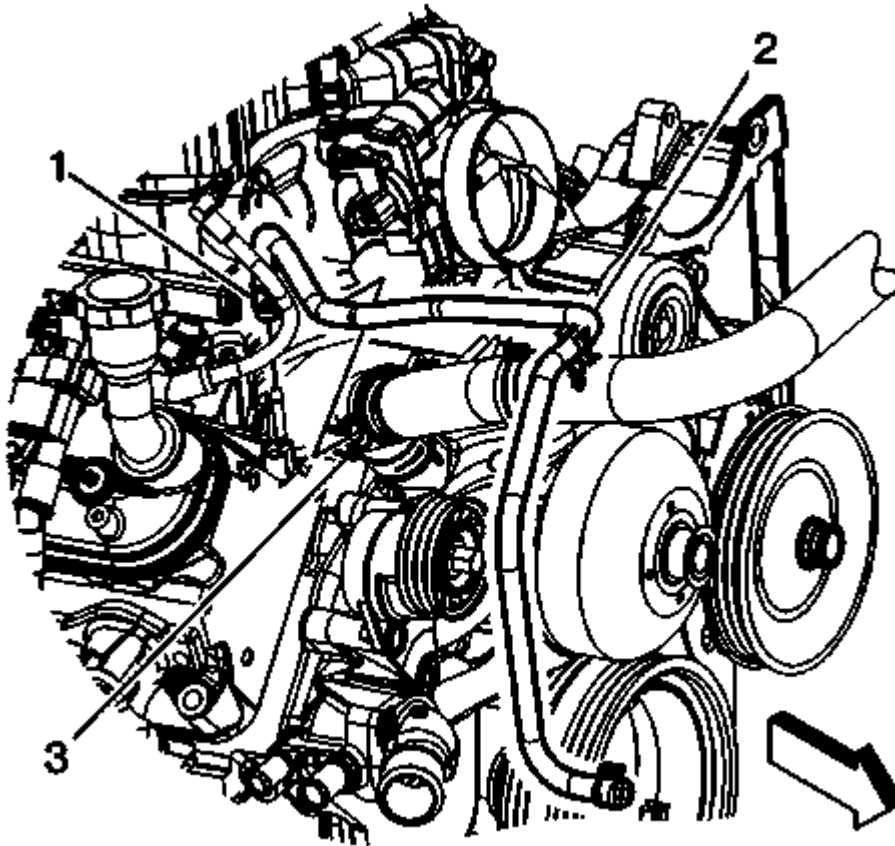


Fig. 437: View Of Radiator Vent Inlet Hose & Clamps
Courtesy of GENERAL MOTORS CORP.

17. Remove the radiator vent inlet hose (2) from the radiator inlet hose clip (3).
18. Reposition the radiator vent inlet hose clamp (1) at the air bleed pipe.
19. Remove the radiator vent inlet hose (2) from the air bleed pipe and reposition.

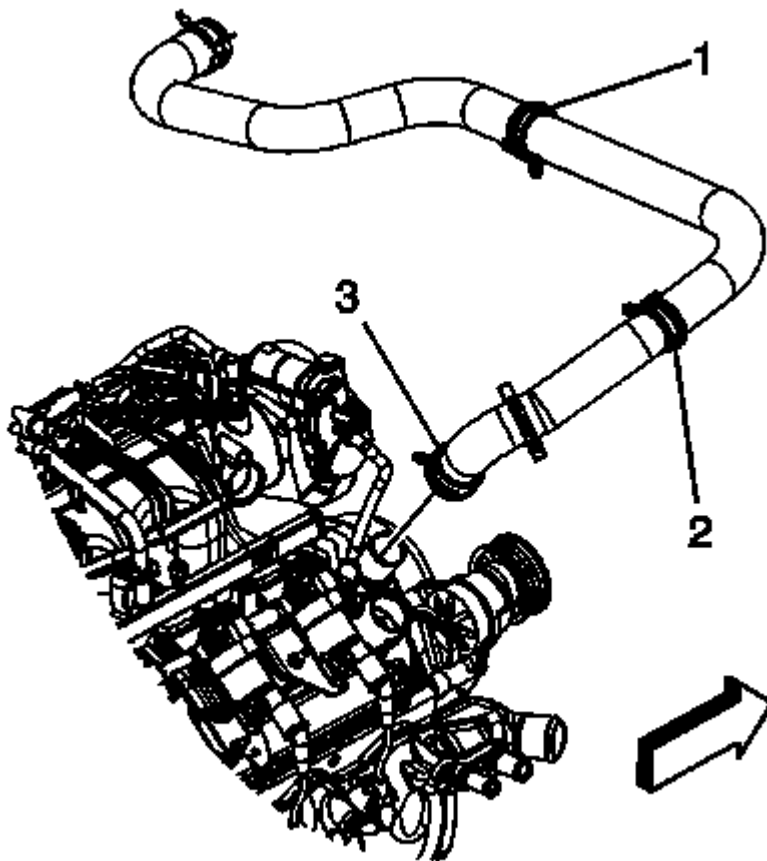


Fig. 438: View Of Radiator Vent Inlet Hose Clamp At Water Pump
Courtesy of GENERAL MOTORS CORP.

20. Reposition the radiator inlet hose clamp (3) at the water pump.
21. Remove the radiator inlet hose from the water pump.

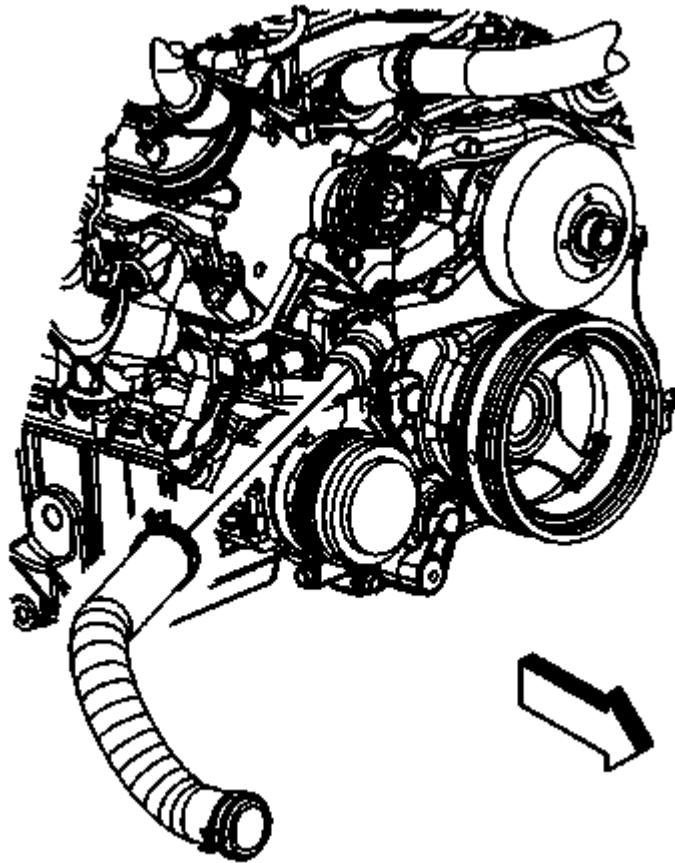


Fig. 439: View Of Radiator Outlet Hose
Courtesy of GENERAL MOTORS CORP.

22. Reposition the radiator outlet hose clamp at the water pump.
23. Remove the radiator outlet hose from the water pump.
24. Remove the heater hoses. Refer to **Heater Inlet Hose Replacement (Non-HP2)** and **Heater Outlet Hose Replacement (Non-HP2)** .

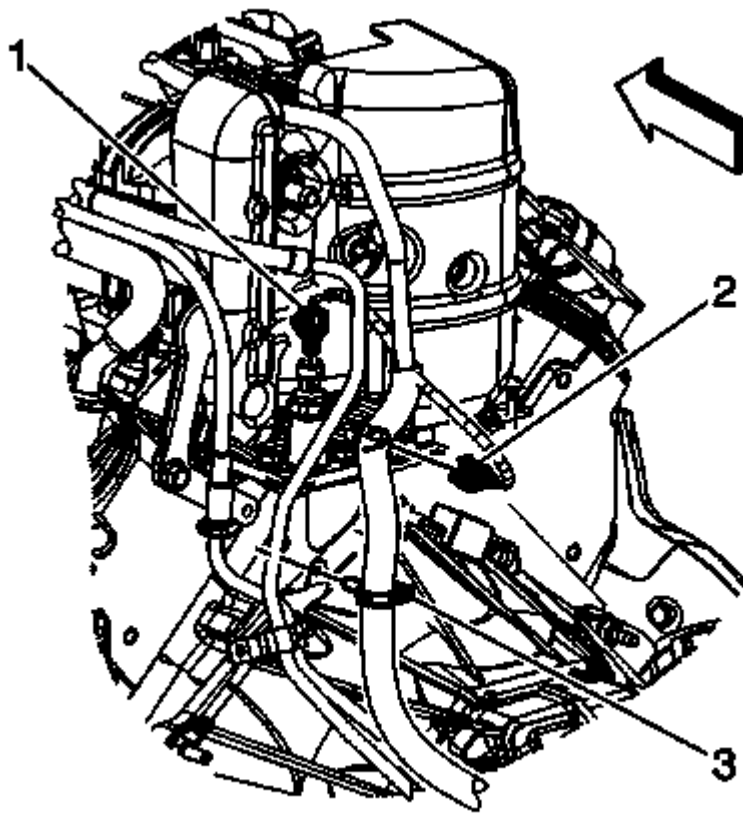


Fig. 440: View Of Engine Harness Electrical Connectors & Inlet Hose Clamp
Courtesy of GENERAL MOTORS CORP.

25. Disconnect the engine harness electrical connector (1) from the oil pressure sensor.
26. Disconnect the engine harness electrical connector (2) from the lifter oil manifold.

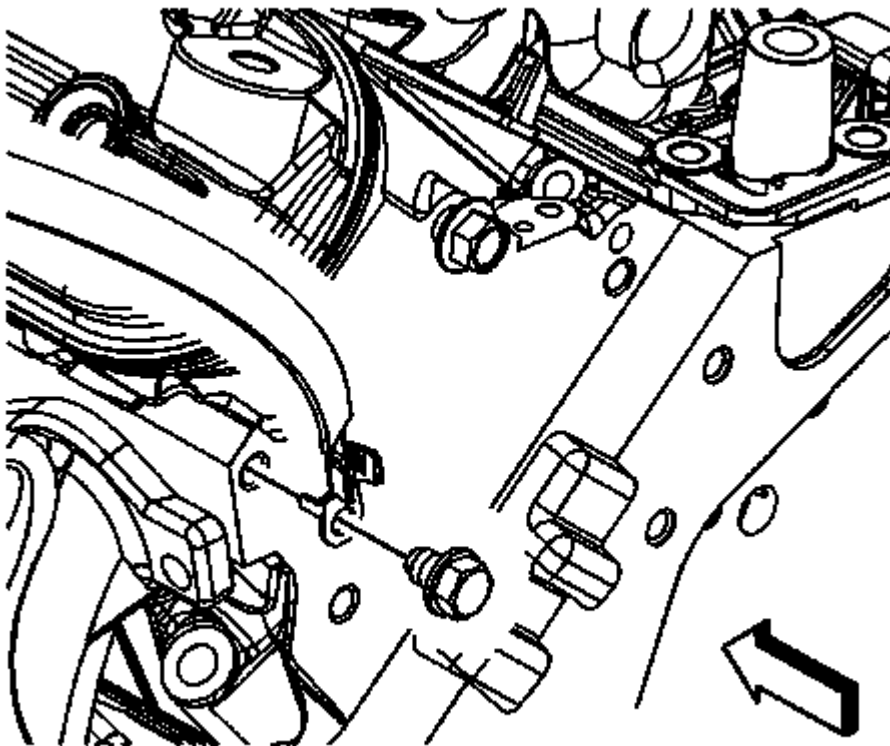


Fig. 441: View Of Engine Ground Strap & Bolt
Courtesy of GENERAL MOTORS CORP.

27. Remove the engine ground strap bolt from the rear of the left cylinder head and cowl and reposition.

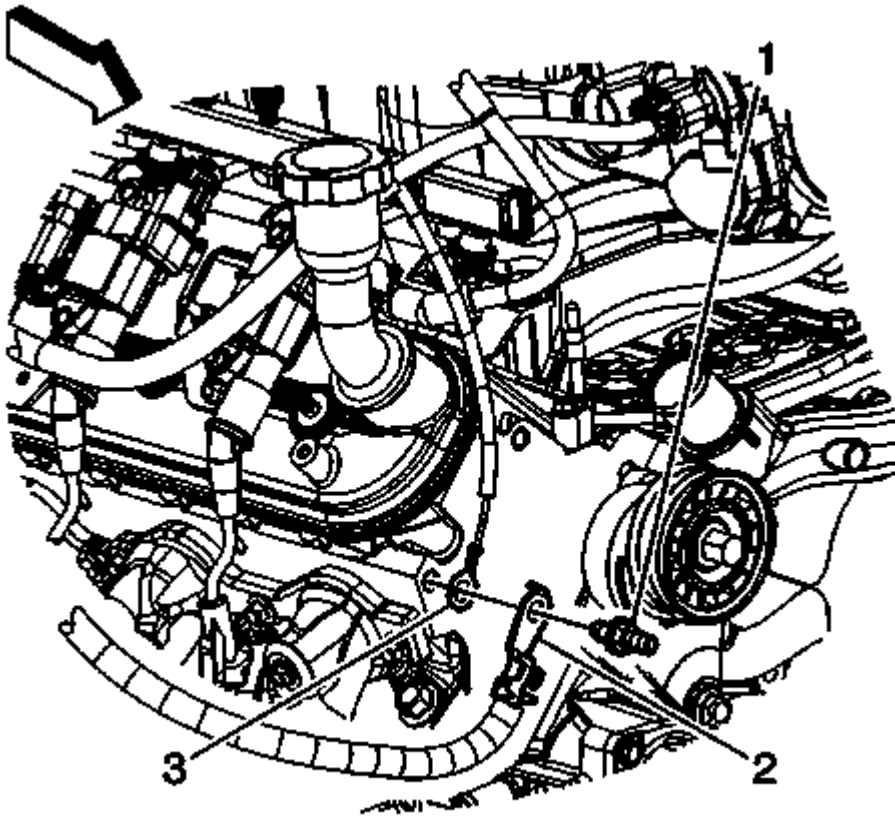


Fig. 442: View Of Battery Cable Terminals & Stud
Courtesy of GENERAL MOTORS CORP.

28. Remove the negative battery cable stud (1) from the right cylinder head.
29. Remove the negative battery cable terminal (2) and the engine harness ground (3) from the right cylinder head.
30. Raise and support the vehicle. Refer to **Lifting and Jacking the Vehicle** .

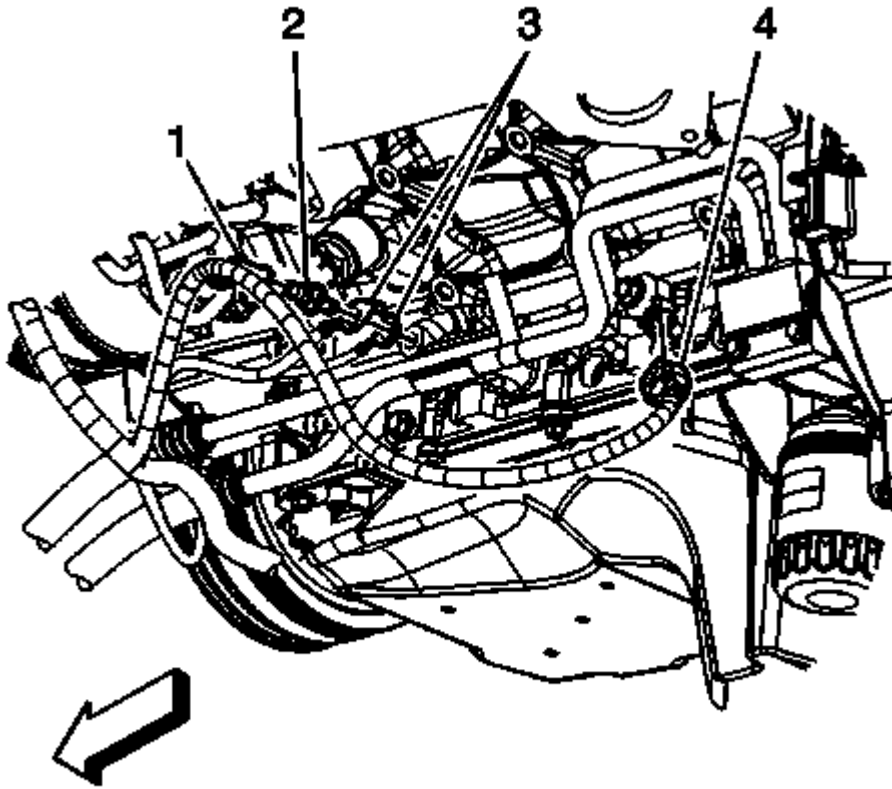


Fig. 443: View Of Engine Harness Components
Courtesy of GENERAL MOTORS CORP.

31. Remove the engine harness clip (1) from the ground stud.
32. Remove the engine harness ground stud (2) from the engine block.
33. Remove the engine harness grounds (3) from the engine block.
34. Disconnect the engine harness electrical connector (4) from the knock sensor.

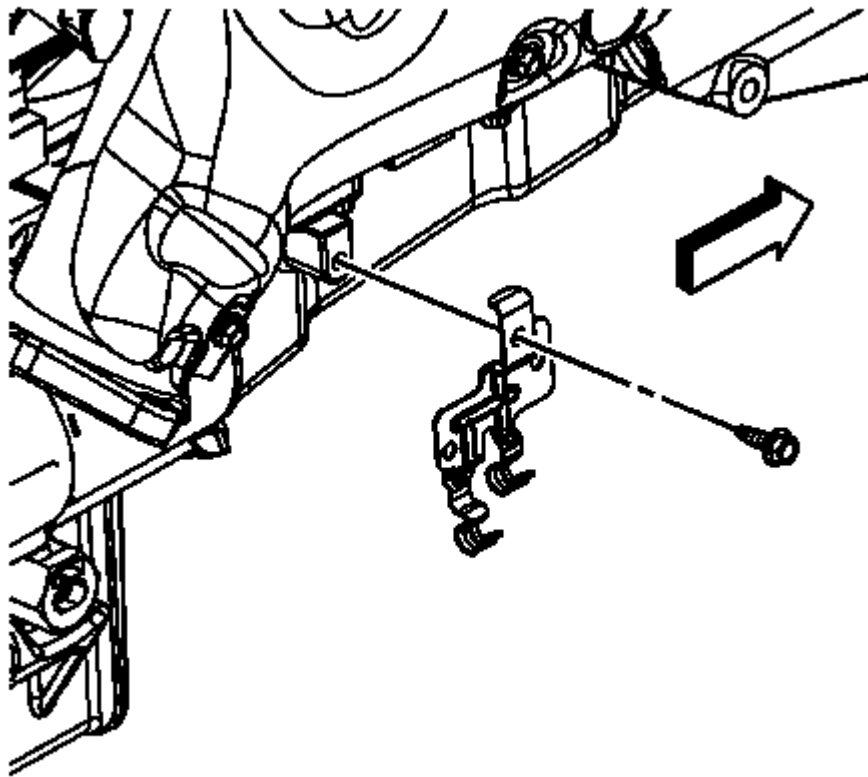


Fig. 444: View Of Oil Cooler Line Clip & Bolt
Courtesy of GENERAL MOTORS CORP.

35. Remove the transmission oil cooler line clip bolt from the oil pan, if equipped.

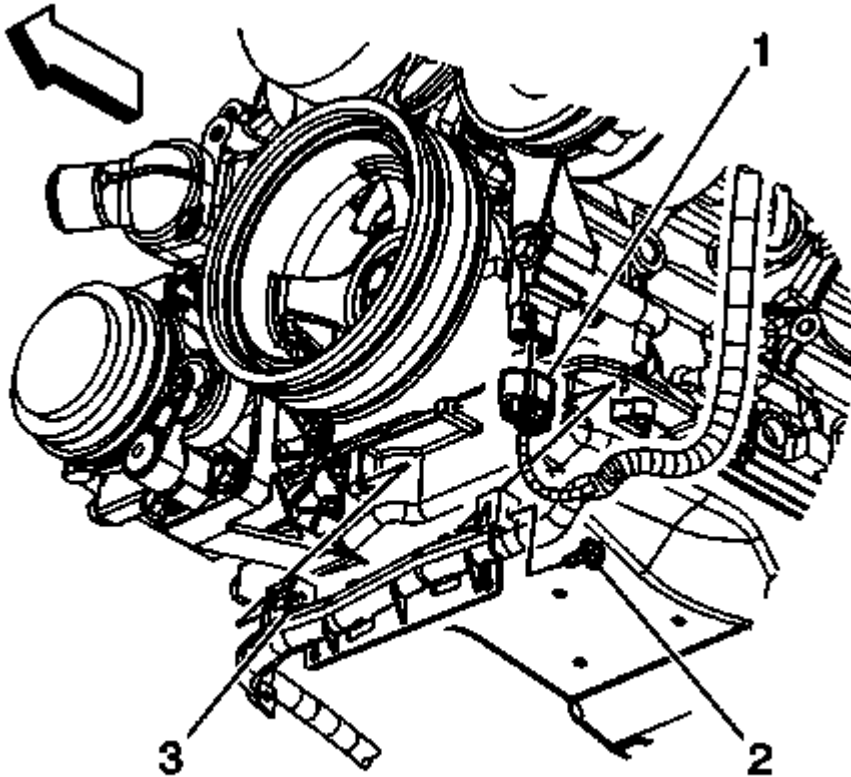


Fig. 445: View Of Electrical Connector, Cable Channel Bolt & Pin
 Courtesy of GENERAL MOTORS CORP.

36. Disconnect the engine harness electrical connector (1) from the camshaft position (CMP) sensor wire harness.
37. Remove the battery cable channel bolt (2).
38. Slide the channel pin (3) out of the oil pan tab.

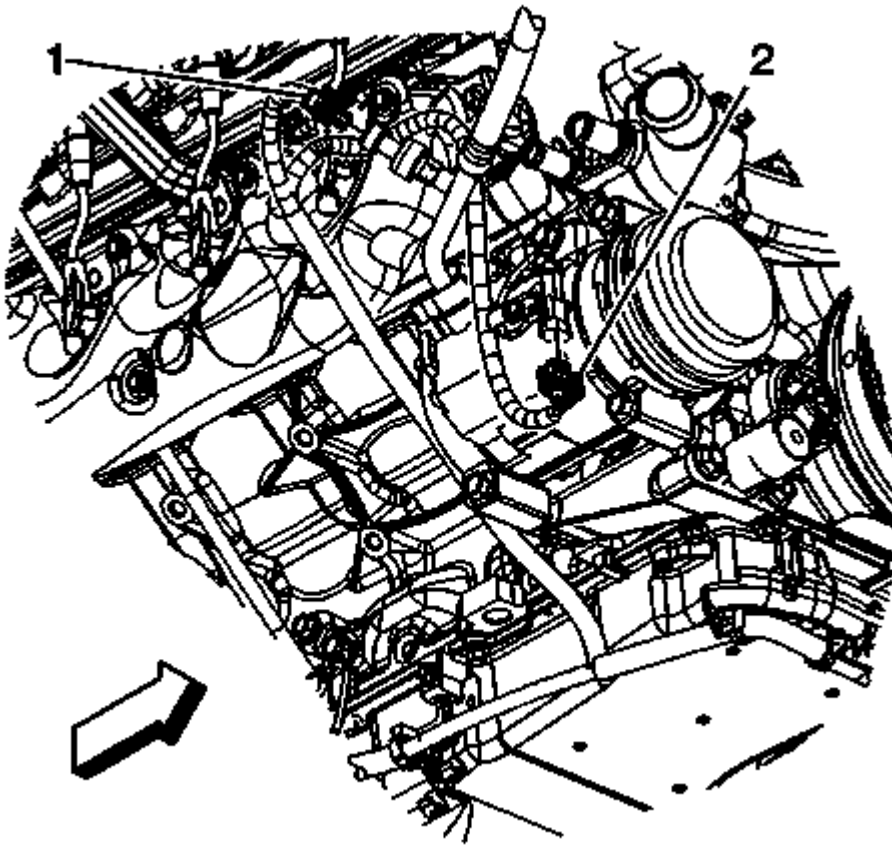


Fig. 446: View Of Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

39. Disconnect the engine harness electrical connector (1) from the A/C refrigerant pressure sensor.
40. Remove the starter motor. Refer to **Starter Replacement (V8)** or **Starter Replacement (V6)** or **Starter Replacement (6.6L)** .

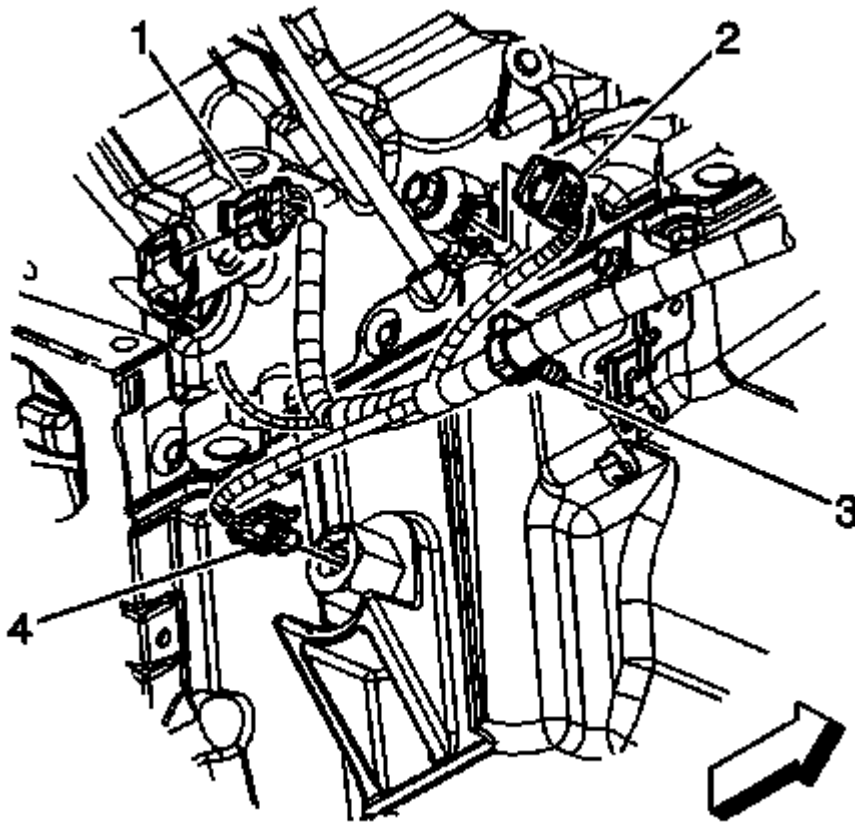


Fig. 447: View Of Engine Wiring Harness Electrical Connector & Components
 Courtesy of GENERAL MOTORS CORP.

41. Disconnect the engine harness electrical connector (1) from the crankshaft position (CKP) sensor.
42. Disconnect the engine harness electrical connector (2) from the knock sensor.
43. Disconnect the engine harness electrical connector (4) from the oil level sensor.
44. Remove the engine harness clip (3) from the transmission oil cooler line bracket.

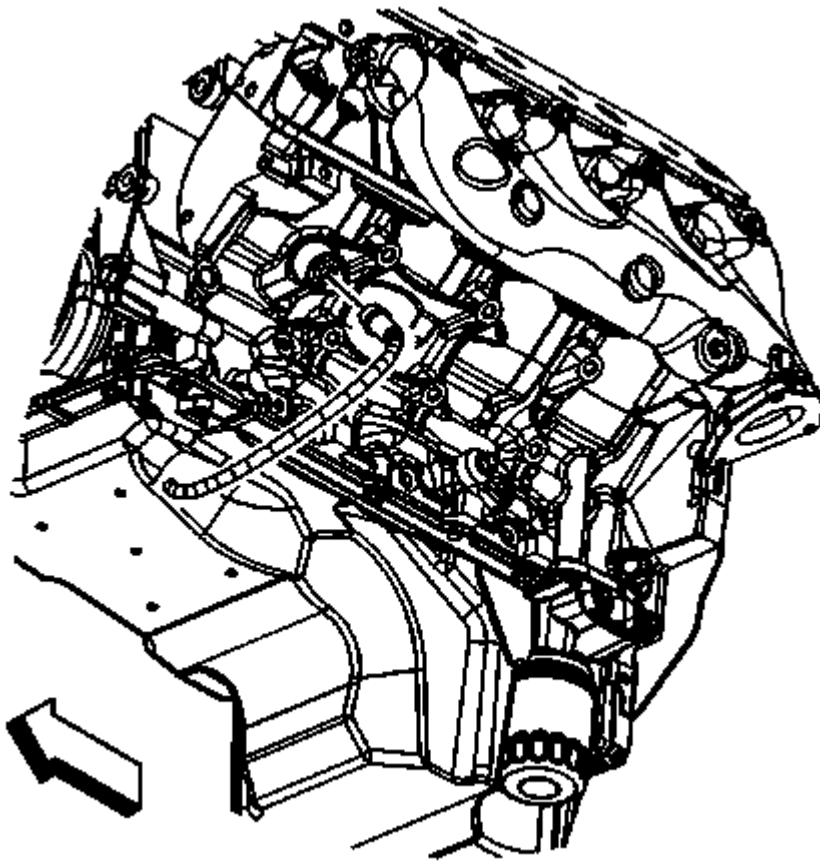


Fig. 448: View Of Coolant Heater Cord
Courtesy of GENERAL MOTORS CORP.

45. Disconnect the coolant heater cord from the coolant heater, if equipped.
46. Lower the vehicle.

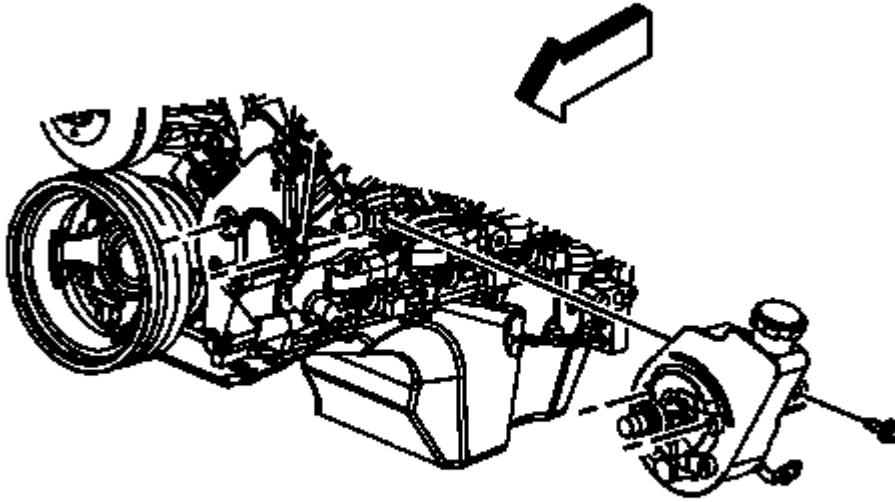


Fig. 449: View Of Power Steering Pump-To-Engine Block Bolt
Courtesy of GENERAL MOTORS CORP.

47. Remove the rear power steering pump-to-engine block bolt (1500 series shown, 2500 series similar).

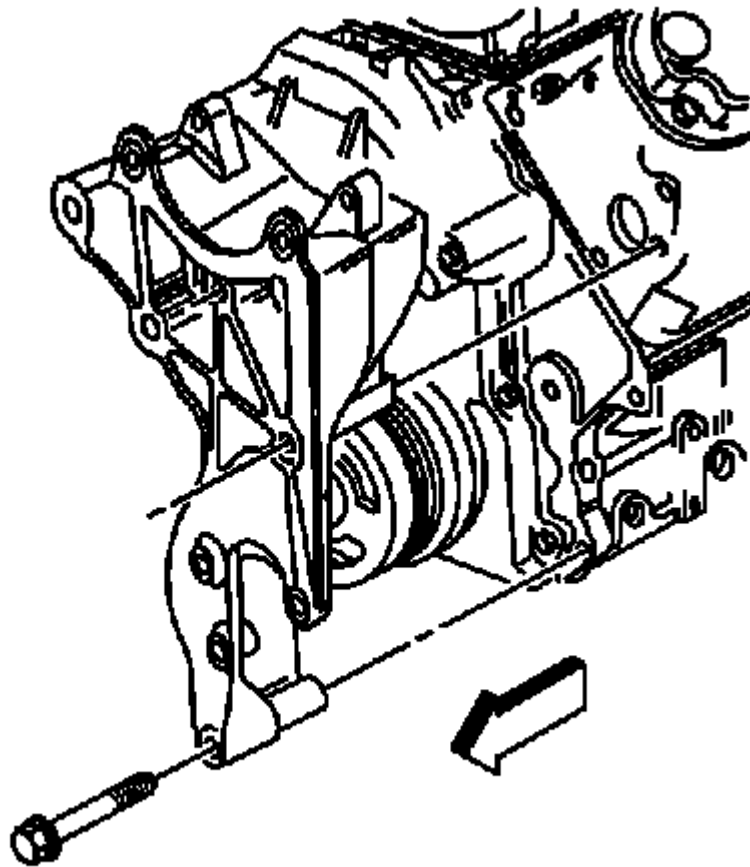


Fig. 450: View Of Generator Bracket & Bolts
Courtesy of GENERAL MOTORS CORP.

48. Remove the generator bracket bolts.
49. Position the generator bracket (with power steering pump) aside.
50. Remove the ignition coil, as required for the proper fit of the **J 41798** before lifting the engine. See **Special Tools** . Refer to **Ignition Coil Replacement** .

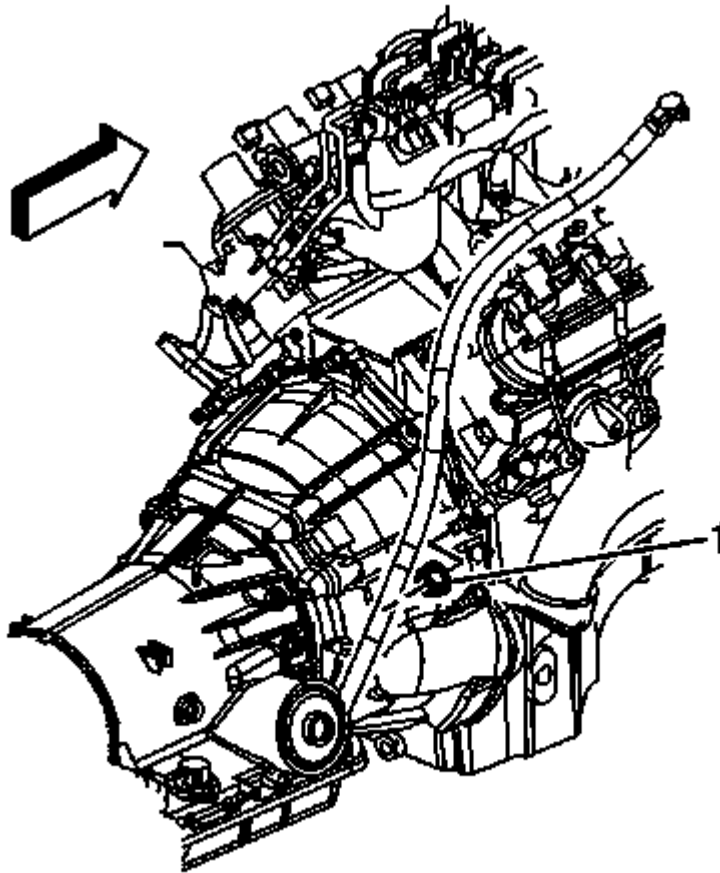


Fig. 451: View Of Transmission Oil Level Indicator Tube Nut
Courtesy of GENERAL MOTORS CORP.

51. Remove the transmission oil level indicator tube nut (1).

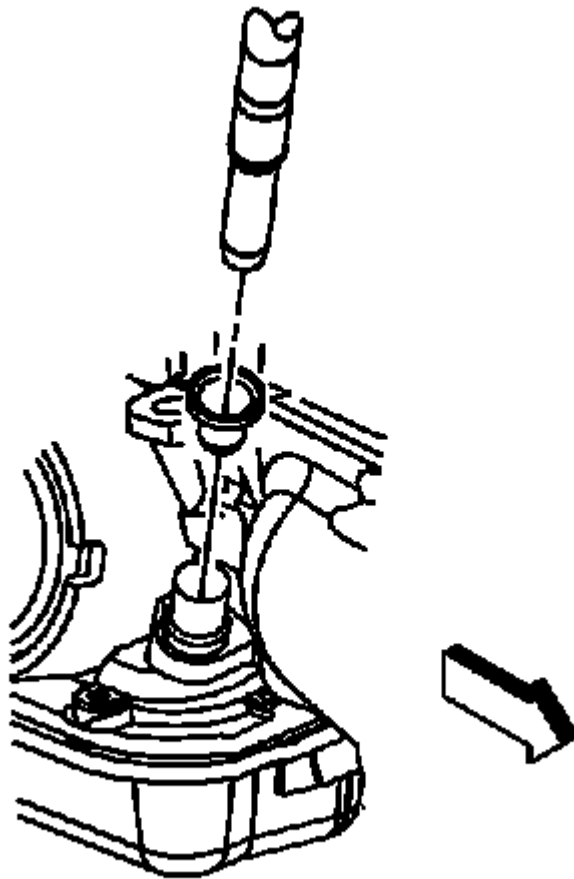


Fig. 452: View Of Oil Level Indicator Tube & Seal
Courtesy of GENERAL MOTORS CORP.

52. Remove the transmission oil level indicator tube.

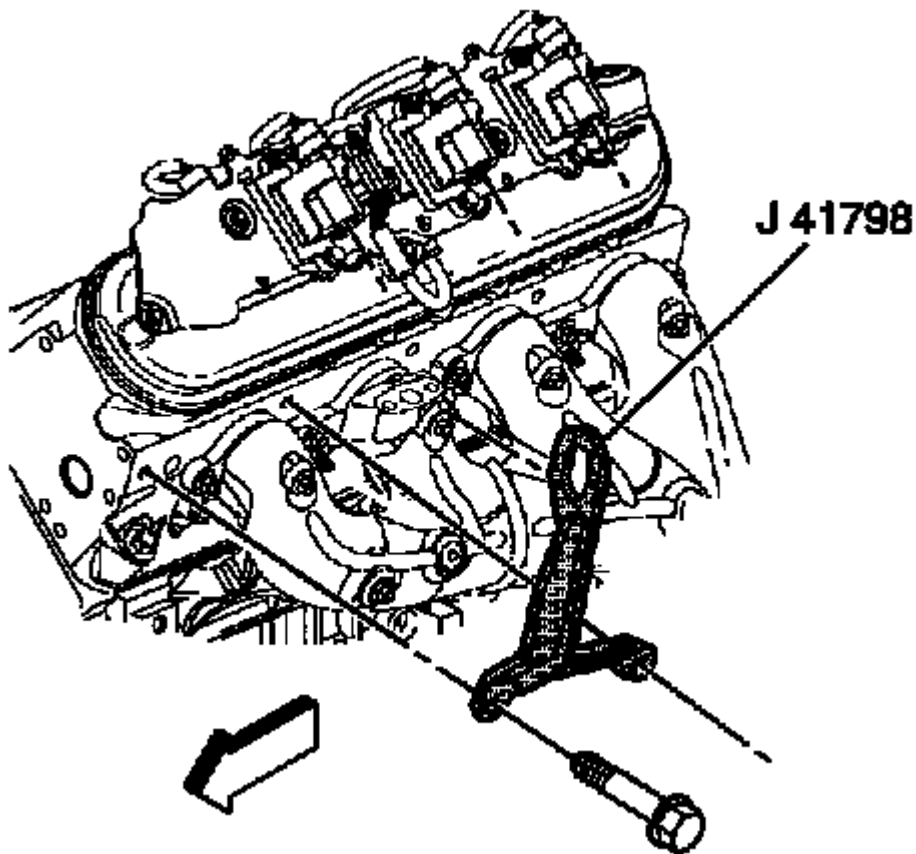


Fig. 453: View Of J 41798

Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

53. Install the **J 41798** to the cylinder heads. See Special Tools .

Tighten:

- Tighten the M8 engine lift bracket bolts to 25 N.m (18 lb ft).
- Tighten the M10 engine lift bracket bolts to 50 N.m (37 lb ft).

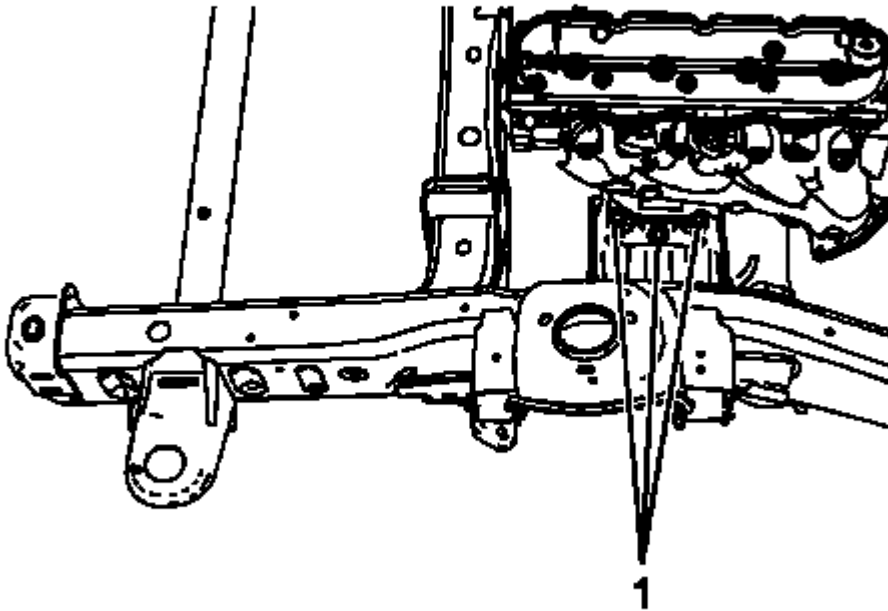


Fig. 454: View Of Engine Mount To Frame Bolts
Courtesy of GENERAL MOTORS CORP.

54. For 1500 series vehicles with a 4.8L engine, remove the left and right engine mount to frame bolts (1).

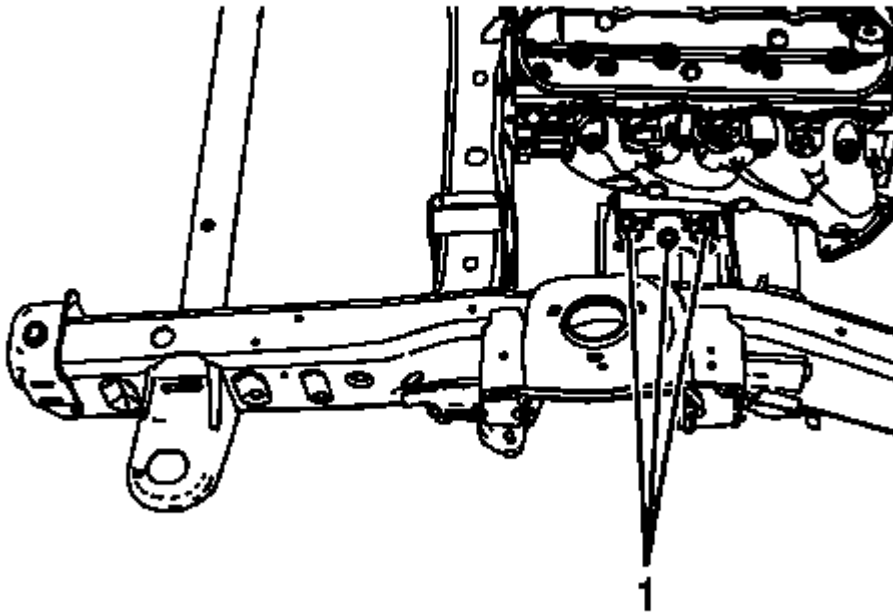


Fig. 455: View Of Engine Mount To Frame Bolts
Courtesy of GENERAL MOTORS CORP.

55. For 1500 series vehicles with a 5.3L, 6.0L, or 6.2L engines, remove the left and right engine mount to frame bolts (1).

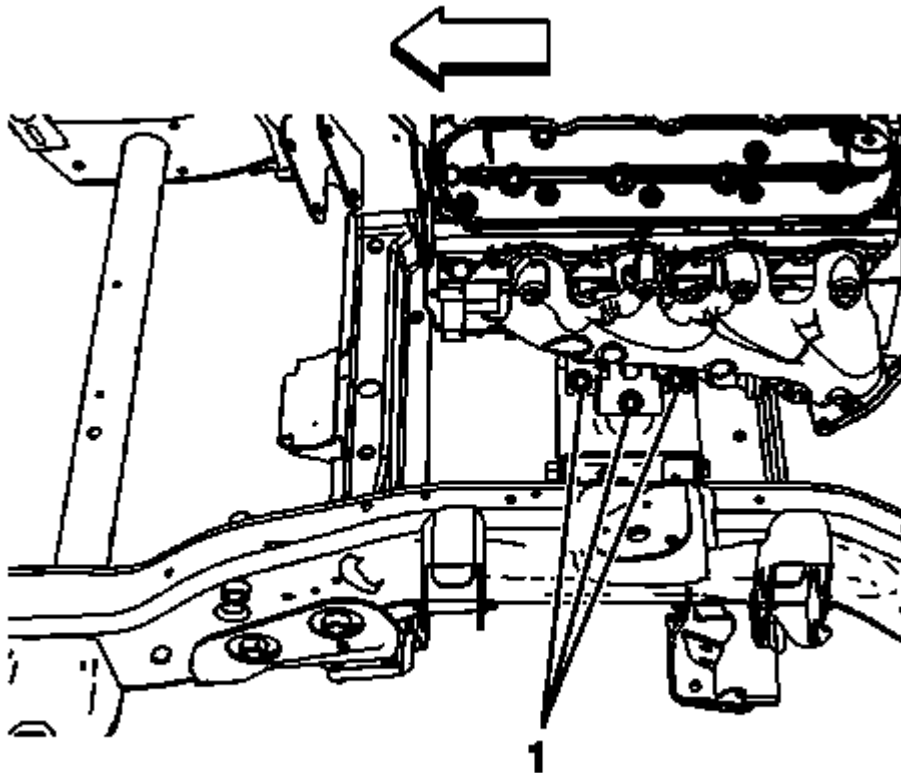


Fig. 456: View Of Engine Mount Bracket Bolts
Courtesy of GENERAL MOTORS CORP.

56. For 2500 series vehicles with a 5.3L, 6.0L, or 6.2L engines, remove the left and right engine mount to engine mount bracket bolts (1).
57. Raise the vehicle.

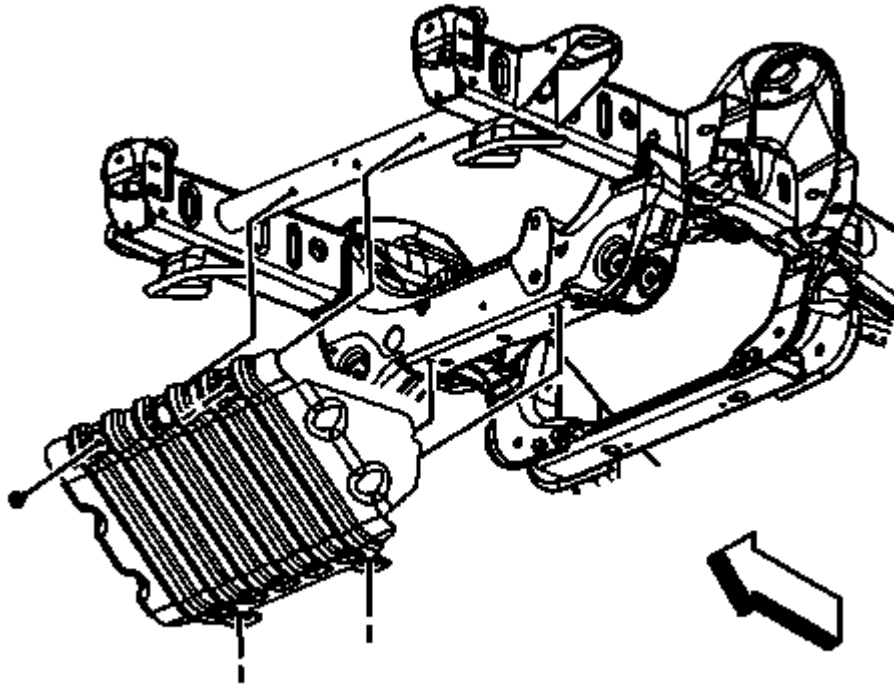


Fig. 457: View Of Engine Shield & Bolts
Courtesy of GENERAL MOTORS CORP.

58. Remove the engine shield bolts and shield.

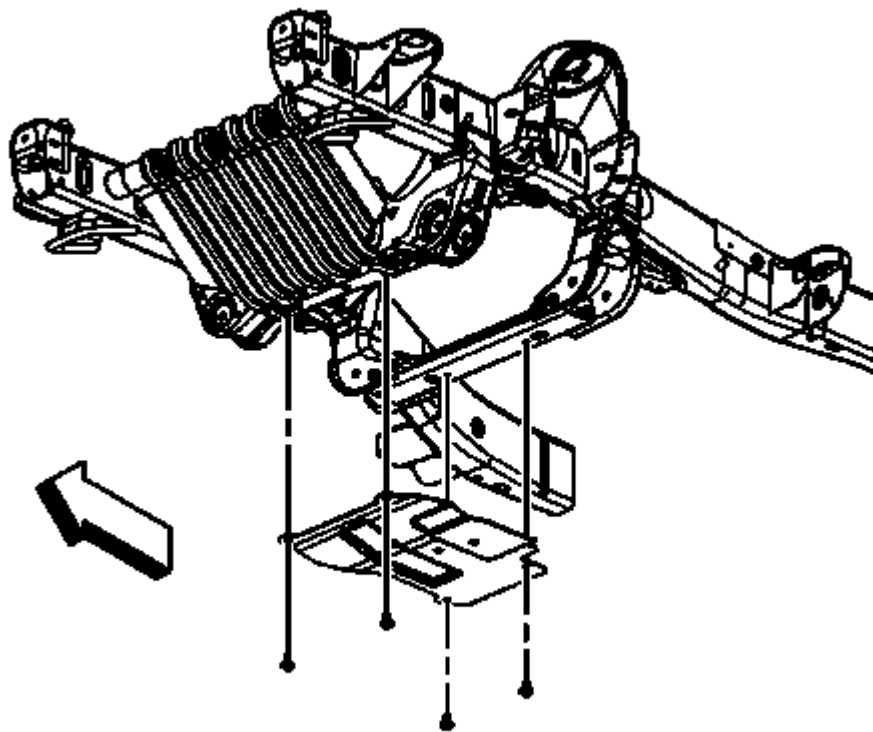


Fig. 458: View Of Oil Pan Skid Plate & Bolts
Courtesy of GENERAL MOTORS CORP.

59. For 1500 series vehicles, remove the oil pan skid plate bolts and plate, if equipped.

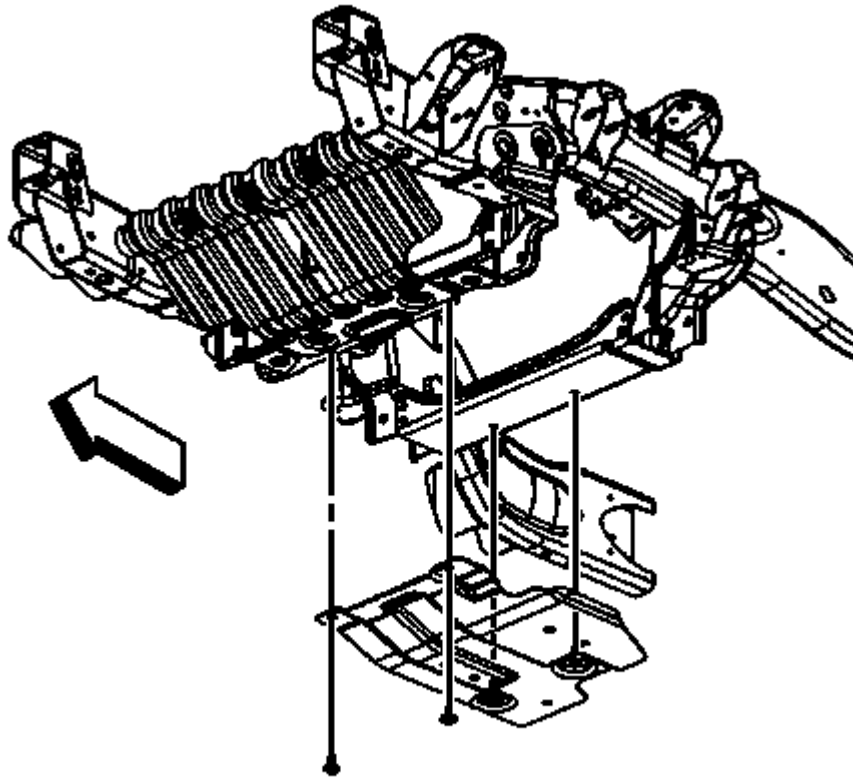


Fig. 459: View Of Oil Pan Skid Plate & Bolts
Courtesy of GENERAL MOTORS CORP.

60. For 2500 series vehicles, remove the oil pan skid plate bolts and plate, if equipped.

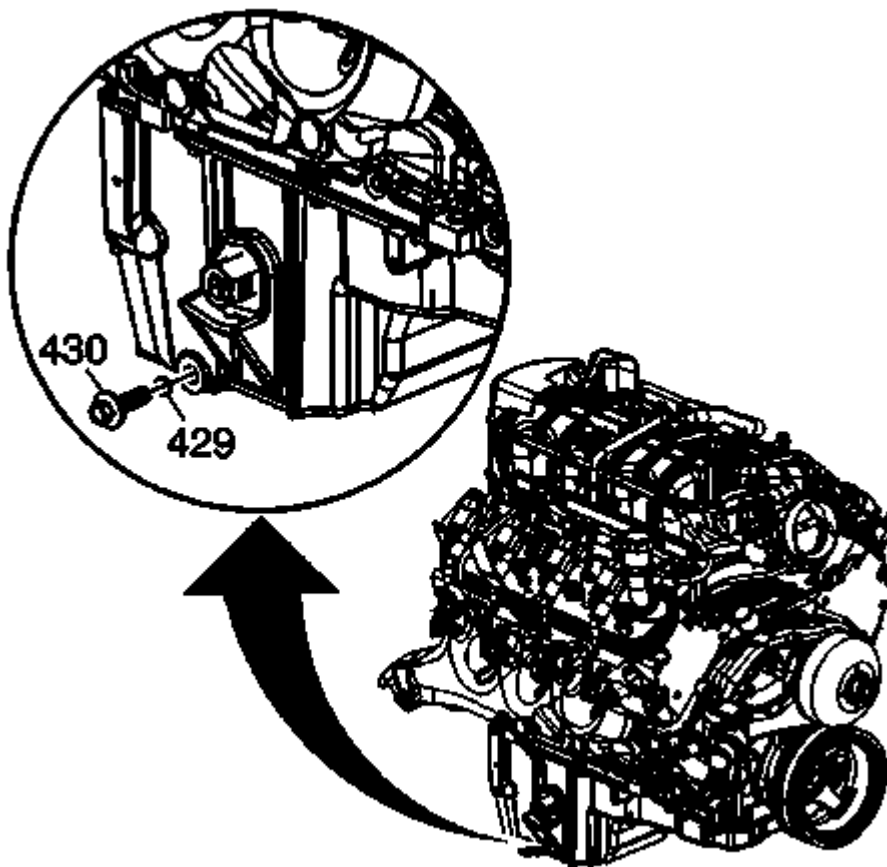


Fig. 460: View Of Oil Pan Drain Plug & Seal
Courtesy of GENERAL MOTORS CORP.

61. Place a suitable drain pan under the oil pan drain plug.
62. Remove the oil pan drain plug (430).
63. Allow the oil to drain completely.

CAUTION: Refer to Fastener Caution .

64. Reinstall and tighten the oil pan drain plug.

Tighten: Tighten the drain plug to 25 N.m (18 lb ft).

65. Remove the catalytic converter. Refer to one of the following procedures:
 - Catalytic Converter Replacement (LY6 with Exhaust Flange) or Catalytic Converter Replacement (L9H with Exhaust Flange) or Catalytic Converter Replacement (Gen IV Engines with Exhaust Clamp) or Catalytic Converter Replacement (LFA with Exhaust Clamp) or Catalytic Converter Replacement (LMM) for 1500 series
 - Catalytic Converter Replacement - Left Side (Cab Chassis) for the 2500 series

- **Exhaust Manifold Pipe Replacement** for the 2500 series

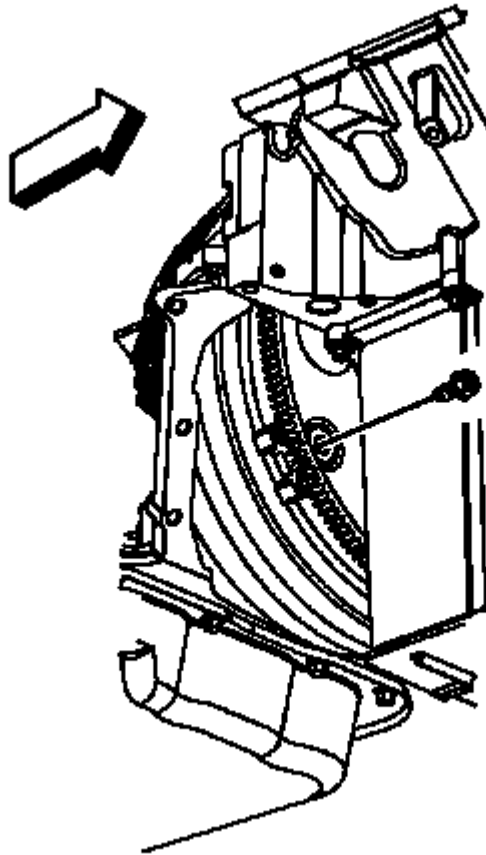


Fig. 461: View Of Flywheel To Torque Converter Bolts
Courtesy of GENERAL MOTORS CORP.

66. Remove the flywheel to torque converter bolts.

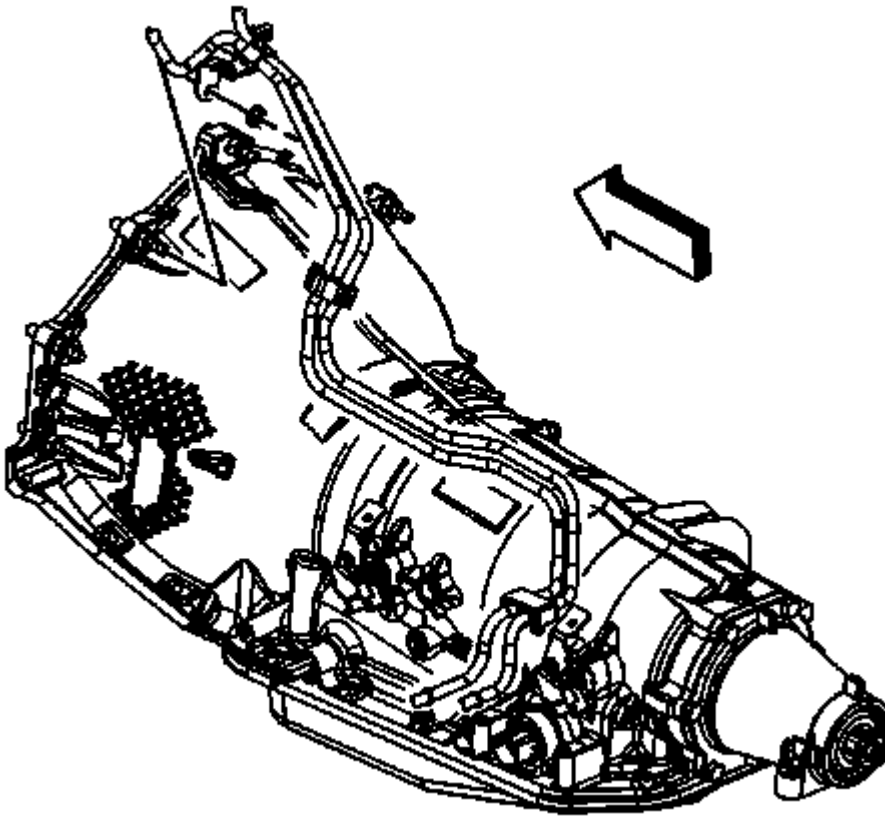


Fig. 462: View Of Fuel/Evaporative Emission Pipe & Bracket
Courtesy of GENERAL MOTORS CORP.

67. Remove the fuel/evaporative emission (EVAP) pipe bracket nut from the transmission stud (typical installation shown).
68. Remove the fuel/EVAP pipe bracket from the stud. Reposition the bracket out of the way.

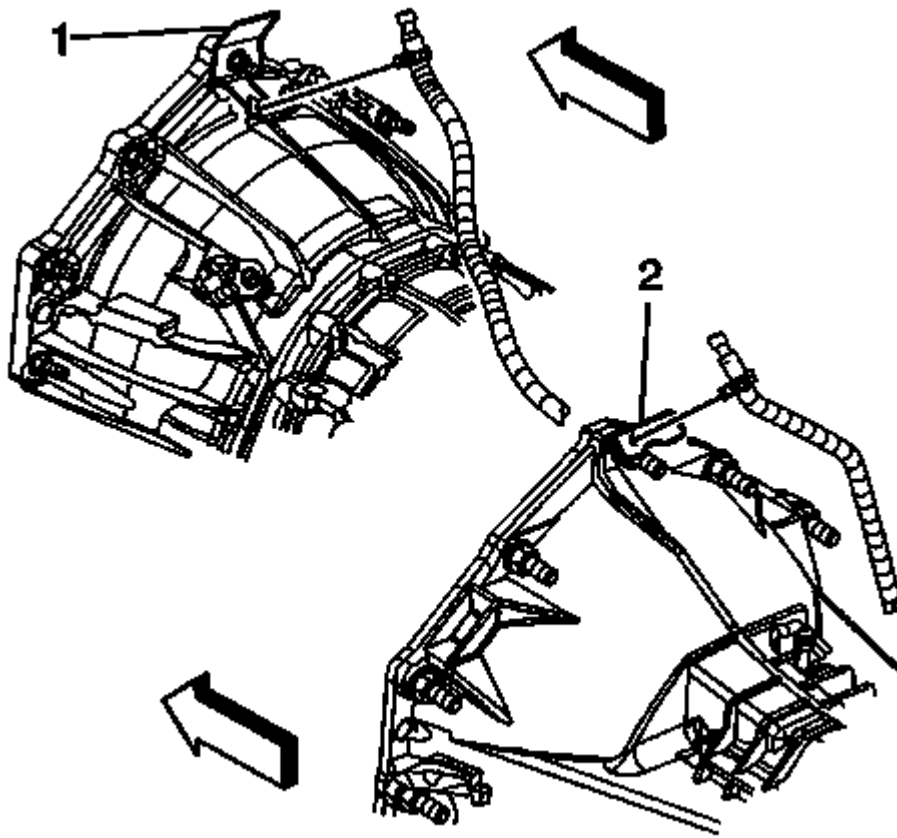


Fig. 463: View Of Transfer Case Vent Hose Bracket & Nut
Courtesy of GENERAL MOTORS CORP.

69. For the 4L80-E automatic transmission, remove the transfer case vent hose bracket (1) nut from the stud, if equipped.
70. For the 4L60-E/4L70-E/6L80-E automatic transmission, remove the transfer case vent hose bracket (2) nut from the stud, if equipped.
71. Reposition the transfer case vent hose bracket and hose out of the way, if equipped.

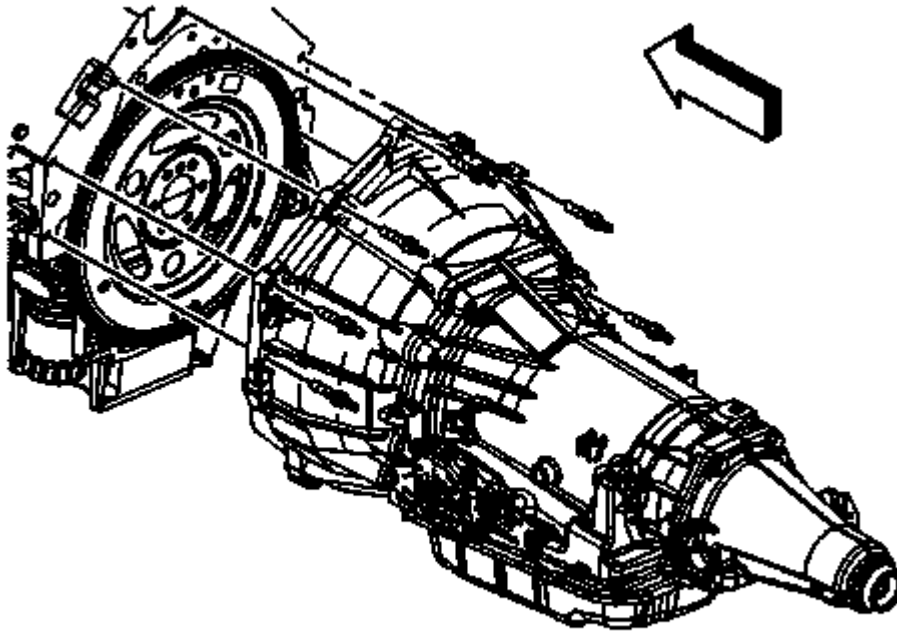


Fig. 464: View Of Transmission Bolts/Studs
Courtesy of GENERAL MOTORS CORP.

72. If equipped with the 4L60-E/4L70-E automatic transmission, remove the transmission bolts/studs.

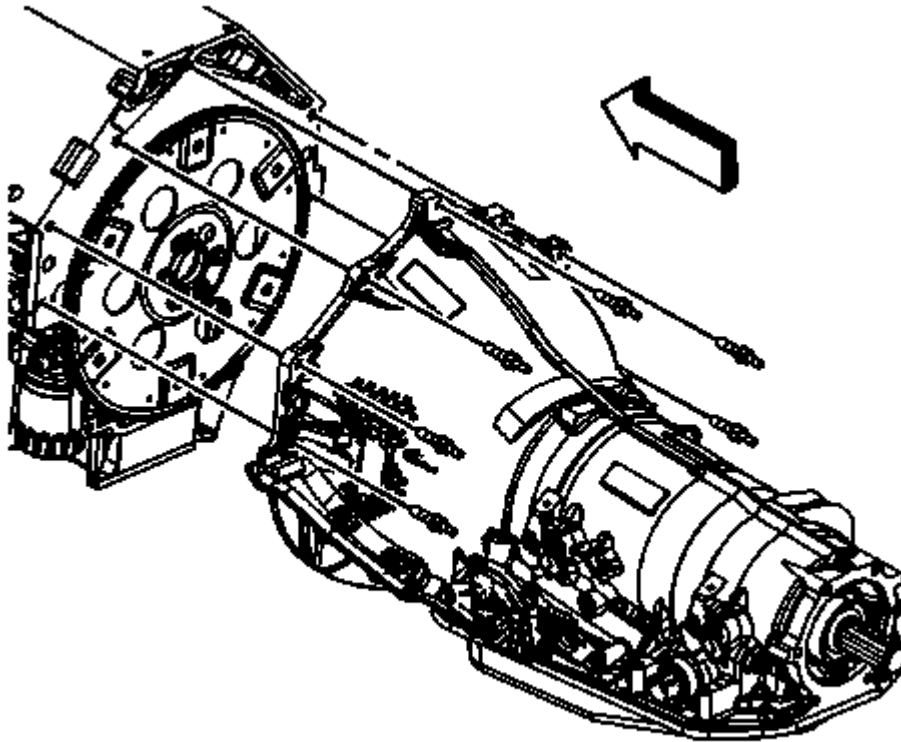


Fig. 465: View Of Transmission Bolts/Studs
Courtesy of GENERAL MOTORS CORP.

73. If equipped with the 4L80-E automatic transmission, remove the transmission bolts/studs.

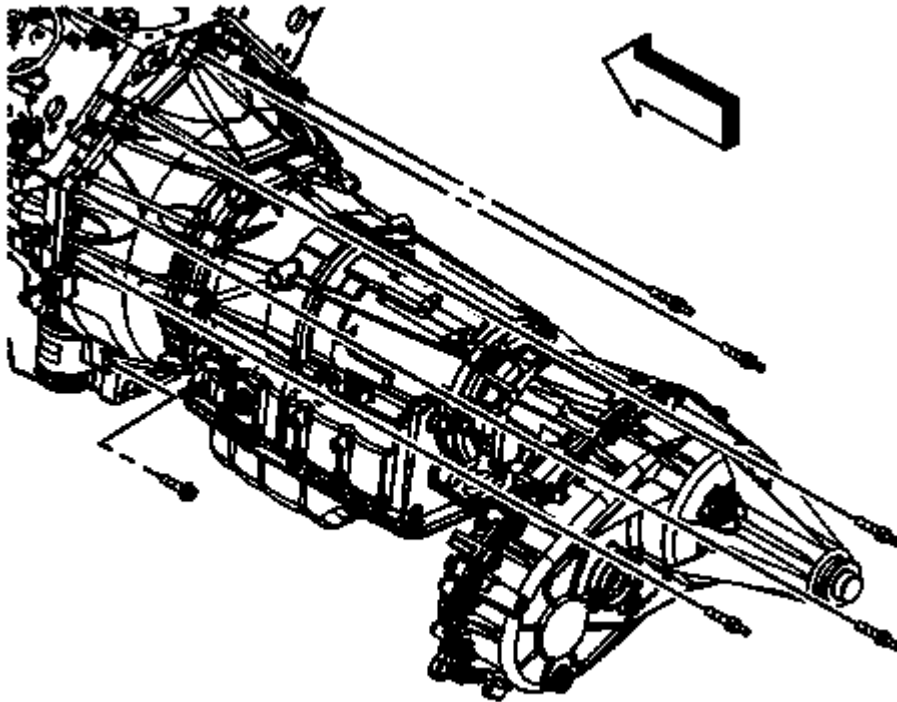


Fig. 466: View Of Transmission Bolts/Studs
Courtesy of GENERAL MOTORS CORP.

74. If equipped with the 6L80-E automatic transmission, remove the transmission bolts/studs.
75. Lower the vehicle.
76. Position and install an engine hoist to the **J 41798** . See **Special Tools** .
77. Install a floor jack under the transmission for support.
78. Remove the engine from the vehicle.
79. Install the **J 21366** to the transmission in order to hold the torque converter. See **Special Tools** .
80. Position and install the engine onto an engine stand.
81. Remove the engine hoist. from the **J 41798** . See **Special Tools** .

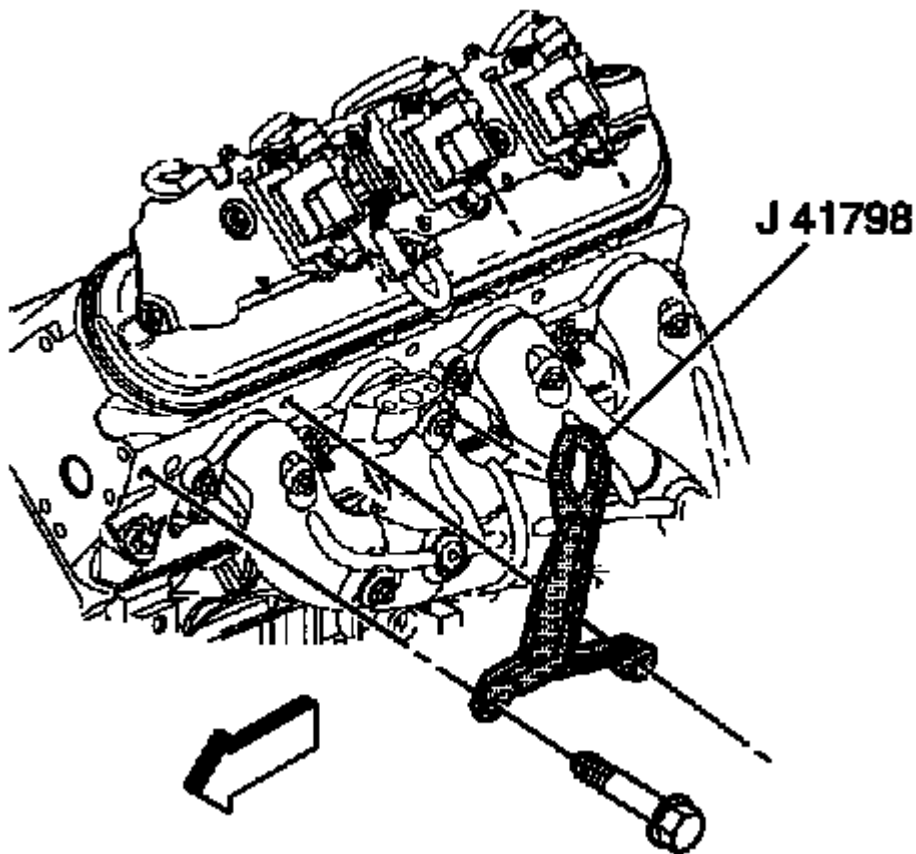


Fig. 467: View Of J 41798

Courtesy of GENERAL MOTORS CORP.

82. Remove the **J 41798** from the engine. See **Special Tools** .

INSTALLATION PROCEDURE

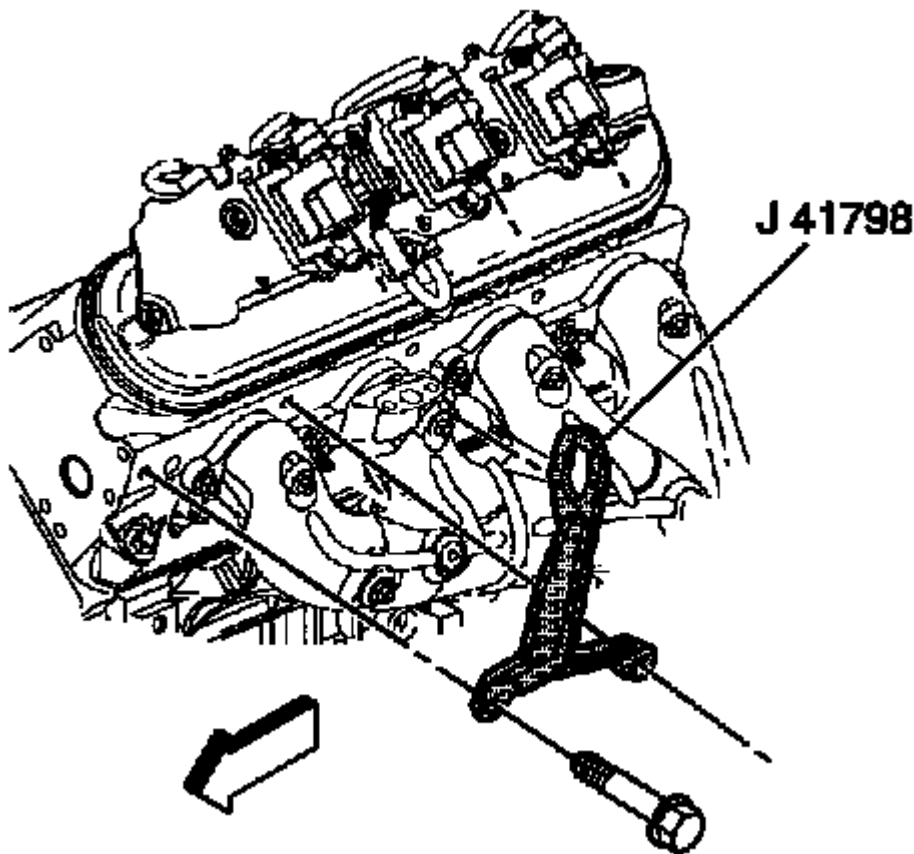


Fig. 468: View Of J 41798

Courtesy of GENERAL MOTORS CORP.

CAUTION: Refer to Fastener Caution .

1. Install the **J 41798** to the engine. See Special Tools .

Tighten:

- Tighten the M8 engine lift bracket bolts to 25 N.m (18 lb ft).
 - Tighten the M10 engine lift bracket bolts to 50 N.m (37 lb ft).
2. Position and install the engine hoist to the **J 41798** . See Special Tools .
 3. Remove the engine from the engine stand.
 4. Remove the **J 21366** from the transmission. See Special Tools .
 5. Install the engine to the vehicle.
 6. Align and install the engine to the transmission. Raise or lower the transmission as required using the floor jack.
 7. Once aligned and mated together completely lower and remove the engine hoist.

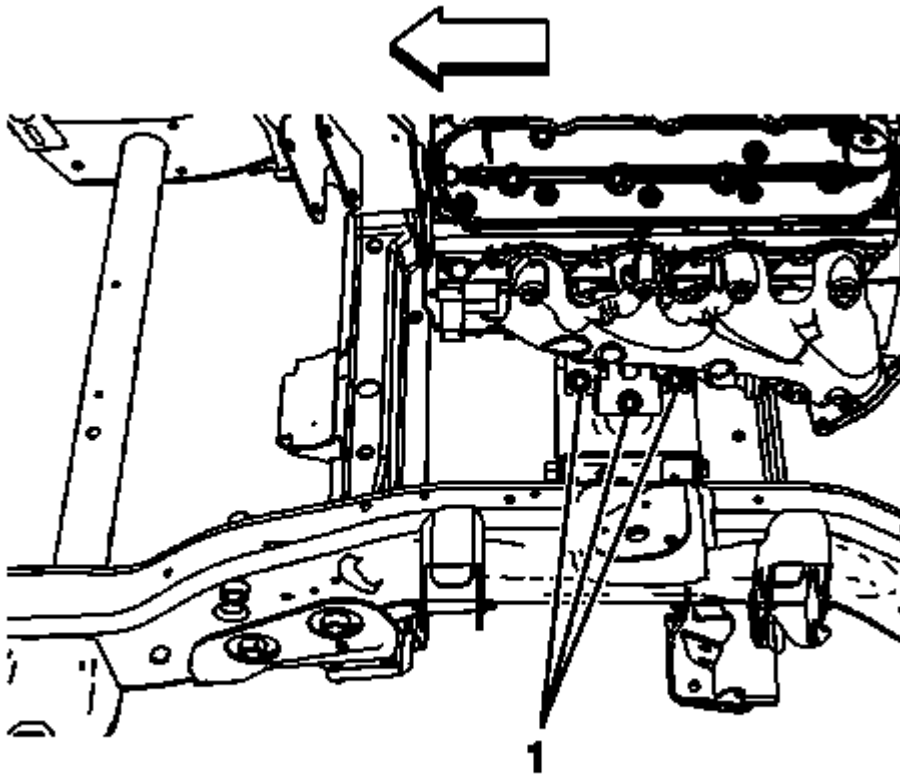


Fig. 469: View Of Engine Mount Bracket Bolts
Courtesy of GENERAL MOTORS CORP.

8. For 2500 series vehicles with a 5.3L, 6.0L, or 6.2L engine, install the left and right engine mount to engine mount bracket bolts (1).

Tighten: Tighten the bolts to 65 N.m (48 lb ft) starting with the middle bolt then either side bolt.

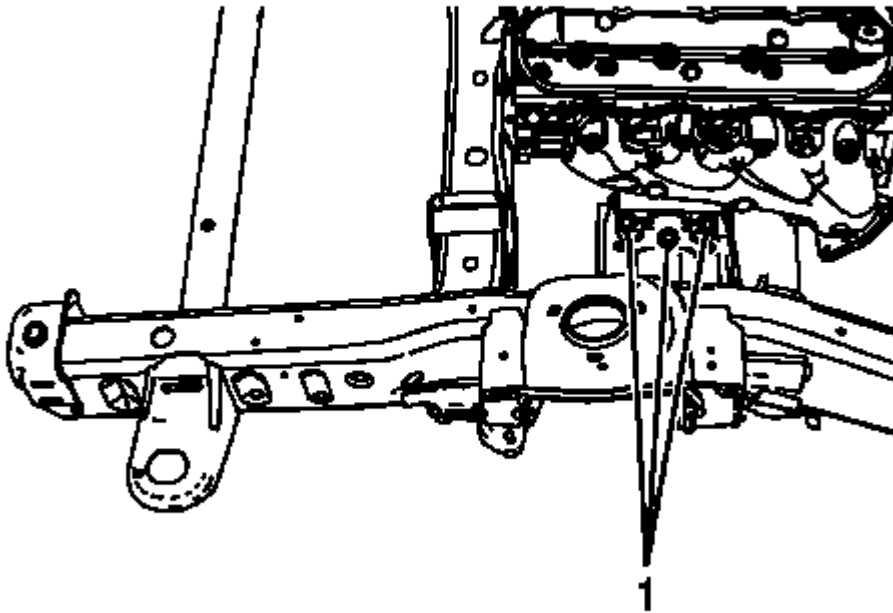


Fig. 470: View Of Engine Mount To Frame Bolts
Courtesy of GENERAL MOTORS CORP.

9. For 1500 series vehicles with a 5.3L, 6.0L, or 6.2L engine, install the left and right engine mount to frame bolts (1).

Tighten: Tighten the bolts to 65 N.m (48 lb ft) starting with the middle bolt then either side bolt.

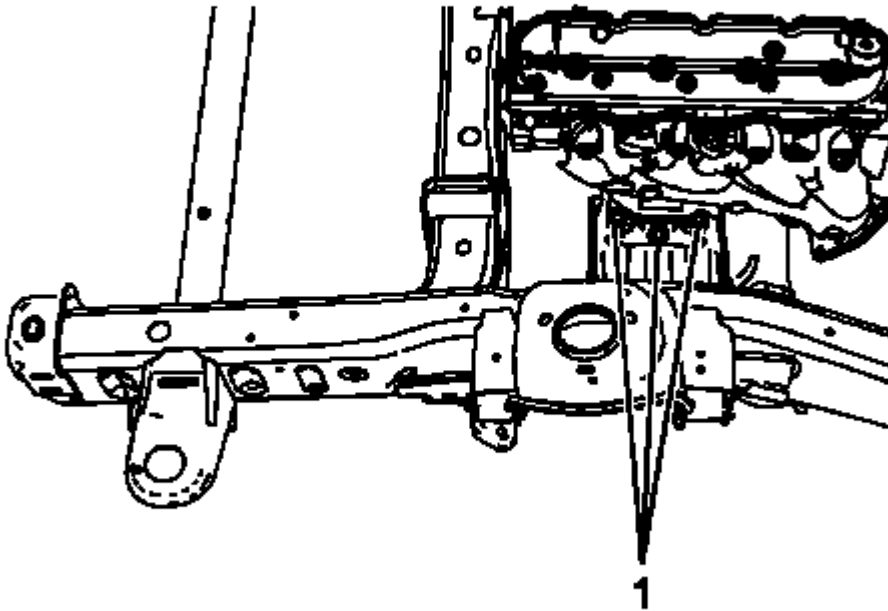


Fig. 471: View Of Engine Mount To Frame Bolts
Courtesy of GENERAL MOTORS CORP.

10. For 1500 series vehicles with a 4.8L engine, install the left and right engine mount to frame bolts (1).

Tighten: Tighten the bolts to 65 N.m (48 lb ft) starting with the middle bolt then either side bolt.

11. Remove the floor jack from under the transmission.
12. Raise the vehicle.

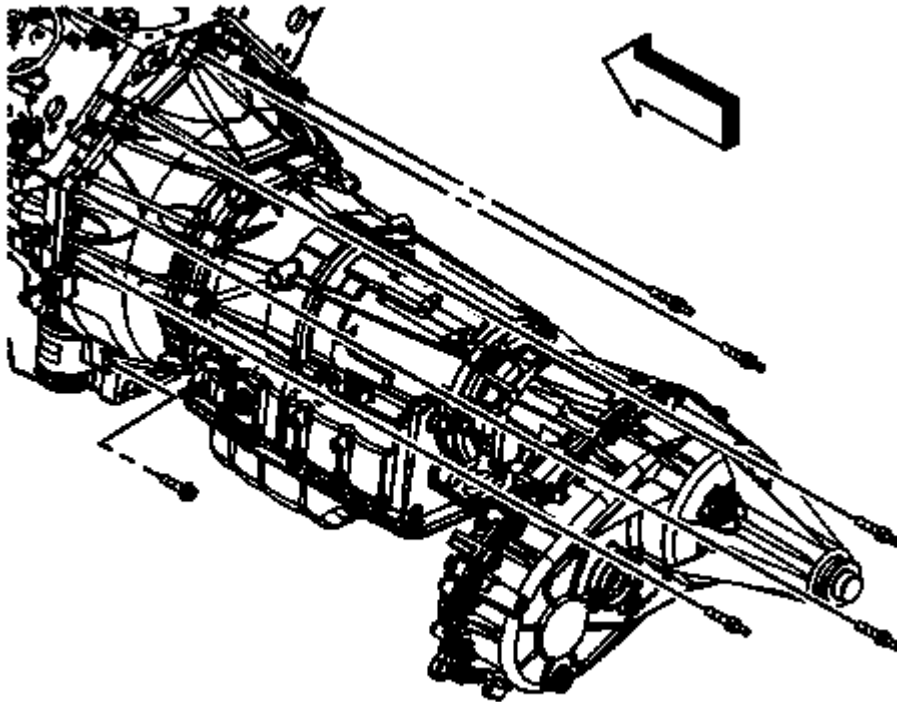


Fig. 472: View Of Transmission Bolts/Studs
Courtesy of GENERAL MOTORS CORP.

13. If equipped with the 6L80-E automatic transmission, install the transmission bolts/studs.

Tighten: Tighten the bolts/studs to 50 N.m (37 lb ft).

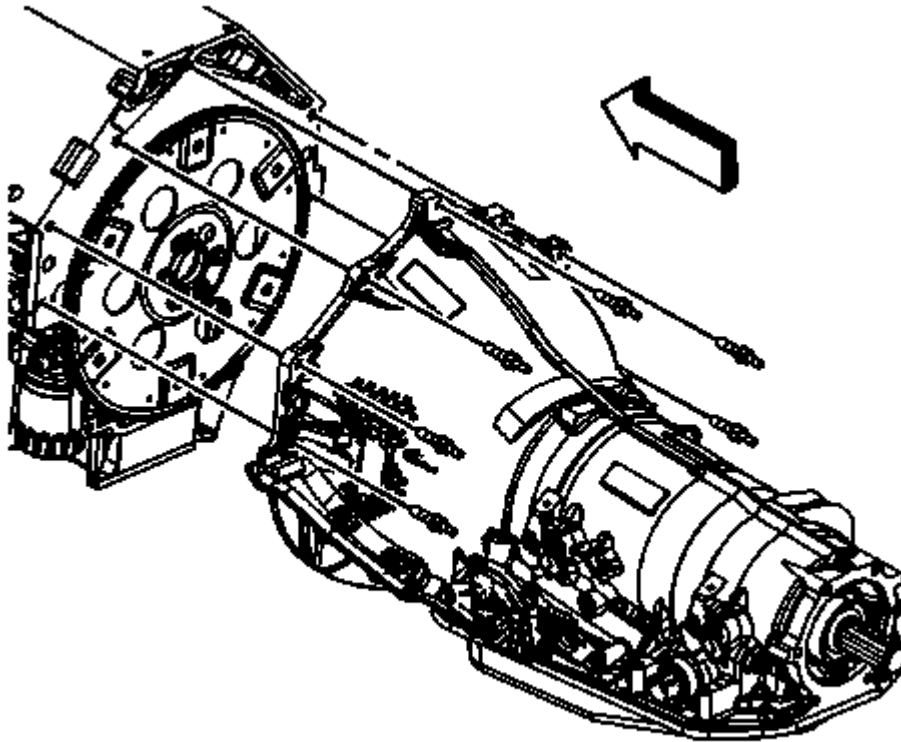


Fig. 473: View Of Transmission Bolts/Studs
Courtesy of GENERAL MOTORS CORP.

14. If equipped with the 4L80-E automatic transmission, install the transmission bolts/studs.

Tighten: Tighten the bolts/studs to 50 N.m (37 lb ft).

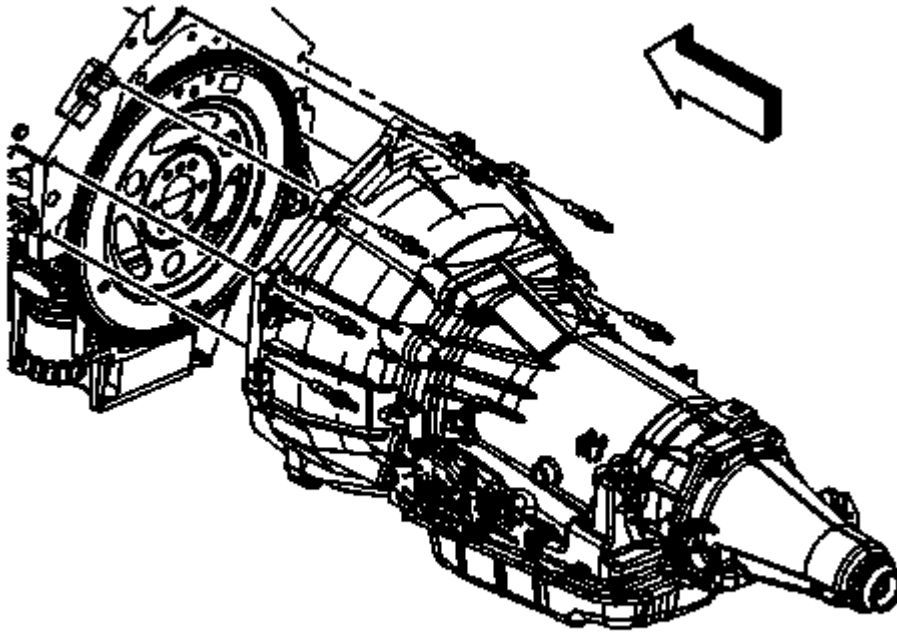


Fig. 474: View Of Transmission Bolts/Studs
Courtesy of GENERAL MOTORS CORP.

15. If equipped with the 4L60-E/4L70-E automatic transmission, install the transmission bolts/studs.

Tighten: Tighten the bolts/studs to 50 N.m (37 lb ft).

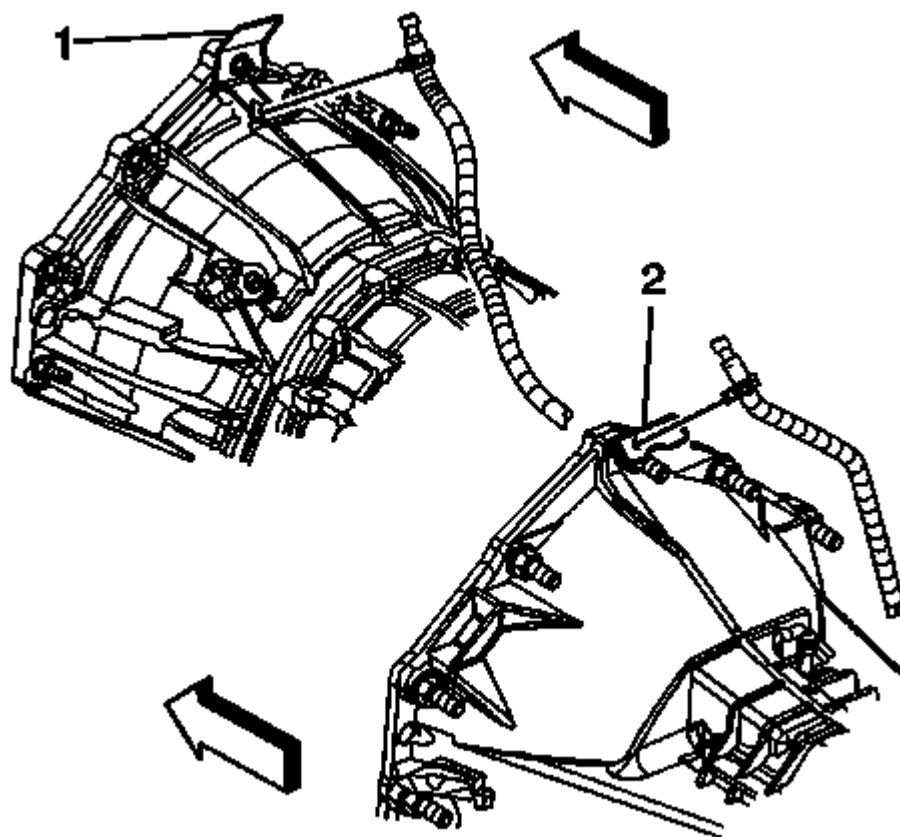


Fig. 475: View Of Transfer Case Vent Hose Bracket & Nut
Courtesy of GENERAL MOTORS CORP.

16. Position the transfer case vent hose bracket and hose and install the bracket to the stud, if equipped.
17. For the 4L60-E/4L70-E/6L80-E automatic transmission, install the transfer case vent hose bracket (2) nut to the stud, if equipped.

Tighten: Tighten the nut to 20 N.m (15 lb ft).

18. For the 4L80-E automatic transmission, install the transfer case vent hose bracket (1) nut to the stud, if equipped.

Tighten: Tighten the nut to 20 N.m (15 lb ft).

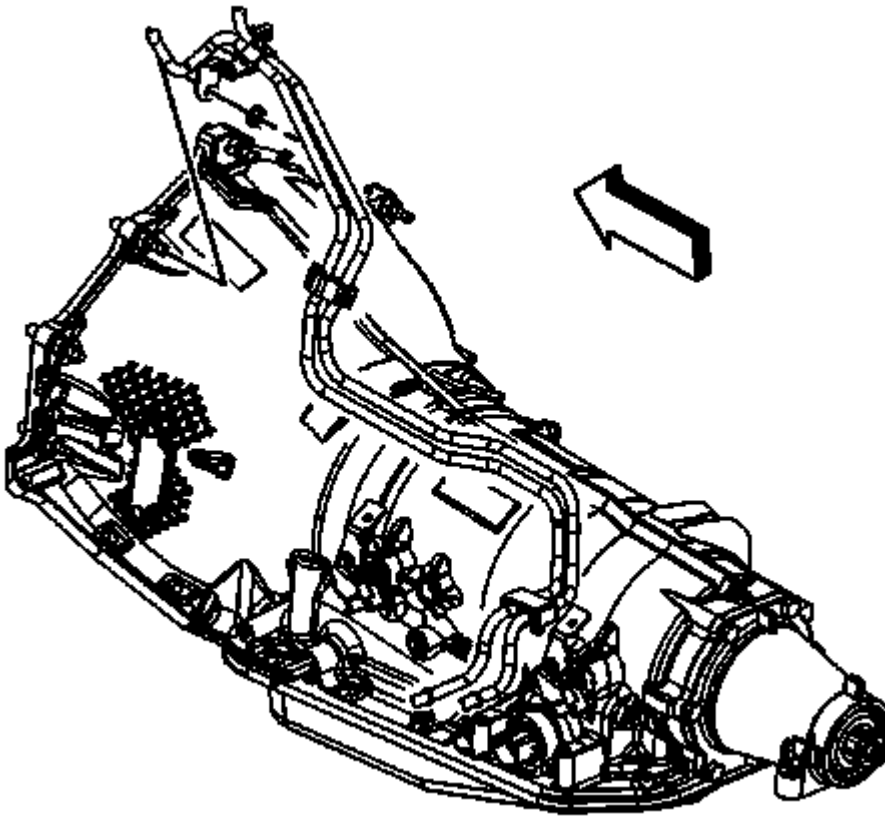


Fig. 476: View Of Fuel/Evaporative Emission Pipe & Bracket
Courtesy of GENERAL MOTORS CORP.

19. Position the fuel/EVAP pipe bracket and install the bracket to the stud. (typical installation shown).
20. Install the fuel/EVAP pipe bracket nut to the transmission stud

Tighten: Tighten the nut to 20 N.m (15 lb ft).

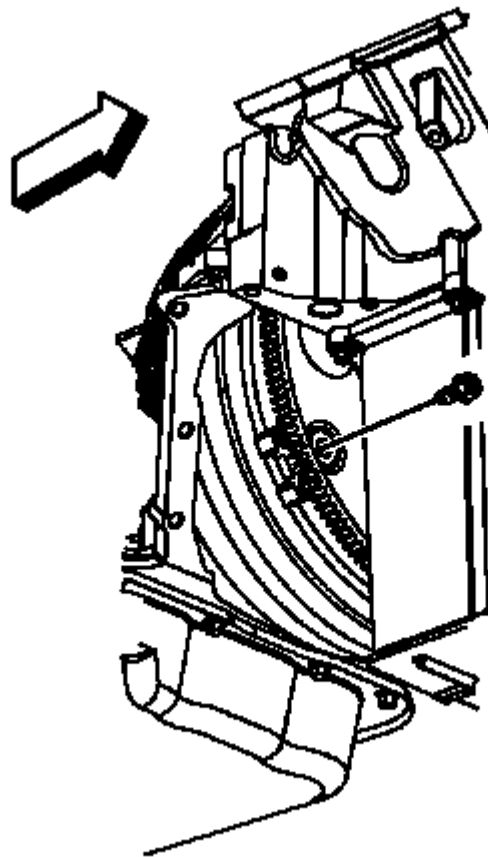


Fig. 477: View Of Flywheel To Torque Converter Bolts
Courtesy of GENERAL MOTORS CORP.

21. Align the torque converter bolt holes to the flywheel bolt holes.
22. Install the flywheel to torque converter bolts.

Tighten:

- For the 4L60-E/4L70-E/6L80-E automatic transmission, tighten the bolts to 63 N.m (47 lb ft).
 - For the 4L80-E automatic transmission, tighten the bolts to 60 N.m (44 lb ft).
23. Install the catalytic converter. Refer to one of the following procedures:
 - Catalytic Converter Replacement (LY6 with Exhaust Flange) or Catalytic Converter Replacement (L9H with Exhaust Flange) or Catalytic Converter Replacement (Gen IV Engines with Exhaust Clamp) or Catalytic Converter Replacement (LFA with Exhaust Clamp) or Catalytic Converter Replacement (LMM) for 1500 series
 - Catalytic Converter Replacement - Left Side (Cab Chassis) for the 2500 series
 - Exhaust Manifold Pipe Replacement for the 2500 series
 24. Lower the vehicle.

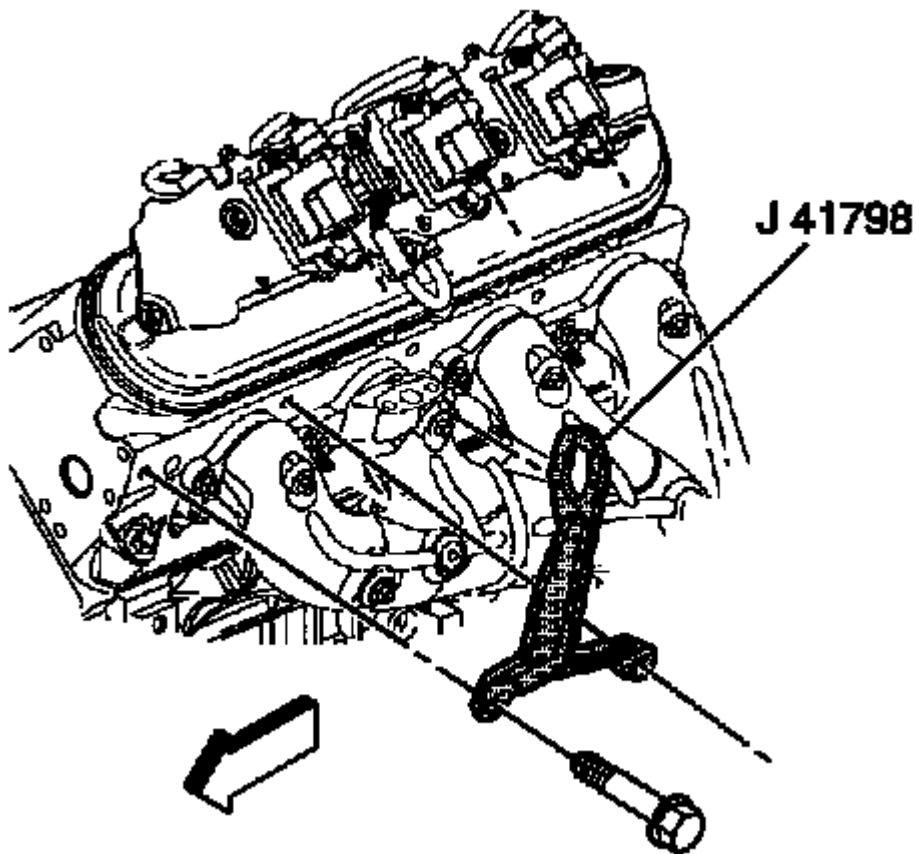


Fig. 478: View Of J 41798

Courtesy of GENERAL MOTORS CORP.

25. Remove the **J 41798** from the cylinder heads. See Special Tools .
26. Install the ignition coil(s) and spark plug wire(s), as required. Refer to Ignition Coil Replacement .

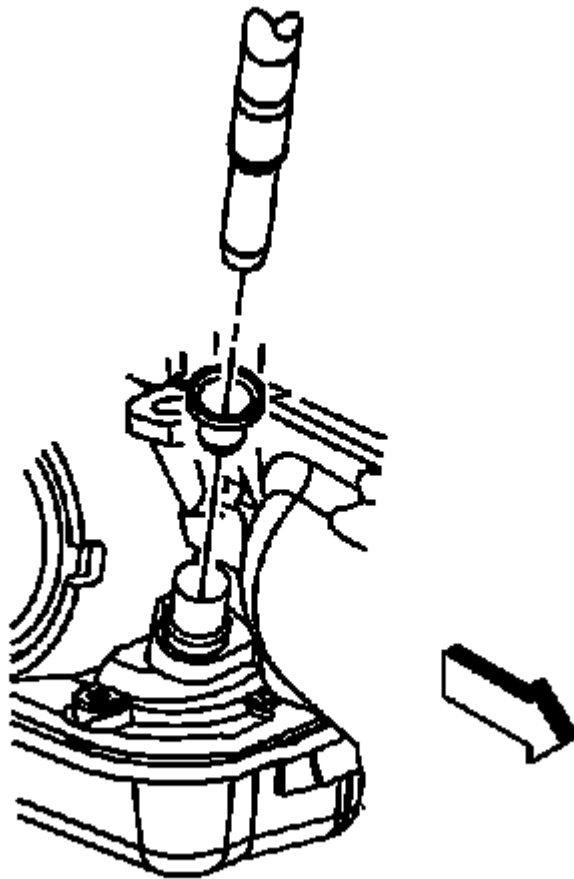


Fig. 479: View Of Oil Level Indicator Tube & Seal
Courtesy of GENERAL MOTORS CORP.

27. Install the transmission oil level indicator tube.

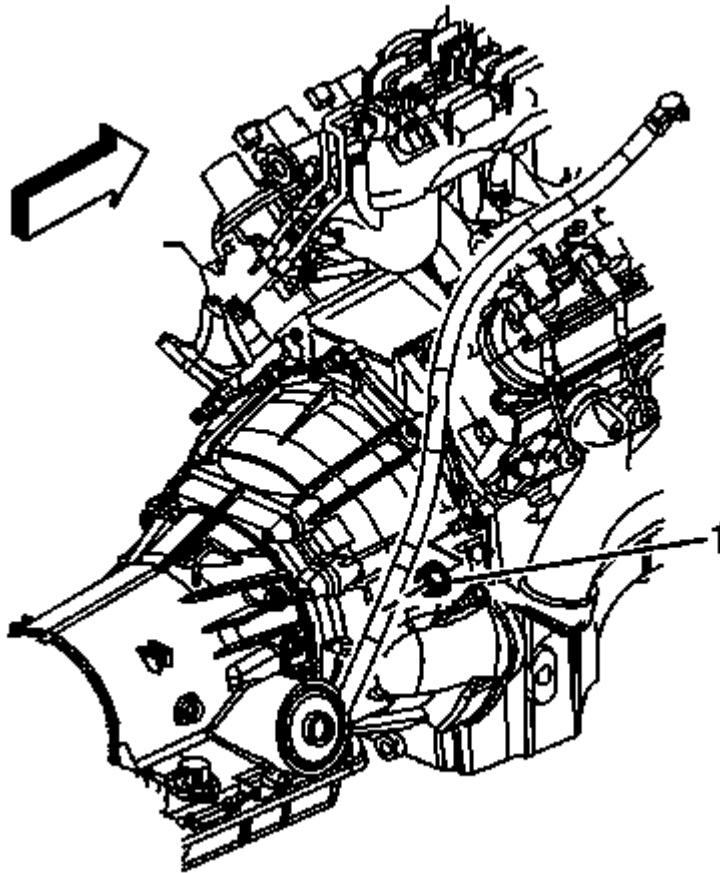


Fig. 480: View Of Transmission Oil Level Indicator Tube Nut
Courtesy of GENERAL MOTORS CORP.

28. Install the transmission oil level indicator tube nut (1).

Tighten: Tighten the nut to 18 N.m (13 lb ft).

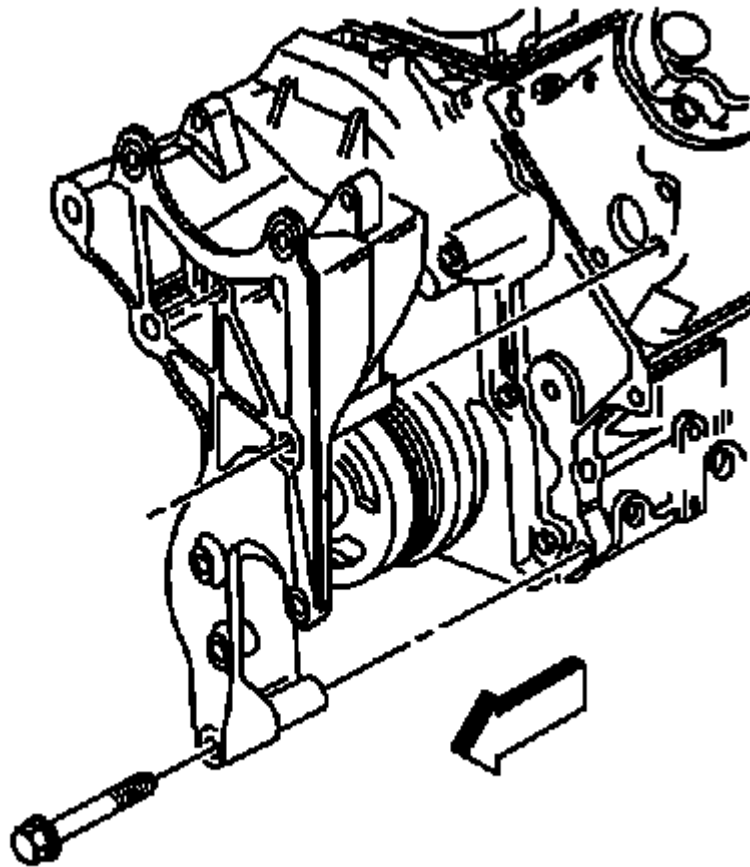


Fig. 481: View Of Generator Bracket & Bolts
 Courtesy of GENERAL MOTORS CORP.

29. Position the generator bracket (with power steering pump) to the engine.
30. Install the generator bracket bolts.

Tighten: Tighten the bolts to 50 N.m (37 lb ft).

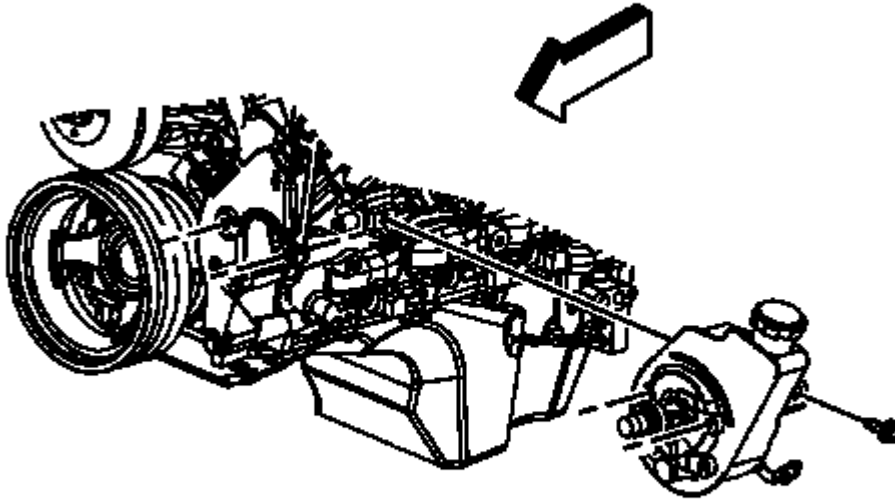


Fig. 482: View Of Power Steering Pump-To-Engine Block Bolt
Courtesy of GENERAL MOTORS CORP.

31. Install the rear power steering pump-to-engine block bolt (1500 series shown, 2500 series similar).

Tighten: Tighten the bolt to 50 N.m (37 lb ft).

32. Raise the vehicle.

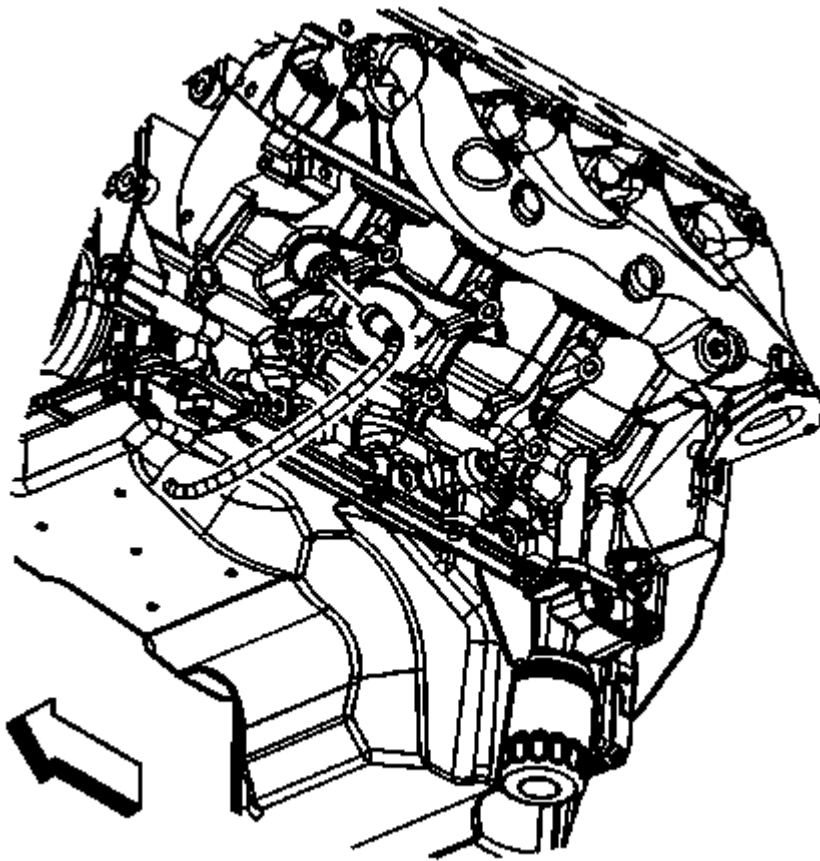


Fig. 483: View Of Coolant Heater Cord
Courtesy of GENERAL MOTORS CORP.

33. Connect the coolant heater cord to the coolant heater, if equipped.

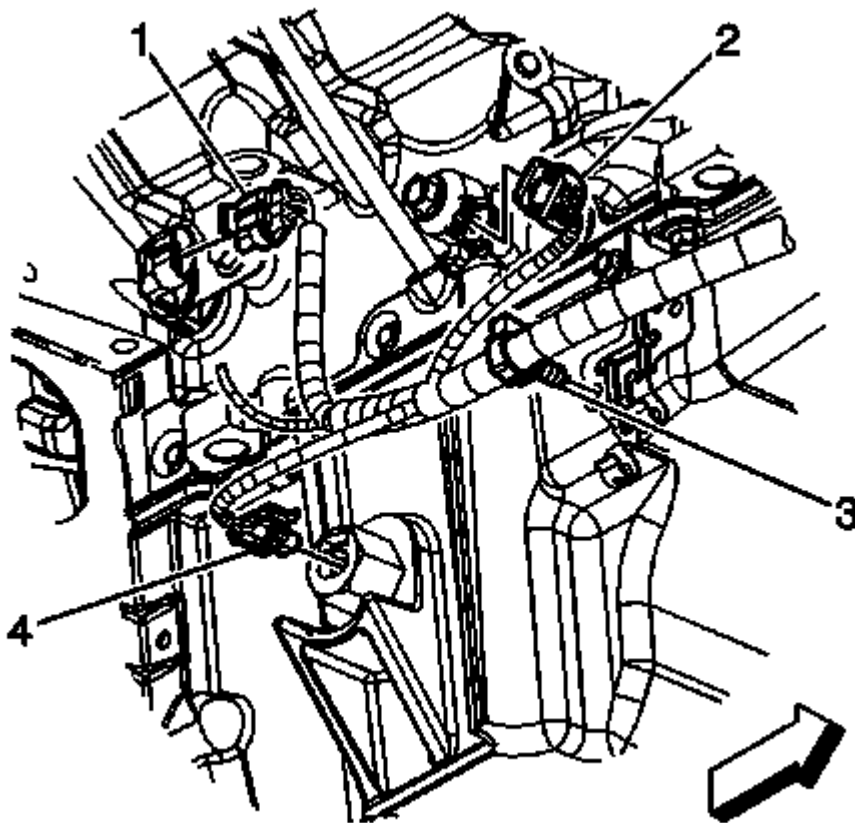


Fig. 484: View Of Engine Wiring Harness Electrical Connector & Components
Courtesy of GENERAL MOTORS CORP.

34. Connect the engine harness electrical connector (1) to the CKP sensor.
35. Connect the engine harness electrical connector (2) to the knock sensor.
36. Connect the engine harness electrical connector (4) to the oil level sensor.
37. Install the engine harness clip (3) to the transmission oil cooler line bracket.
38. Install the starter motor. Refer to **Starter Replacement (V8)** or **Starter Replacement (V6)** or **Starter Replacement (6.6L)** .

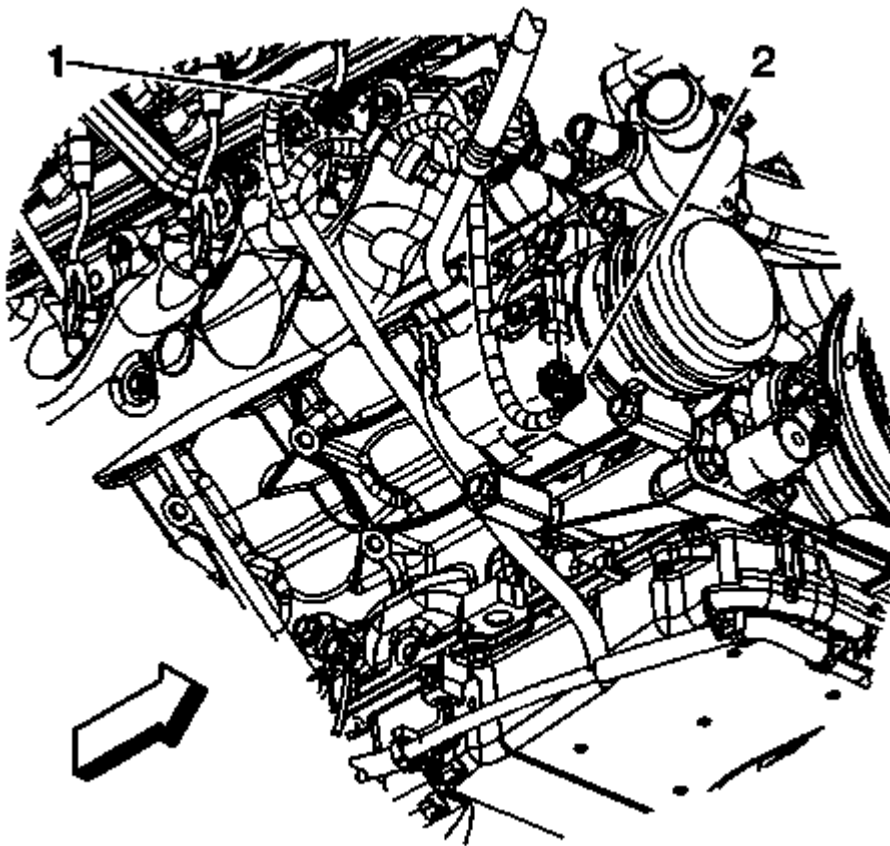


Fig. 485: View Of Electrical Connectors
Courtesy of GENERAL MOTORS CORP.

39. Connect the engine harness electrical connector (1) to the A/C refrigerant pressure sensor.

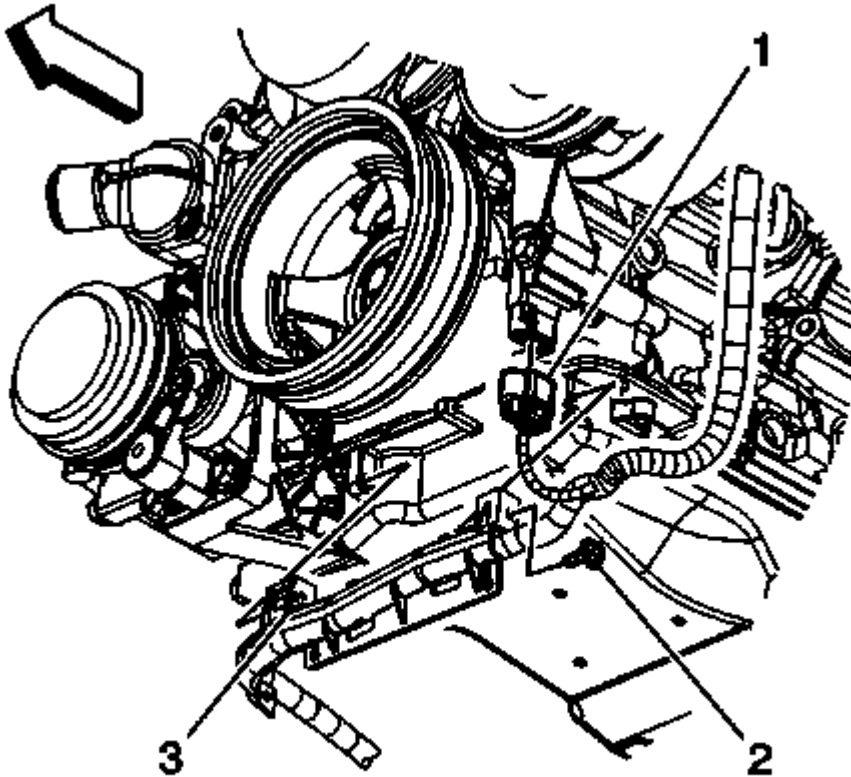


Fig. 486: View Of Electrical Connector, Cable Channel Bolt & Pin
Courtesy of GENERAL MOTORS CORP.

40. Slide the channel pin (3) into the oil pan tab.
41. Install the battery cable channel bolt (2).

Tighten: Tighten the bolt to 12 N.m (106 lb in).

42. Connect the engine harness electrical connector (1) to the CMP sensor wire harness.

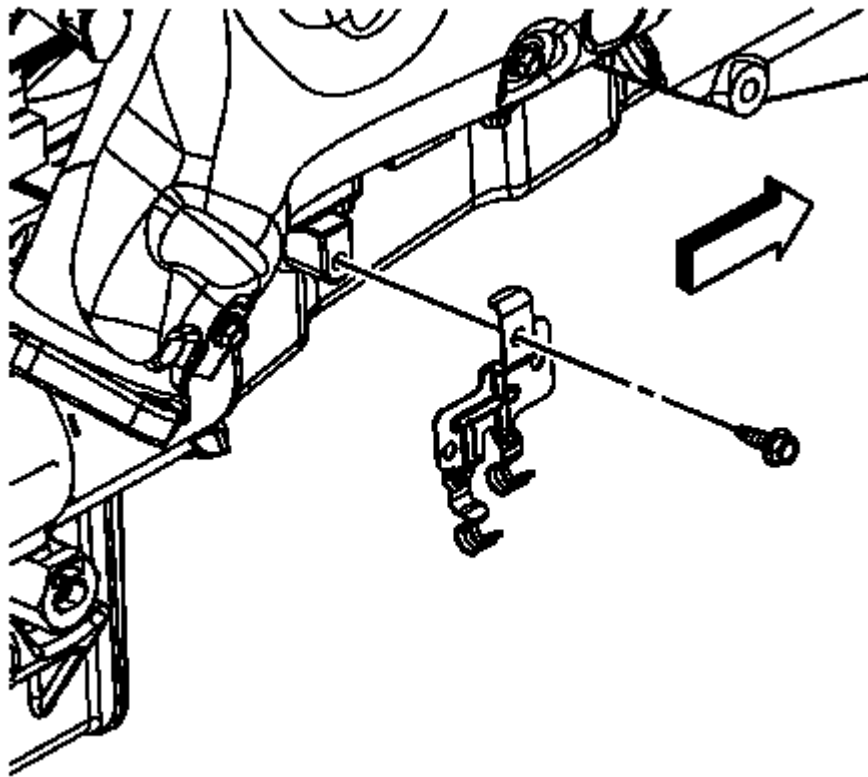


Fig. 487: View Of Oil Cooler Line Clip & Bolt
Courtesy of GENERAL MOTORS CORP.

Position the transmission oil cooler line clip to the oil pan and install the bolt, if equipped.

Tighten: Tighten the bolt to 9 N.m (80 lb in).

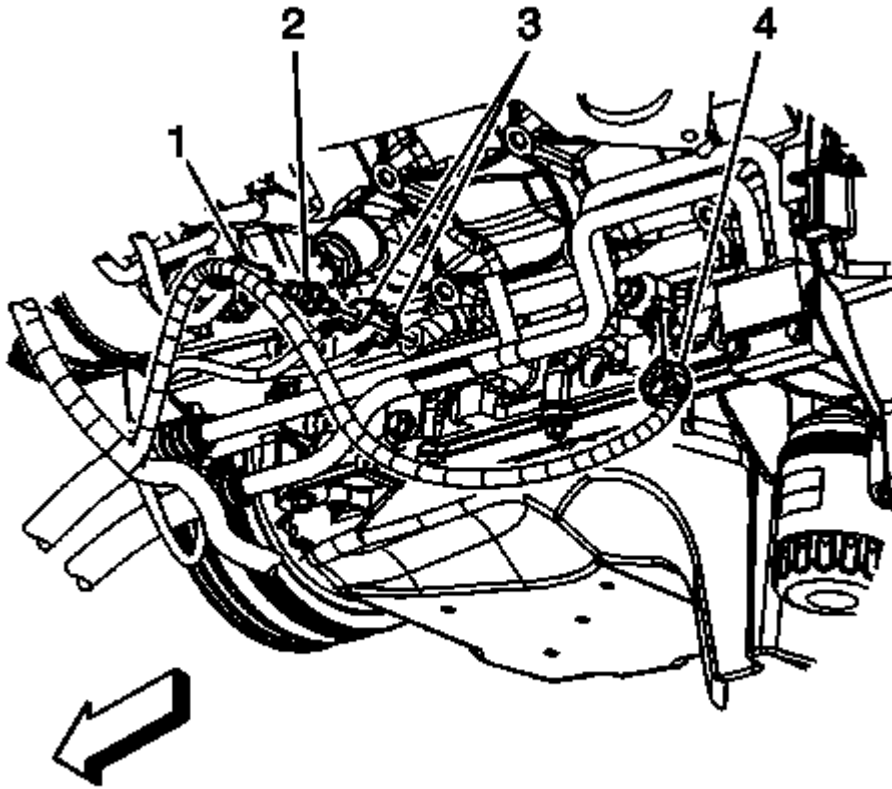


Fig. 488: View Of Engine Harness Components
Courtesy of GENERAL MOTORS CORP.

43. Connect the engine harness electrical connector (4) to the knock sensor.
44. Position the engine harness grounds (3) to the engine block.
45. Install the engine harness ground stud (2) to the engine block.

Tighten: Tighten the stud to 16 N.m (12 lb ft).

46. Install the engine harness clip (1) to the ground stud.
47. Lower the vehicle.

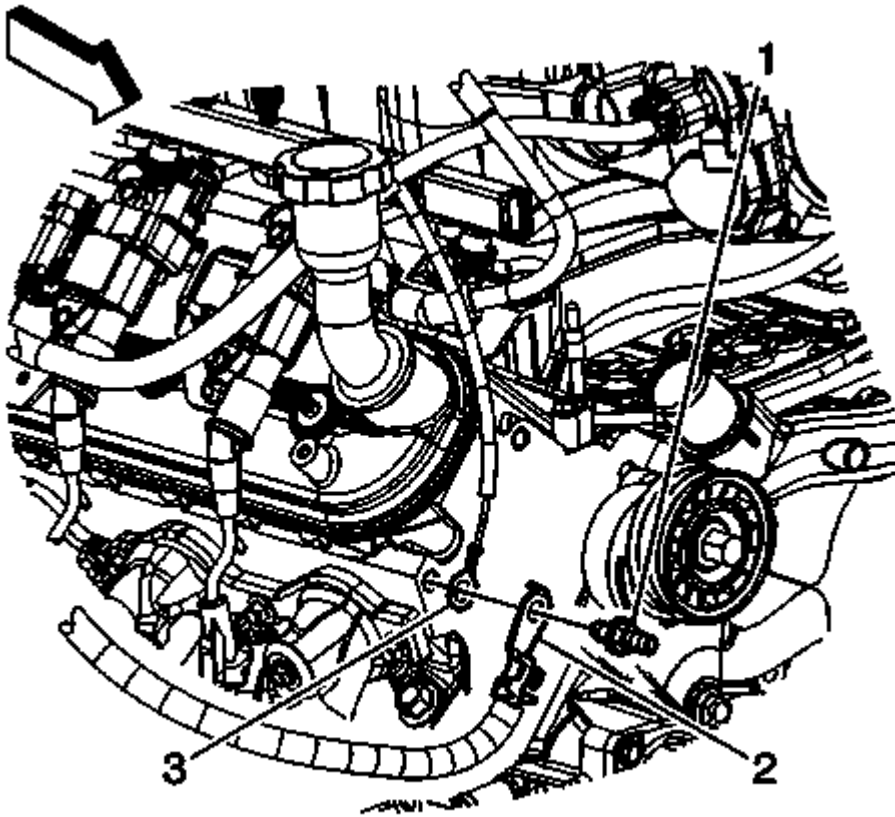


Fig. 489: View Of Battery Cable Terminals & Stud
Courtesy of GENERAL MOTORS CORP.

48. Position the negative battery cable terminal (2) and the engine harness ground (3) to the right cylinder head.
49. Install the negative battery cable stud (1) to the right cylinder head.

Tighten: Tighten the stud to 25 N.m (18 lb ft).

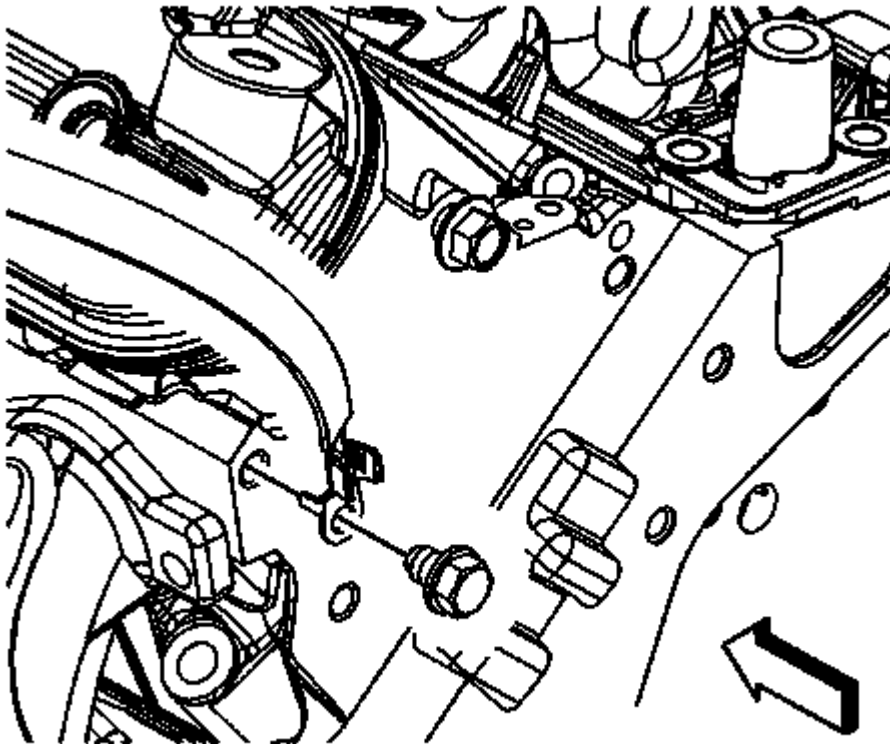


Fig. 490: View Of Engine Ground Strap & Bolt
Courtesy of GENERAL MOTORS CORP.

50. Position the engine ground strap to the cylinder head and cowl.
51. Install the engine ground strap bolt to the rear of the left cylinder head and cowl.

Tighten: Tighten the bolt to 16 N.m (12 lb ft).

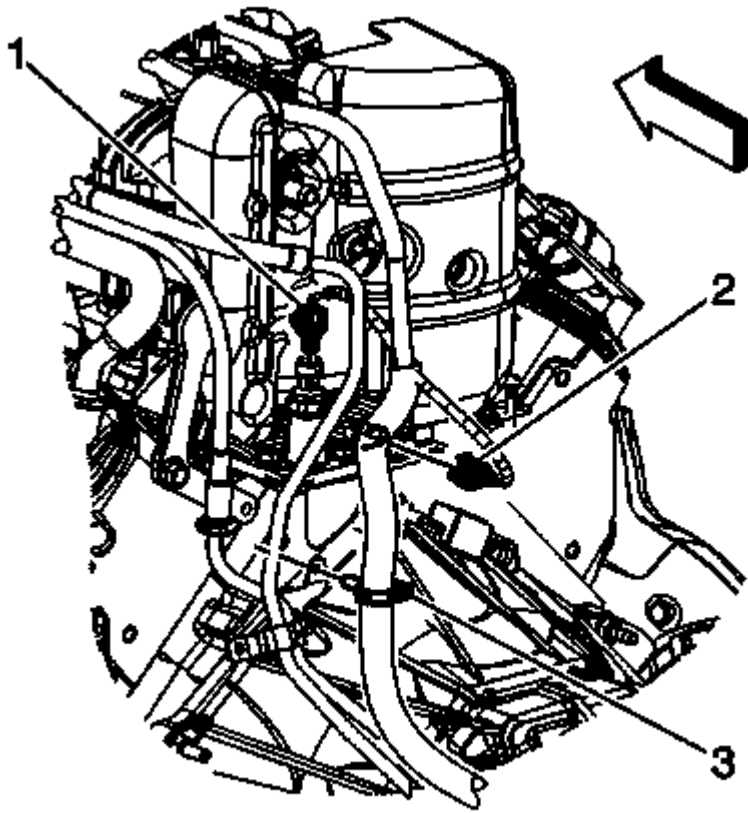


Fig. 491: View Of Engine Harness Electrical Connectors & Inlet Hose Clamp
Courtesy of GENERAL MOTORS CORP.

52. Connect the engine harness electrical connector (1) to the oil pressure sensor.
53. Connect the engine harness electrical connector (2) to the lifter oil manifold.
54. Install the heater hoses. Refer to **Heater Inlet Hose Replacement (Non-HP2)** and **Heater Outlet Hose Replacement (Non-HP2)** .

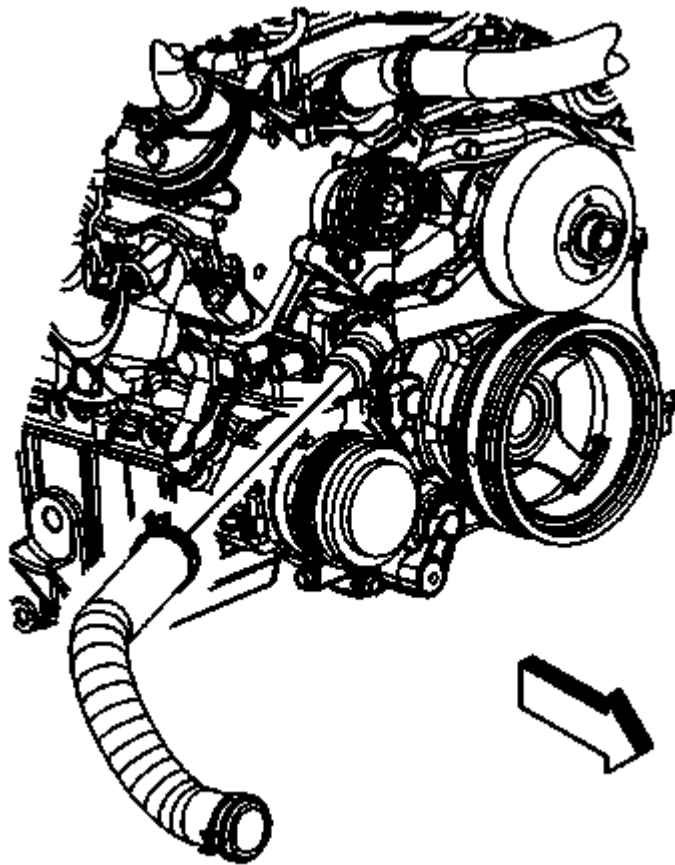


Fig. 492: View Of Radiator Outlet Hose
Courtesy of GENERAL MOTORS CORP.

55. Install the radiator outlet hose to the water pump.
56. Position the radiator outlet hose clamp at the water pump.

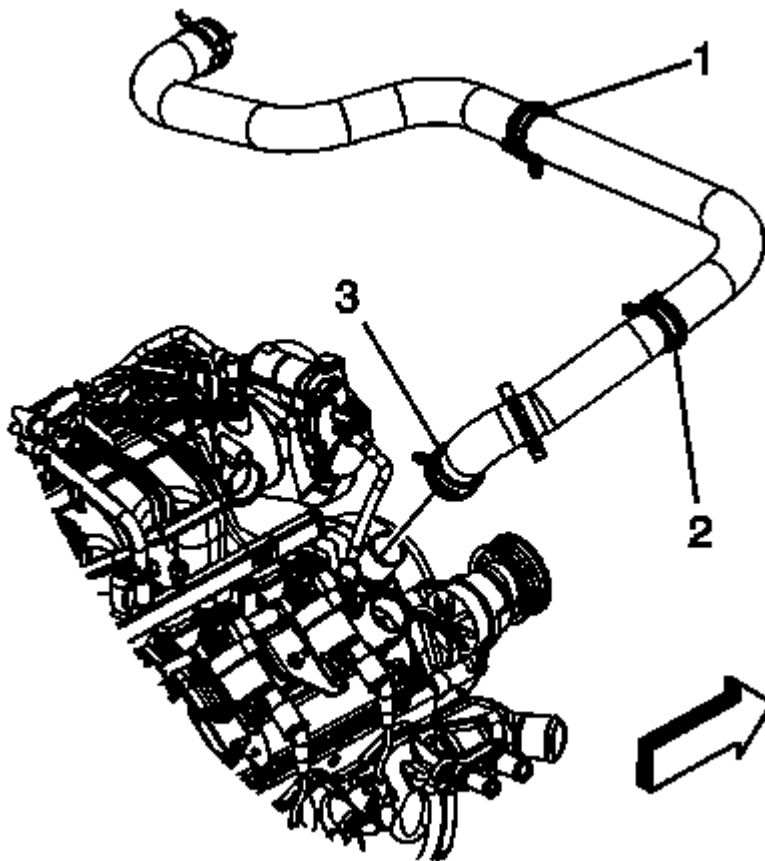


Fig. 493: View Of Radiator Vent Inlet Hose Clamp At Water Pump
 Courtesy of GENERAL MOTORS CORP.

57. Install the radiator inlet hose to the water pump.
58. Position the radiator inlet hose clamp (3) at the water pump.

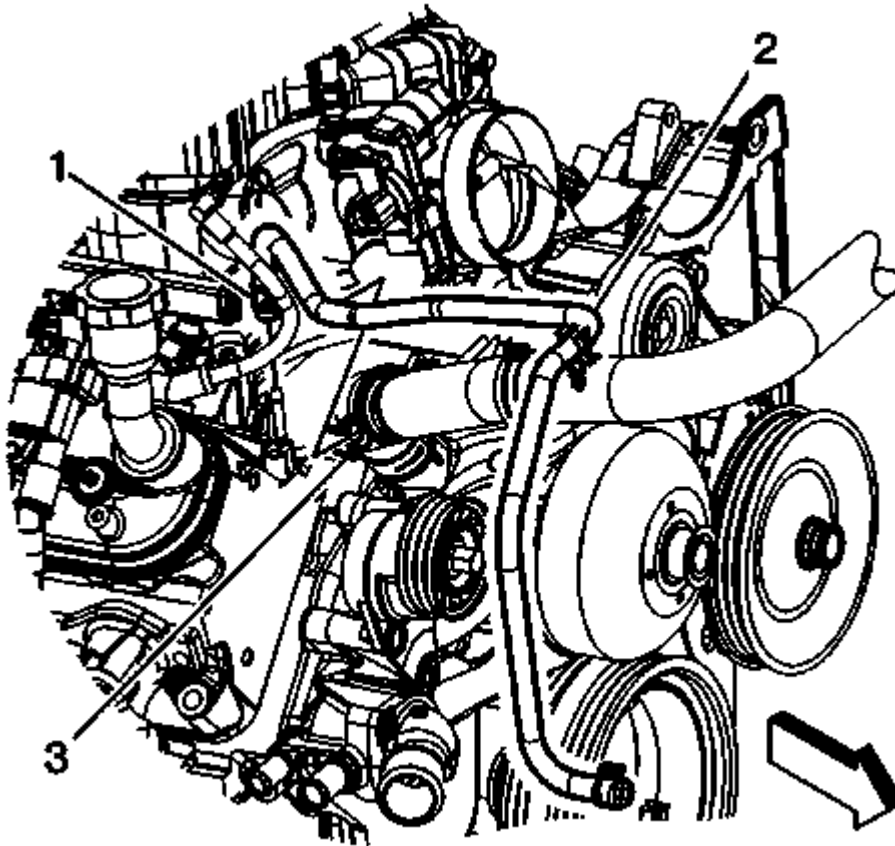


Fig. 494: View Of Radiator Vent Inlet Hose & Clamps
Courtesy of GENERAL MOTORS CORP.

59. Position and install the radiator vent inlet hose (2) to the air bleed pipe.
60. Position the radiator vent inlet hose clamp (1) at the air bleed pipe.
61. Install the radiator vent inlet hose (2) to the radiator inlet hose clip (3).
62. Position the generator battery jumper to the engine.
63. Install the intake manifold. Refer to **Intake Manifold Replacement (Without AFM)** or **Intake Manifold Replacement (With AFM)**.

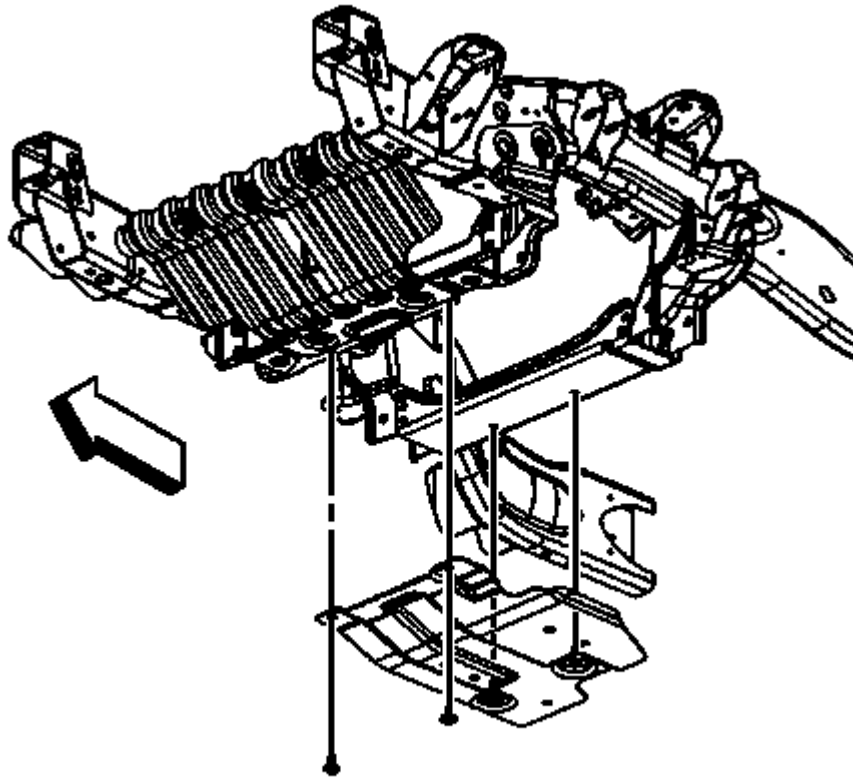


Fig. 495: View Of Oil Pan Skid Plate & Bolts
Courtesy of GENERAL MOTORS CORP.

64. For 2500 series vehicles, install the oil pan skid plate and bolts, if equipped.

Tighten: Tighten the bolts to 28 N.m (21 lb ft).

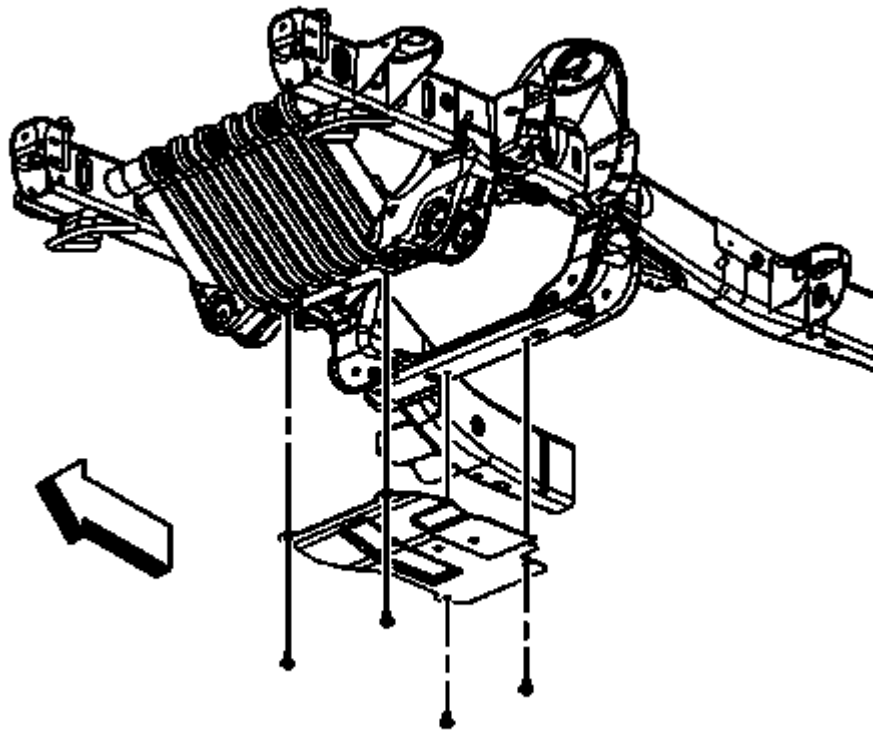


Fig. 496: View Of Oil Pan Skid Plate & Bolts
Courtesy of GENERAL MOTORS CORP.

65. For 1500 series vehicles, install the oil pan skid plate and bolts, if equipped.

Tighten: Tighten the bolts to 28 N.m (21 lb ft).

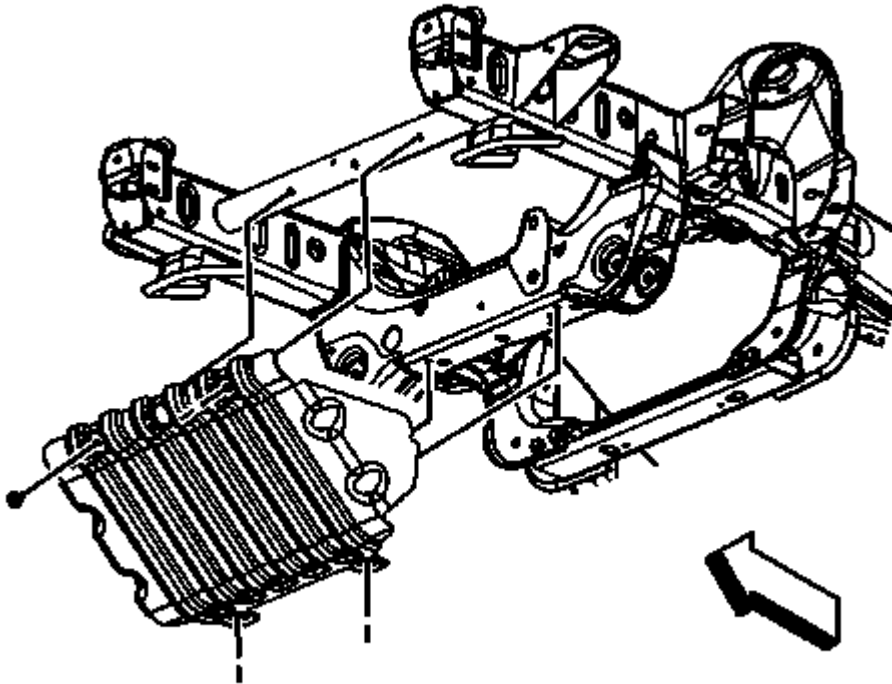


Fig. 497: View Of Engine Shield & Bolts
Courtesy of GENERAL MOTORS CORP.

66. Install the engine shield and bolts.

Tighten: Tighten the bolts to 20 N.m (15 lb ft).

67. Lower the vehicle.
68. Install the front end upper tie bar. Refer to Front End Upper Tie Bar Replacement .
69. Install the hood latch. Refer to Hood Primary and Secondary Latch Replacement .

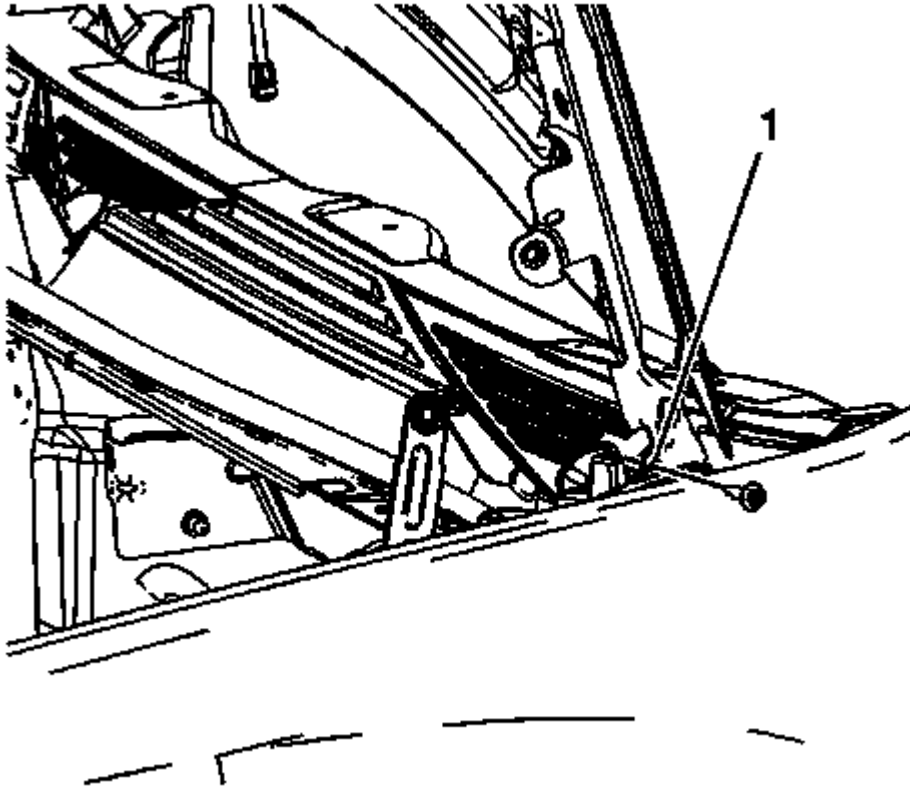


Fig. 498: View Of Service Piston Notch
Courtesy of GENERAL MOTORS CORP.

NOTE: There is a positive stop which limits the hood from being opened too far.

70. With the aid of the assistant raise the hood slightly until the hood hinge bolts can be removed from the service position notch (1).

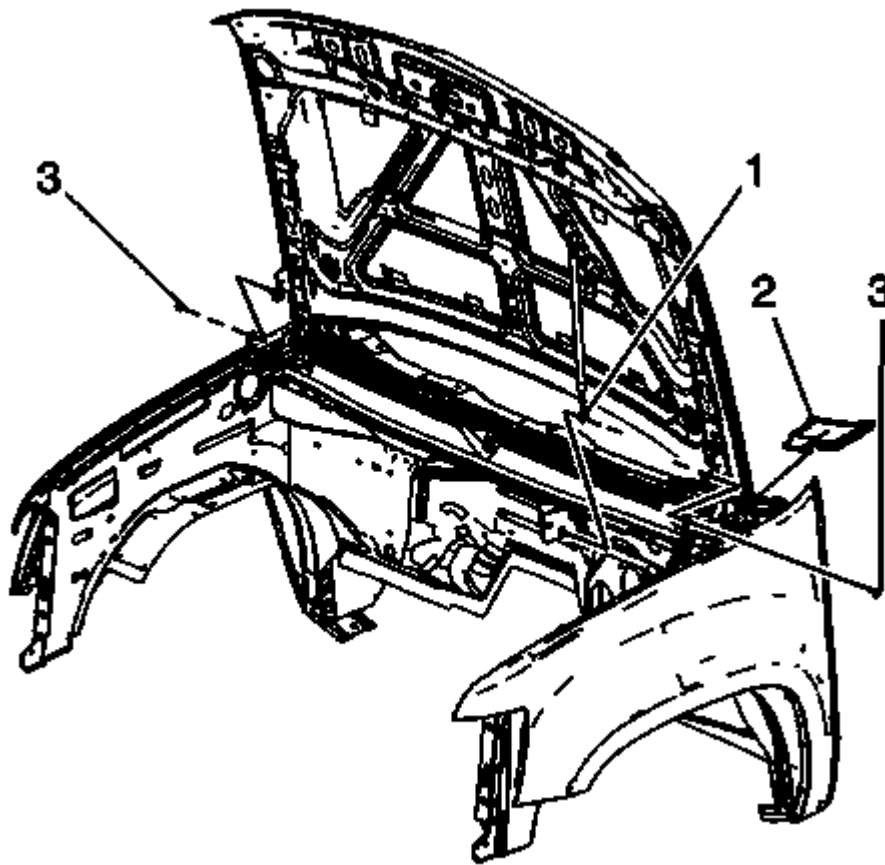


Fig. 499: View Of Hood Strut Rod, Grille End Caps & Hood Hinge Bolts
Courtesy of GENERAL MOTORS CORP.

71. With the aid of an assistant lower the hood and install the hood hinge bolts (3) to the hood hinges.

Tighten: Tighten the bolts to 25 N.m (18 lb ft).

72. Install the hood strut rod (1) to the hood strut bracket stud.
73. Install the air inlet grille end caps (2), push down the end cap in order to engage the retainers. (left side shown, right side similar).

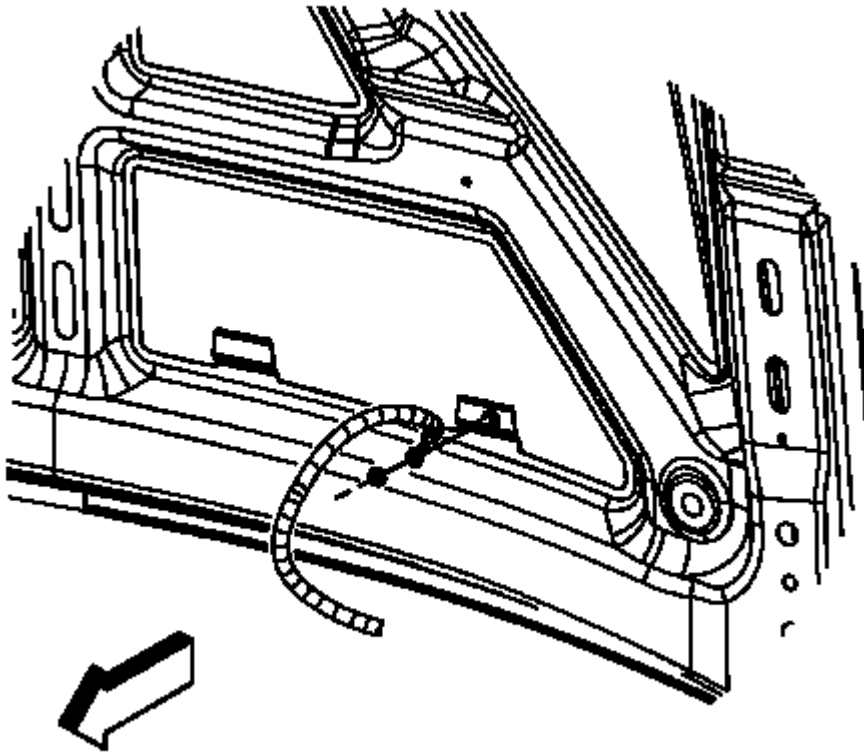


Fig. 500: View Of Ground Strap & Nut
Courtesy of GENERAL MOTORS CORP.

74. Install the ground strap to the hood stud.
75. Install the ground strap nut at the hood stud.

Tighten: Tighten the nut to 9 N.m (80 lb in).

76. Prelube the engine. Refer to **Engine Prelubing** .
77. Perform the CKP system variation learn procedure. Refer to **Crankshaft Position System Variation Learn** .

NOTE: **After an overhaul the engine should be tested. Use the following procedure after the engine is installed in the vehicle.**

- Disable the ignition system.
- Crank the engine several times. Listen for any unusual noises or evidence that parts are binding.
- Enable the ignition system.
- Start the engine and listen for unusual noises.
- Check the vehicle oil pressure gauge or light and confirm that the engine has acceptable oil

pressure.

- Run the engine speed at about 1,000 RPM until the engine has reached normal operating temperature.
- Listen for sticking lifters or other unusual noises.
- Inspect for fuel, oil and/or coolant leaks while the engine is running.
- Perform a final inspection for the proper oil and coolant levels.

78. Close the hood.